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Norwich to Tilbury

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Document: 7.11 Transport Assessment - Appendix H - Junction Capacity Assessment Results

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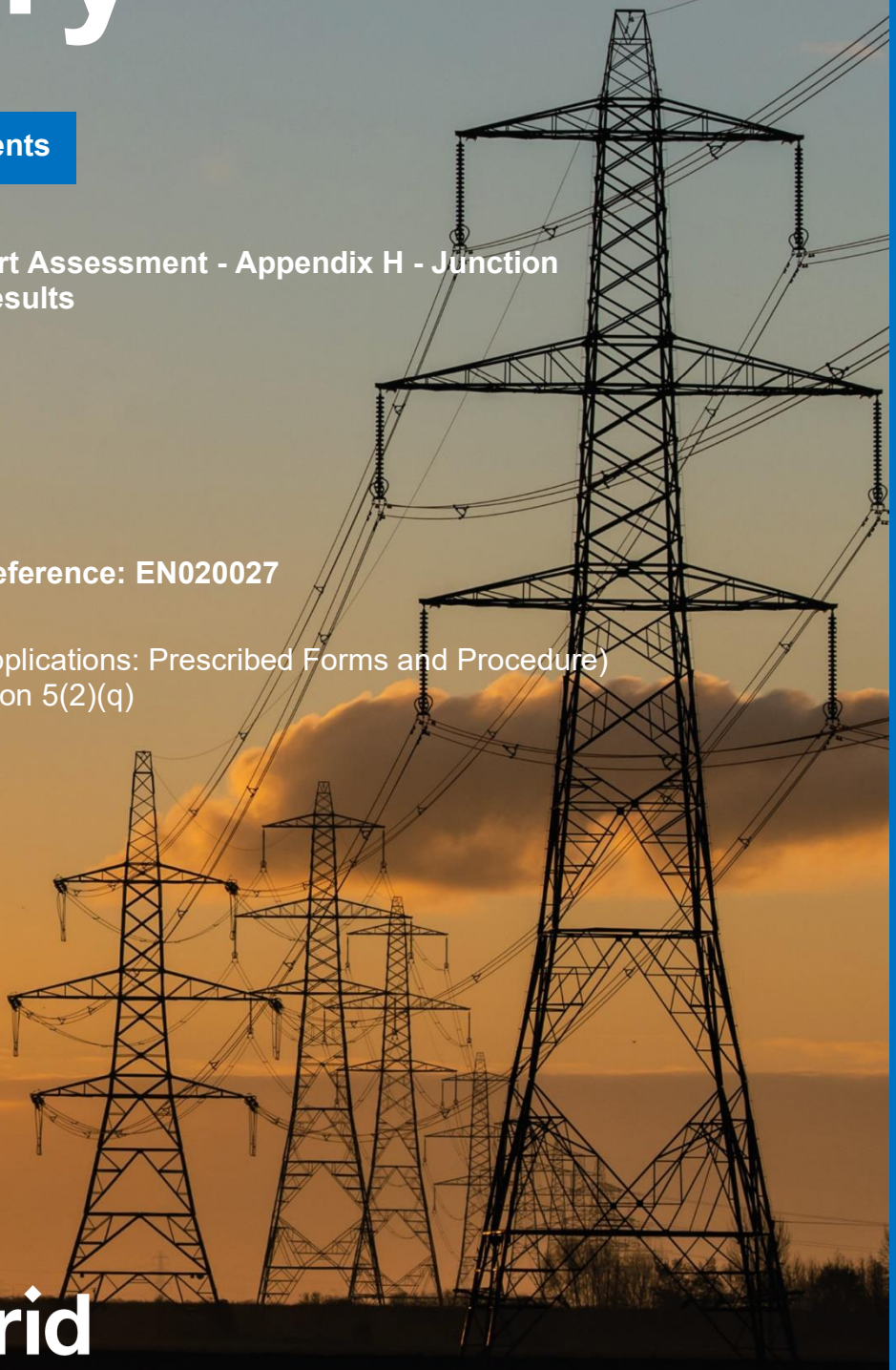

nationalgrid

Contents

Appendix H Junction Capacity Assessment Results **H1**

H.1 Introduction H1

H.2 Norfolk Junction Modelling Results H2

H.3 Suffolk Junction Modelling Results H4

H.4 Essex Junction Modelling Results H6

H.5 Thurrock Junction Modelling Results H10

Table H.1 Norfolk Modelling scenarios H2
Table H.2 Suffolk Modelling scenarios H4
Table H.3 Essex Modelling scenarios H6
Table H.4 Thurrock Modelling scenarios H10

Appendix H
Junction Capacity Assessment Results

H.1 Introduction

H.1.1 This document has been produced as an appendix to the Transport Assessment (TA) (document reference 7.11) for Norwich to Tilbury (the 'Project'), submitted as part of the Development Consent Order (DCO) application.

H.1.2 This document reports the results of the junction capacity assessments completed within each region along the Project, including modelling using reduced flows and sensitivity testing for multi-modal scenario 1 and scenario 2. The results of the modelling assessments and propose mitigation can be found within Section 7 of the TA (document reference 7.11).

H.2 Norfolk Junction Modelling Results

H.2.1 The list of the scenarios included in this Appendix for Norfolk is presented in Table H.1.

Table H.1 Norfolk Modelling scenarios

Junction ID	Location	Model type	Scenarios reported						
			Base	Future Baseline (FB)	FB+Commited Development (CD)	FB+CD+Project	Multi-modal Scenario 1	Multi-modal Scenario 2	Other
Site 1	A47 Norwich Southern Bypass/ A140 Ipswich Rd	Junctions 9	Y	Y	Y	Y	Y	Y	50% Flows
Site 2	A140 Ipswich Rd / Mangreen Lane	Junctions 9	Y	Y	Y	Y	N	Y	50% Flows
Site 3	B1113/ Wymondham Rd	Junctions 9	Y	Y	Y	Y	N	N	Reduced peak hour flows
Site 6	A1066 Victoria Rd / B1077 Stunston Rd	Junctions 9	Y	Y	Y	Y	N	N	50% Flows
Site 7	A1066 Victoria Rd / Tesco access	Junctions 9	Y	Y	Y	Y	N	N	50% Flows
Site 8	A1066 Victoria Rd / Morrisons access	Junctions 9	Y	Y	Y	Y	N	N	50% Flows
Site 9	A1066 Park Rd / Denmark St	Junctions 9	Y	Y	Y	Y	N	N	50% Flows
Site 10	A1066 Park Rd / Denmark St	Junctions 9	Y	Y	Y	Y	N	N	50% Flows

Junction ID	Location	Model type	Scenarios reported						
			Base	Future Baseline (FB)	FB+Commited Development (CD)	FB+CD+Project	Multi-modal Scenario 1	Multi-modal Scenario 2	Other
Site 12	A11 Thetford Bypass / A1066 Mundford Road	Junctions 9	Y	Y	Y	Y	N	Y	50% Flows
Site 13	A1066 Mundford Road / Wyatt Way	Junctions 9	Y	Y	Y	Y	N	N	N
Site 14	A1066 Mundford Road / A1075 Norwich Road	Junctions 9	Y	Y	Y	Y	N	N	N
Site 15	A1066 Hurth Way / A1066 Thetford Road	Junctions 9	Y	Y	Y	Y	N	N	N

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 1 (Six_arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 21/03/2025 11:10:10

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024									
Arm 1	D1	0.5	2.30	0.34	A	D2	1.1	3.09	0.52	A
Arm 2		0.7	3.21	0.41	A		0.7	4.15	0.40	A
Arm 3		0.8	9.21	0.43	A		0.3	8.44	0.25	A
Arm 4		1.4	4.00	0.57	A		0.7	2.66	0.42	A
Arm 5		2.2	9.26	0.68	A		0.9	3.87	0.47	A
Arm 6		0.1	7.40	0.04	A		0.1	4.59	0.06	A
	FB WD									
Arm 1	D3	0.6	2.42	0.37	A	D4	1.3	3.39	0.56	A
Arm 2		0.8	3.42	0.44	A		0.8	4.57	0.44	A
Arm 3		0.9	10.73	0.48	B		0.4	9.53	0.28	A
Arm 4		1.6	4.48	0.61	A		0.8	2.83	0.44	A
Arm 5		3.0	11.78	0.74	B		1.1	4.23	0.51	A
Arm 6		0.1	7.85	0.05	A		0.1	4.83	0.07	A
	FB+CD WD									
Arm 1	D5	0.8	2.81	0.43	A	D6	1.6	4.13	0.61	A
Arm 2		1.2	4.54	0.54	A		1.0	5.22	0.48	A
Arm 3		1.6	19.66	0.63	C		0.5	11.20	0.31	B
Arm 4		2.0	5.23	0.66	A		1.3	3.64	0.55	A
Arm 5		4.7	16.99	0.83	C		1.6	5.89	0.61	A
Arm 6		0.1	8.49	0.05	A		0.1	5.76	0.08	A
	FB+CD+N2T WD									
Arm 1	D7	0.9	3.17	0.46	A	D8	1.8	4.65	0.64	A
Arm 2		1.4	5.38	0.58	A		1.1	5.80	0.51	A
Arm 3		2.6	32.00	0.74	D		0.5	12.97	0.35	B
Arm 4		2.5	6.17	0.71	A		1.7	4.12	0.61	A
Arm 5		11.7	33.35	0.95	D		2.1	7.15	0.67	A
Arm 6		0.1	9.18	0.05	A		0.1	6.14	0.09	A

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

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

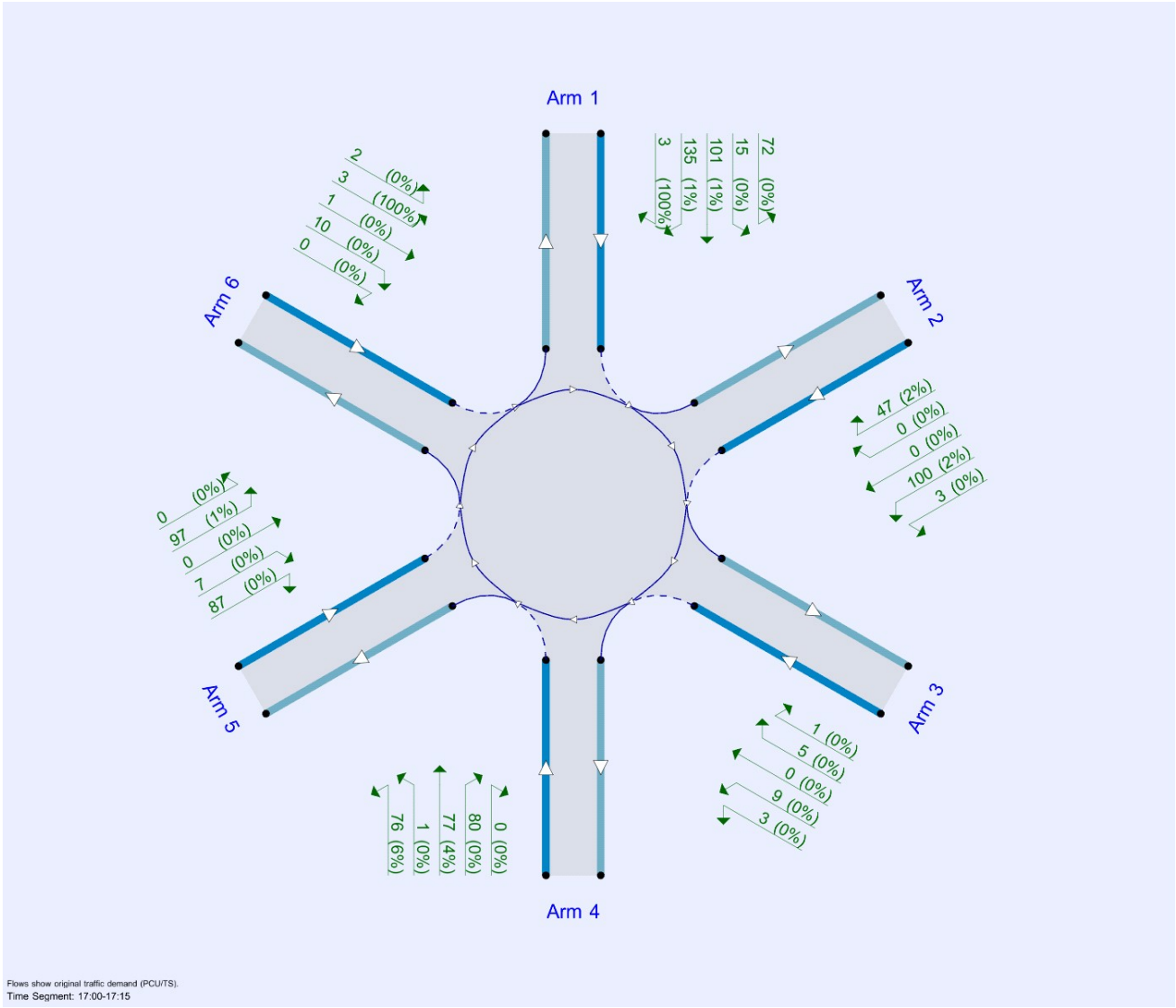
File summary

File Description

Title	
Location	
Site number	
Date	21/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\shresthb4012
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	08:00	09:30	90	15	✓
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓
D3	FB WD	AM	DIRECT	08:00	09:30	90	15	✓
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓
D5	FB+CD WD	AM	DIRECT	08:00	09:30	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	08:00	09:30	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5, 6	4.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Ipswich Road (N)	
2	A47 (NE)	
3	Markshall Road	
4	A140 (S)	
5	A47 (SW)	
6	Park and Ride	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	5.00	9.60	30.4	35.2	112.5	15.5	
2	6.30	8.10	18.7	24.8	112.5	23.0	
3	3.20	7.30	0.9	24.3	112.5	14.5	
4	5.60	9.40	29.7	26.9	112.5	38.0	
5	6.70	7.40	30.2	36.2	112.5	34.0	
6	4.90	6.70	2.6	20.1	112.5	17.0	

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	185.22	0.00
2	220.90	89.10
3	379.30	0.00
4	247.49	0.00
5	348.33	93.50
6	547.45	0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	1.097	832.255
2	0.994	719.385
3	0.590	407.084
4	0.971	779.176
5	0.842	647.539
6	0.599	522.310

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	08:00	09:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000
6		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	51.80	13.00	48.20	39.70	2.50
	2	124.80	1.00	0.00	85.50	0.00	1.00
	3	26.00	4.00	0.00	8.00	35.00	2.00
	4	104.90	115.00	2.00	1.00	50.70	4.00
	5	93.00	0.00	8.00	38.90	2.00	0.00
	6	1.00	2.50	0.00	1.00	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	48.90	7.40	33.20	55.40	3.00
	2	97.90	0.00	1.00	71.10	4.80	2.00
	3	29.00	4.00	0.00	6.00	41.00	0.00
	4	133.10	117.60	0.00	0.00	57.90	7.00
	5	135.60	1.00	6.00	71.20	0.00	2.00
	6	2.00	0.00	0.00	1.00	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	48.90	10.00	66.50	68.80	4.90
	2	93.40	0.00	3.00	61.90	2.00	3.00
	3	22.00	3.00	0.00	2.00	56.90	0.00
	4	104.50	98.60	1.00	0.00	74.00	4.00
	5	149.00	0.00	12.90	56.10	2.00	1.00
	6	2.00	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	58.20	12.00	87.50	53.00	1.00
	2	108.40	1.00	1.00	90.50	2.90	4.00
	3	20.00	6.00	0.00	6.00	41.40	0.00
	4	95.40	120.10	0.00	1.00	74.80	4.00
	5	132.40	2.00	14.00	50.90	0.00	2.00
	6	1.00	2.50	0.00	0.00	0.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	44.90	5.00	74.40	68.20	4.50
	2	85.40	0.00	4.00	79.80	0.00	1.00
	3	7.00	2.00	0.00	3.00	24.00	1.00
	4	124.70	111.20	0.00	0.00	71.40	3.00
	5	87.80	0.00	9.00	68.20	1.00	5.00
	6	4.00	2.50	0.00	1.00	2.00	0.00

09:15 - 09:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	47.80	5.00	76.60	54.80	4.00
	2	40.80	0.00	0.00	39.00	1.00	3.00
	3	10.00	1.00	0.00	2.00	21.00	0.20
	4	89.40	65.50	0.00	0.00	60.30	2.00
	5	94.50	0.00	9.00	45.20	2.00	5.00
	6	7.00	0.00	0.00	2.00	0.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	4	0	10	8	100
	2	2	0	0	6	0	0
	3	0	0	0	0	0	0
	4	5	10	0	0	6	0
	5	0	0	0	3	0	0
	6	0	100	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To					
		1	2	3	4	5	6
From	1	0	2	0	6	4	0
	2	1	0	0	4	100	0
	3	0	0	0	0	0	0
	4	2	8	0	0	2	0
	5	3	0	0	14	0	0
	6	0	0	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To					
		1	2	3	4	5	6
From	1	0	2	0	8	3	25
	2	0	0	0	2	0	0
	3	0	0	0	0	2	0
	4	3	4	0	0	9	0
	5	3	0	9	10	0	0
	6	0	0	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To					
		1	2	3	4	5	6
From	1	0	8	0	3	0	0
	2	2	0	0	6	100	0
	3	0	0	0	0	0	0
	4	7	8	0	0	9	0
	5	5	0	0	2	0	0
	6	0	100	0	0	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To					
		1	2	3	4	5	6
From	1	0	2	0	3	6	33
	2	8	0	0	20	0	0
	3	0	0	0	0	0	0
	4	2	8	0	0	9	0
	5	2	0	0	14	0	0
	6	0	100	0	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To					
		1	2	3	4	5	6
From	1	0	4	0	6	4	0
	2	5	0	0	12	0	0
	3	0	0	0	0	0	0
	4	2	9	0	0	14	0
	5	6	0	0	5	0	0
	6	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.34	2.30	0.5	A	183.18	1099.10
2	0.41	3.21	0.7	A	169.03	1014.20
3	0.43	9.21	0.8	A	63.92	383.50
4	0.57	4.00	1.4	A	283.02	1698.10
5	0.68	9.26	2.2	A	184.45	1106.70
6	0.04	7.40	0.1	A	5.25	31.50

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	155.20	155.20	174.61	640.72	0.242	154.86	348.20	0.0	0.3	1.987	A
2	212.30	212.30	155.78	564.54	0.376	211.68	173.69	0.0	0.6	2.636	A
3	75.00	75.00	344.54	203.78	0.368	74.42	22.92	0.0	0.6	6.927	A
4	277.60	277.60	237.01	549.11	0.506	276.51	181.96	0.0	1.1	3.525	A
5	141.90	141.90	386.69	321.97	0.441	141.11	126.83	0.0	0.8	4.992	A
6	4.50	4.50	518.34	211.91	0.021	4.47	9.46	0.0	0.0	6.007	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	147.90	147.90	200.23	612.62	0.241	147.91	396.60	0.3	0.3	2.005	A
2	176.80	176.80	176.70	543.75	0.325	176.92	171.45	0.6	0.5	2.548	A
3	80.00	80.00	339.22	206.92	0.387	79.95	14.40	0.6	0.6	7.084	A
4	315.60	315.60	237.08	549.04	0.575	315.29	182.09	1.1	1.4	4.001	A
5	215.80	215.80	393.43	316.29	0.682	214.38	158.95	0.8	2.2	9.263	A
6	3.00	3.00	593.83	166.71	0.018	3.01	13.98	0.0	0.0	5.499	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	199.10	199.10	173.98	641.41	0.310	198.96	371.36	0.3	0.5	2.131	A
2	163.30	163.30	222.34	498.39	0.328	163.31	150.61	0.5	0.5	2.702	A
3	83.90	83.90	358.80	195.37	0.429	83.77	26.85	0.6	0.8	8.151	A
4	282.10	282.10	255.79	530.88	0.531	282.29	186.78	1.4	1.2	3.798	A
5	221.00	221.00	334.68	365.76	0.604	221.58	203.41	2.2	1.6	6.572	A
6	2.00	2.00	543.34	196.94	0.010	2.01	12.92	0.0	0.0	4.618	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	211.70	211.70	197.38	615.74	0.344	211.63	357.25	0.5	0.5	2.303	A
2	207.80	207.80	219.41	501.30	0.415	207.56	189.61	0.5	0.7	3.196	A
3	73.40	73.40	399.97	171.08	0.429	73.40	26.99	0.8	0.7	9.213	A
4	295.30	295.30	237.68	548.46	0.538	295.25	235.69	1.2	1.2	3.831	A
5	201.30	201.30	360.71	343.84	0.585	201.44	172.22	1.6	1.5	6.565	A
6	3.50	3.50	551.15	192.26	0.018	3.48	11.00	0.0	0.0	7.397	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	197.00	197.00	197.08	616.08	0.320	197.05	309.53	0.5	0.5	2.243	A
2	170.20	170.20	233.34	487.46	0.349	170.32	160.79	0.7	0.6	3.210	A
3	37.00	37.00	385.60	179.56	0.206	37.48	18.06	0.7	0.3	6.357	A
4	310.30	310.30	196.59	588.35	0.527	310.36	226.50	1.2	1.2	3.430	A
5	171.00	171.00	340.09	361.20	0.473	171.52	166.85	1.5	1.0	5.056	A
6	9.50	9.50	497.13	224.61	0.042	9.48	14.49	0.0	0.1	4.821	A

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	188.20	188.20	125.24	694.87	0.271	188.30	242.33	0.5	0.4	1.856	A
2	83.80	83.80	198.95	521.64	0.161	84.20	114.60	0.6	0.2	2.224	A
3	34.20	34.20	269.11	248.29	0.138	34.30	14.04	0.3	0.2	4.207	A
4	217.20	217.20	138.16	645.07	0.337	217.84	165.26	1.2	0.5	2.261	A
5	155.70	155.70	216.64	465.14	0.335	156.14	139.36	1.0	0.5	3.058	A
6	9.00	9.00	358.56	307.60	0.029	9.02	14.22	0.1	0.0	3.013	A

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5, 6	3.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	188.26	0.00
2	340.72	89.10
3	460.74	0.00
4	189.31	0.00
5	229.46	93.50
6	416.45	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000
6		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	66.40	25.40	96.30	112.90	2.50
	2	43.80	0.00	1.00	94.20	0.00	0.00
	3	10.00	3.00	0.00	9.00	13.00	0.00
	4	61.40	81.80	4.00	0.00	63.40	0.00
	5	70.00	2.90	17.00	90.90	0.00	0.00
	6	0.00	1.00	0.00	0.00	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	73.40	14.40	88.00	107.90	0.00
	2	35.30	0.00	1.00	96.50	0.00	0.00
	3	6.00	3.00	0.00	4.00	15.00	0.00
	4	81.30	104.60	0.00	0.00	71.80	0.00
	5	102.00	1.00	12.90	97.60	3.00	1.00
	6	3.50	0.00	1.00	11.00	0.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	59.40	23.00	110.90	96.30	1.00
	2	55.90	0.00	2.00	88.70	2.00	3.50
	3	8.00	2.00	0.00	11.00	10.00	0.00
	4	80.90	95.00	0.00	0.00	63.90	0.00
	5	99.20	0.00	9.00	81.80	0.00	0.00
	6	3.50	0.00	1.00	1.00	0.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	72.00	15.00	100.50	134.90	2.50
	2	46.90	0.00	3.00	100.20	0.00	0.00
	3	5.00	1.00	0.00	3.00	9.00	0.00
	4	76.50	80.00	0.00	0.00	75.60	1.00
	5	96.90	0.00	7.00	87.00	1.00	0.00
	6	2.00	2.50	1.00	10.00	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	72.80	38.00	90.70	121.80	1.00
	2	45.30	0.00	3.00	94.70	0.00	0.00
	3	13.00	3.00	0.00	3.00	16.00	0.00
	4	93.20	75.60	2.00	0.00	66.40	1.00
	5	79.00	1.00	10.00	100.80	0.00	0.00
	6	3.00	0.00	0.00	0.00	0.40	0.00

17:30 - 17:45

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	61.00	34.00	82.80	96.40	0.00
	2	39.00	0.00	3.00	82.80	0.00	0.00
	3	5.00	0.00	0.00	5.00	11.00	0.00
	4	56.00	60.00	2.00	0.00	35.00	0.00
	5	86.80	2.00	7.00	116.90	1.00	1.00
	6	1.00	0.00	0.00	0.00	0.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	0	0	1	1	100
	2	5	0	0	10	0	0
	3	0	0	0	0	0	0
	4	3	3	0	0	0	0
	5	0	100	0	1	0	0
	6	0	0	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	0	0	0	1	0
	2	10	0	0	6	0	0
	3	0	0	0	0	0	0
	4	1	4	0	0	3	0
	5	4	0	8	4	0	0
	6	50	0	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	0	0	5	1	0
	2	2	0	0	4	0	50
	3	0	0	0	0	0	0
	4	4	4	0	0	2	0
	5	2	0	0	3	0	0
	6	50	0	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To					
		1	2	3	4	5	6
From	1	0	0	0	1	1	100
	2	2	0	0	2	0	0
	3	0	0	0	0	0	0
	4	4	0	0	0	6	0
	5	1	0	0	0	0	0
	6	0	100	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To					
		1	2	3	4	5	6
From	1	0	0	0	1	2	0
	2	2	0	0	3	0	0
	3	0	0	0	0	0	0
	4	5	6	0	0	0	0
	5	0	0	0	2	0	0
	6	0	0	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To					
		1	2	3	4	5	6
From	1	0	0	0	2	2	0
	2	0	0	0	3	0	0
	3	0	0	0	0	0	0
	4	0	0	0	0	0	0
	5	2	0	0	1	0	0
	6	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.52	3.09	1.1	A	300.20	1801.20
2	0.40	4.15	0.7	A	140.30	841.80
3	0.25	8.44	0.3	A	28.00	168.00
4	0.42	2.66	0.7	A	222.07	1332.40
5	0.47	3.87	0.9	A	197.62	1185.70
6	0.06	4.59	0.1	A	6.98	41.90

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	303.50	303.50	199.98	612.74	0.495	302.51	184.53	0.0	1.0	2.922	A
2	139.00	139.00	347.86	381.10	0.365	138.38	154.63	0.0	0.6	3.997	A
3	35.00	35.00	439.00	149.91	0.233	34.70	47.25	0.0	0.3	7.792	A
4	210.60	210.60	184.41	604.60	0.348	210.06	289.29	0.0	0.5	2.323	A
5	180.80	180.80	205.81	482.17	0.375	180.20	188.66	0.0	0.6	3.014	A
6	1.00	1.00	383.51	287.58	0.003	1.00	2.49	0.0	0.0	3.139	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	283.70	283.70	233.85	575.68	0.493	283.71	227.89	1.0	1.0	3.095	A
2	132.80	132.80	335.67	391.97	0.339	132.87	181.89	0.6	0.6	3.709	A
3	28.00	28.00	439.20	149.80	0.187	28.07	29.34	0.3	0.2	7.396	A
4	257.70	257.70	170.26	619.03	0.416	257.51	297.01	0.5	0.7	2.558	A
5	217.50	217.50	230.15	459.35	0.473	217.17	197.63	0.6	0.9	3.872	A
6	15.50	15.50	446.32	244.16	0.063	15.43	1.00	0.0	0.1	4.254	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	290.60	290.60	190.01	623.65	0.466	290.68	247.44	1.0	0.9	2.759	A
2	152.10	152.10	324.18	402.24	0.378	152.02	156.51	0.6	0.6	3.725	A
3	31.00	31.00	441.21	148.71	0.208	30.97	34.99	0.2	0.3	7.641	A
4	239.80	239.80	178.71	610.41	0.393	239.86	293.47	0.7	0.7	2.513	A
5	190.00	190.00	246.22	444.28	0.428	190.16	172.34	0.9	0.8	3.623	A
6	5.50	5.50	431.90	254.12	0.022	5.54	4.49	0.1	0.0	4.587	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	324.90	324.90	189.53	624.18	0.521	324.71	227.41	0.9	1.1	3.034	A
2	150.10	150.10	358.76	371.37	0.404	150.04	155.47	0.6	0.7	4.149	A
3	18.00	18.00	482.77	126.15	0.143	18.09	26.03	0.3	0.2	8.335	A
4	233.10	233.10	200.20	588.49	0.396	233.10	300.66	0.7	0.7	2.611	A
5	191.90	191.90	212.99	475.44	0.404	191.98	220.31	0.8	0.7	3.194	A
6	15.50	15.50	401.47	275.16	0.056	15.46	3.51	0.0	0.1	3.768	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	324.30	324.30	192.75	620.65	0.523	324.29	233.42	1.1	1.1	3.064	A
2	143.00	143.00	364.65	366.11	0.391	143.02	152.39	0.7	0.7	4.151	A
3	35.00	35.00	454.77	141.35	0.248	34.84	52.91	0.2	0.3	8.437	A
4	238.20	238.20	200.39	588.30	0.405	238.17	289.22	0.7	0.7	2.661	A
5	190.80	190.80	233.97	455.77	0.419	190.76	204.60	0.7	0.7	3.432	A
6	3.40	3.40	422.72	260.47	0.013	3.45	2.00	0.1	0.0	3.504	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	274.20	274.20	189.03	624.72	0.439	274.50	188.12	1.1	0.8	2.611	A
2	124.80	124.80	340.34	387.81	0.322	124.98	123.19	0.7	0.5	3.482	A
3	21.00	21.00	419.27	160.62	0.131	21.17	46.05	0.3	0.2	6.461	A
4	153.00	153.00	152.77	636.86	0.240	153.38	287.67	0.7	0.3	1.865	A
5	214.70	214.70	162.44	522.83	0.411	214.71	143.72	0.7	0.7	2.964	A
6	1.00	1.00	376.15	292.67	0.003	1.01	1.00	0.0	0.0	3.085	A

FB WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5, 6	5.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	193.62	0.00
2	230.93	89.10
3	396.52	0.00
4	258.73	0.00
5	364.14	93.50
6	572.30	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	08:00	09:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000
6		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	54.15	13.59	50.39	41.50	2.61
	2	130.47	1.05	0.00	89.38	0.00	1.05
	3	27.18	4.18	0.00	8.36	36.59	2.09
	4	109.66	120.22	2.09	1.05	53.00	4.18
	5	97.22	0.00	8.36	40.67	2.09	0.00
	6	1.05	2.61	0.00	1.05	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	51.12	7.74	34.71	57.92	3.14
	2	102.34	0.00	1.05	74.33	5.02	2.09
	3	30.32	4.18	0.00	6.27	42.86	0.00
	4	139.14	122.94	0.00	0.00	60.53	7.32
	5	141.76	1.05	6.27	74.43	0.00	2.09
	6	2.09	0.00	0.00	1.05	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	51.12	10.45	69.52	71.92	5.12
	2	97.64	0.00	3.14	64.71	2.09	3.14
	3	23.00	3.14	0.00	2.09	59.48	0.00
	4	109.24	103.08	1.05	0.00	77.36	4.18
	5	155.76	0.00	13.49	58.65	2.09	1.05
	6	2.09	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	60.84	12.54	91.47	55.41	1.05
	2	113.32	1.05	1.05	94.61	3.03	4.18
	3	20.91	6.27	0.00	6.27	43.28	0.00
	4	99.73	125.55	0.00	1.05	78.20	4.18
	5	138.41	2.09	14.64	53.21	0.00	2.09
	6	1.05	2.61	0.00	0.00	0.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	46.94	5.23	77.78	71.30	4.70
	2	89.28	0.00	4.18	83.42	0.00	1.05
	3	7.32	2.09	0.00	3.14	25.09	1.05
	4	130.36	116.25	0.00	0.00	74.64	3.14
	5	91.79	0.00	9.41	71.30	1.05	5.23
	6	4.18	2.61	0.00	1.05	2.09	0.00

09:15 - 09:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	49.97	5.23	80.08	57.29	4.18
	2	42.65	0.00	0.00	40.77	1.05	3.14
	3	10.45	1.05	0.00	2.09	21.95	0.21
	4	93.46	68.47	0.00	0.00	63.04	2.09
	5	98.79	0.00	9.41	47.25	2.09	5.23
	6	7.32	0.00	0.00	2.09	0.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	4	0	10	8	100
	2	2	0	0	6	0	0
	3	0	0	0	0	0	0
	4	5	10	0	0	6	0
	5	0	0	0	3	0	0
	6	0	100	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	2	0	6	4	0
	2	1	0	0	4	100	0
	3	0	0	0	0	0	0
	4	2	8	0	0	2	0
	5	3	0	0	14	0	0
	6	0	0	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	2	0	8	3	25
	2	0	0	0	2	0	0
	3	0	0	0	0	2	0
	4	3	4	0	0	9	0
	5	3	0	9	10	0	0
	6	0	0	0	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	8	0	3	0	0
	2	2	0	0	6	100	0
	3	0	0	0	0	0	0
	4	7	8	0	0	9	0
	5	5	0	0	2	0	0
	6	0	100	0	0	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	2	0	3	6	33
	2	8	0	0	20	0	0
	3	0	0	0	0	0	0
	4	2	8	0	0	9	0
	5	2	0	0	14	0	0
	6	0	100	0	0	0	0

09:15 - 09:30

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	4	0	6	4	0
	2	5	0	0	12	0	0
	3	0	0	0	0	0	0
	4	2	9	0	0	14	0
	5	6	0	0	5	0	0
	6	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.37	2.42	0.6	A	191.50	1149.00
2	0.44	3.42	0.8	A	176.71	1060.25
3	0.48	10.73	0.9	B	66.82	400.91
4	0.61	4.48	1.6	A	295.87	1775.20
5	0.74	11.78	3.0	B	192.82	1156.95
6	0.05	7.85	0.1	A	5.49	32.93

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	162.25	162.25	182.45	631.56	0.257	161.88	363.86	0.0	0.4	2.053	A
2	221.94	221.94	162.81	556.61	0.399	221.26	181.52	0.0	0.7	2.772	A
3	78.41	78.41	360.12	194.20	0.404	77.74	23.95	0.0	0.7	7.685	A
4	290.20	290.20	247.69	538.49	0.539	288.96	190.17	0.0	1.2	3.848	A
5	148.34	148.34	404.11	308.76	0.480	147.42	132.54	0.0	0.9	5.588	A
6	4.70	4.70	541.65	201.69	0.023	4.67	9.89	0.0	0.0	6.325	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	154.61	154.61	209.11	602.53	0.257	154.63	414.24	0.4	0.4	2.079	A
2	184.83	184.83	184.53	535.21	0.345	184.96	179.21	0.7	0.5	2.666	A
3	83.63	83.63	354.45	197.49	0.423	83.57	15.04	0.7	0.7	7.896	A
4	329.93	329.93	247.85	538.34	0.613	329.54	190.18	1.2	1.6	4.477	A
5	225.60	225.60	411.24	302.86	0.745	223.57	166.15	0.9	3.0	11.785	B
6	3.14	3.14	620.20	156.03	0.020	3.15	14.60	0.0	0.0	5.886	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	208.14	208.14	182.03	632.02	0.329	207.98	388.43	0.4	0.5	2.223	A
2	170.71	170.71	232.55	487.89	0.350	170.72	157.46	0.5	0.5	2.861	A
3	87.71	87.71	375.21	185.44	0.473	87.54	28.07	0.7	0.9	9.286	A
4	294.91	294.91	267.36	519.59	0.568	295.15	195.39	1.6	1.4	4.211	A
5	231.03	231.03	349.90	353.71	0.653	231.96	212.60	3.0	2.0	7.811	A
6	2.09	2.09	568.36	186.16	0.011	2.10	13.51	0.0	0.0	4.889	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221.31	221.31	206.33	605.55	0.365	221.23	373.49	0.5	0.6	2.422	A
2	217.23	217.23	229.37	491.02	0.442	216.95	198.19	0.5	0.8	3.422	A
3	76.73	76.73	418.11	160.56	0.478	76.72	28.22	0.9	0.9	10.727	B
4	308.71	308.71	248.46	537.75	0.574	308.65	246.37	1.4	1.4	4.235	A
5	210.44	210.44	377.06	331.20	0.635	210.62	180.05	2.0	1.8	7.756	A
6	3.66	3.66	576.18	181.61	0.020	3.64	11.49	0.0	0.0	7.845	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	205.94	205.94	206.09	605.81	0.340	206.00	323.74	0.6	0.5	2.349	A
2	177.93	177.93	243.97	476.63	0.373	178.07	168.12	0.8	0.7	3.410	A
3	38.68	38.68	403.15	169.23	0.229	39.28	18.89	0.9	0.3	6.958	A
4	324.39	324.39	205.61	578.94	0.560	324.47	236.83	1.4	1.4	3.750	A
5	178.76	178.76	355.59	349.00	0.512	179.48	174.49	1.8	1.1	5.665	A
6	9.93	9.93	519.92	214.32	0.046	9.91	15.14	0.0	0.1	5.074	A

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	196.74	196.74	131.01	687.59	0.286	196.86	253.43	0.5	0.4	1.919	A
2	87.60	87.60	208.04	512.05	0.171	88.06	119.84	0.7	0.2	2.295	A
3	35.75	35.75	281.41	239.85	0.149	35.88	14.68	0.3	0.2	4.416	A
4	227.06	227.06	144.47	637.71	0.356	227.83	172.82	1.4	0.6	2.357	A
5	162.77	162.77	226.57	455.99	0.357	163.31	145.72	1.1	0.6	3.227	A
6	9.41	9.41	375.01	298.55	0.032	9.43	14.87	0.1	0.0	3.114	A

FB WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5, 6	3.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	197.08	0.00
2	356.69	89.10
3	482.33	0.00
4	198.18	0.00
5	240.22	93.50
6	435.97	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000
6		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	69.51	26.59	100.81	118.19	2.62
	2	45.85	0.00	1.05	98.61	0.00	0.00
	3	10.47	3.14	0.00	9.42	13.61	0.00
	4	64.28	85.63	4.19	0.00	66.37	0.00
	5	73.28	3.04	17.80	95.16	0.00	0.00
	6	0.00	1.05	0.00	0.00	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	76.84	15.07	92.12	112.96	0.00
	2	36.95	0.00	1.05	101.02	0.00	0.00
	3	6.28	3.14	0.00	4.19	15.70	0.00
	4	85.11	109.50	0.00	0.00	75.16	0.00
	5	106.78	1.05	13.50	102.17	3.14	1.05
	6	3.66	0.00	1.05	11.52	0.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	62.18	24.08	116.10	100.81	1.05
	2	58.52	0.00	2.09	92.86	2.09	3.66
	3	8.37	2.09	0.00	11.52	10.47	0.00
	4	84.69	99.45	0.00	0.00	66.89	0.00
	5	103.85	0.00	9.42	85.63	0.00	0.00
	6	3.66	0.00	1.05	1.05	0.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	75.37	15.70	105.21	141.22	2.62
	2	49.10	0.00	3.14	104.90	0.00	0.00
	3	5.23	1.05	0.00	3.14	9.42	0.00
	4	80.08	83.75	0.00	0.00	79.14	1.05
	5	101.44	0.00	7.33	91.08	1.05	0.00
	6	2.09	2.62	1.05	10.47	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	76.21	39.78	94.95	127.51	1.05
	2	47.42	0.00	3.14	99.14	0.00	0.00
	3	13.61	3.14	0.00	3.14	16.75	0.00
	4	97.57	79.14	2.09	0.00	69.51	1.05
	5	82.70	1.05	10.47	105.52	0.00	0.00
	6	3.14	0.00	0.00	0.00	0.42	0.00

17:30 - 17:45

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	63.86	35.59	86.68	100.92	0.00
	2	40.83	0.00	3.14	86.68	0.00	0.00
	3	5.23	0.00	0.00	5.23	11.52	0.00
	4	58.62	62.81	2.09	0.00	36.64	0.00
	5	90.87	2.09	7.33	122.38	1.05	1.05
	6	1.05	0.00	0.00	0.00	0.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	0	0	1	1	100
	2	5	0	0	10	0	0
	3	0	0	0	0	0	0
	4	3	3	0	0	0	0
	5	0	100	0	1	0	0
	6	0	0	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	0	0	0	1	0
	2	10	0	0	6	0	0
	3	0	0	0	0	0	0
	4	1	4	0	0	3	0
	5	4	0	8	4	0	0
	6	50	0	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	0	0	5	1	0
	2	2	0	0	4	0	50
	3	0	0	0	0	0	0
	4	4	4	0	0	2	0
	5	2	0	0	3	0	0
	6	50	0	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To					
		1	2	3	4	5	6
From	1	0	0	0	1	1	100
	2	2	0	0	2	0	0
	3	0	0	0	0	0	0
	4	4	0	0	0	6	0
	5	1	0	0	0	0	0
	6	0	100	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To					
		1	2	3	4	5	6
From	1	0	0	0	1	2	0
	2	2	0	0	3	0	0
	3	0	0	0	0	0	0
	4	5	6	0	0	0	0
	5	0	0	0	2	0	0
	6	0	0	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To					
		1	2	3	4	5	6
From	1	0	0	0	2	2	0
	2	0	0	0	3	0	0
	3	0	0	0	0	0	0
	4	0	0	0	0	0	0
	5	2	0	0	1	0	0
	6	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.56	3.39	1.3	A	314.27	1885.60
2	0.44	4.57	0.8	A	146.87	881.25
3	0.28	9.53	0.4	A	29.31	175.87
4	0.44	2.83	0.8	A	232.47	1394.84
5	0.51	4.23	1.1	A	206.88	1241.26
6	0.07	4.83	0.1	A	7.31	43.86

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	317.72	317.72	209.31	602.16	0.528	316.60	193.12	0.0	1.1	3.175	A
2	145.51	145.51	364.07	367.84	0.396	144.81	161.85	0.0	0.7	4.348	A
3	36.64	36.64	459.43	139.57	0.263	36.29	49.45	0.0	0.4	8.685	A
4	220.47	220.47	192.97	595.26	0.370	219.87	302.75	0.0	0.6	2.440	A
5	189.27	189.27	215.40	472.55	0.401	188.60	197.44	0.0	0.7	3.204	A
6	1.05	1.05	401.39	276.22	0.004	1.04	2.61	0.0	0.0	3.269	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	296.99	296.99	244.78	563.63	0.527	297.00	238.55	1.1	1.1	3.386	A
2	139.02	139.02	351.38	378.99	0.367	139.10	190.40	0.7	0.6	4.006	A
3	29.31	29.31	459.77	139.39	0.210	29.39	30.72	0.4	0.3	8.189	A
4	269.78	269.78	178.25	610.16	0.442	269.56	310.91	0.6	0.8	2.715	A
5	227.69	227.69	240.93	448.83	0.507	227.30	206.88	0.7	1.1	4.231	A
6	16.23	16.23	467.18	231.64	0.070	16.15	1.05	0.0	0.1	4.515	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	304.22	304.22	198.93	613.43	0.496	304.32	259.03	1.1	1.0	2.972	A
2	159.23	159.23	339.39	389.53	0.409	159.14	163.86	0.6	0.7	4.044	A
3	32.45	32.45	461.90	138.26	0.235	32.42	36.63	0.3	0.3	8.500	A
4	251.04	251.04	187.09	601.21	0.418	251.10	307.23	0.8	0.7	2.660	A
5	198.90	198.90	257.75	433.21	0.459	199.09	180.44	1.1	0.9	3.931	A
6	5.76	5.76	452.15	241.82	0.024	5.81	4.70	0.1	0.0	4.831	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	340.12	340.12	198.41	613.99	0.554	339.89	238.07	1.0	1.2	3.313	A
2	157.13	157.13	375.55	357.75	0.439	157.05	162.75	0.7	0.8	4.575	A
3	18.84	18.84	505.35	115.22	0.164	18.95	27.25	0.3	0.2	9.360	A
4	244.02	244.02	209.56	578.46	0.422	244.02	314.74	0.7	0.7	2.775	A
5	200.89	200.89	222.97	465.51	0.432	201.00	230.61	0.9	0.8	3.423	A
6	16.23	16.23	420.30	263.40	0.062	16.19	3.67	0.0	0.1	3.959	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	339.50	339.50	201.78	610.34	0.556	339.48	244.35	1.2	1.3	3.353	A
2	149.70	149.70	381.73	352.31	0.425	149.73	159.53	0.8	0.8	4.572	A
3	36.64	36.64	476.08	130.74	0.280	36.45	55.38	0.2	0.4	9.526	A
4	249.36	249.36	209.77	578.25	0.431	249.33	302.77	0.7	0.8	2.833	A
5	199.74	199.74	244.91	445.13	0.449	199.69	214.18	0.8	0.8	3.706	A
6	3.56	3.56	442.51	248.36	0.014	3.62	2.10	0.1	0.0	3.677	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	287.05	287.05	197.91	614.54	0.467	287.41	196.98	1.3	0.9	2.794	A
2	130.65	130.65	356.34	374.64	0.349	130.87	128.99	0.8	0.5	3.758	A
3	21.98	21.98	438.99	150.41	0.146	22.20	48.21	0.4	0.2	7.030	A
4	160.17	160.17	159.99	628.64	0.255	160.61	301.19	0.8	0.3	1.924	A
5	224.76	224.76	170.10	514.62	0.437	224.79	150.50	0.8	0.8	3.151	A
6	1.05	1.05	393.84	281.33	0.004	1.06	1.05	0.0	0.0	3.213	A

FB+CD WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5, 6	8.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	235.30	0.00
2	298.05	89.10
3	403.80	0.00
4	267.35	0.00
5	395.46	93.50
6	596.32	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	08:00	09:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000
6		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	58.23	13.59	69.14	44.73	2.61
	2	134.54	1.05	0.00	110.98	0.00	1.05
	3	27.18	4.18	0.00	8.36	36.59	2.09
	4	109.66	124.82	2.09	1.05	68.70	4.18
	5	100.45	0.00	8.36	60.12	2.09	0.00
	6	1.05	2.61	0.00	1.05	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	55.20	7.74	53.46	61.14	3.14
	2	106.42	0.00	1.05	95.93	5.02	2.09
	3	30.32	4.18	0.00	6.27	42.86	0.00
	4	139.14	127.54	0.00	0.00	76.23	7.32
	5	144.98	1.05	6.27	93.88	0.00	2.09
	6	2.09	0.00	0.00	1.05	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	55.20	10.45	88.27	75.15	5.12
	2	101.72	0.00	3.14	86.31	2.09	3.14
	3	23.00	3.14	0.00	2.09	59.48	0.00
	4	109.24	107.68	1.05	0.00	93.06	4.18
	5	158.99	0.00	13.49	78.10	2.09	1.05
	6	2.09	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	64.92	12.54	110.22	58.63	1.05
	2	117.40	1.05	1.05	116.21	3.03	4.18
	3	20.91	6.27	0.00	6.27	43.28	0.00
	4	99.73	130.15	0.00	1.05	93.90	4.18
	5	141.64	2.09	14.64	72.66	0.00	2.09
	6	1.05	2.61	0.00	0.00	0.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	51.01	5.23	96.53	74.52	4.70
	2	93.35	0.00	4.18	105.02	0.00	1.05
	3	7.32	2.09	0.00	3.14	25.09	1.05
	4	130.36	120.85	0.00	0.00	90.34	3.14
	5	95.01	0.00	9.41	90.75	1.05	5.23
	6	4.18	2.61	0.00	1.05	2.09	0.00

09:15 - 09:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	54.05	5.23	98.83	60.51	4.18
	2	46.73	0.00	0.00	62.37	1.05	3.14
	3	10.45	1.05	0.00	2.09	21.95	0.21
	4	93.46	73.07	0.00	0.00	78.74	2.09
	5	102.02	0.00	9.41	66.70	2.09	5.23
	6	7.32	0.00	0.00	2.09	0.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	4	0	7	10	100
	2	2	0	0	7	0	0
	3	0	0	0	0	0	0
	4	5	12	0	0	12	0
	5	1	0	0	10	0	0
	6	0	100	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	2	0	4	5	0
	2	1	0	0	6	100	0
	3	0	0	0	0	0	0
	4	2	9	0	0	7	0
	5	4	0	0	17	0	0
	6	0	0	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	2	0	6	4	25
	2	0	0	0	4	0	0
	3	0	0	0	0	2	0
	4	3	6	0	0	13	0
	5	3	0	9	14	0	0
	6	0	0	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To					
		1	2	3	4	5	6
From	1	0	7	0	3	1	0
	2	2	0	0	7	100	0
	3	0	0	0	0	0	0
	4	7	10	0	0	13	0
	5	5	0	0	8	0	0
	6	0	100	0	0	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To					
		1	2	3	4	5	6
From	1	0	3	0	2	7	33
	2	8	0	0	18	0	0
	3	0	0	0	0	0	0
	4	2	10	0	0	13	0
	5	3	0	0	16	0	0
	6	0	100	0	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To					
		1	2	3	4	5	6
From	1	0	5	0	5	5	0
	2	5	0	0	11	0	0
	3	0	0	0	0	0	0
	4	2	12	0	0	18	0
	5	6	0	0	10	0	0
	6	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.43	2.81	0.8	A	217.55	1305.30
2	0.54	4.54	1.2	A	202.38	1214.30
3	0.63	19.66	1.6	C	66.82	400.91
4	0.66	5.23	2.0	A	316.17	1897.00
5	0.83	16.99	4.7	C	215.50	1293.00
6	0.05	8.49	0.1	A	5.49	32.93

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	188.30	188.30	206.17	603.84	0.312	187.81	370.70	0.0	0.5	2.309	A
2	247.61	247.61	203.93	512.10	0.484	246.65	190.05	0.0	1.0	3.518	A
3	78.41	78.41	426.64	155.72	0.503	77.42	23.94	0.0	1.0	11.357	B
4	310.50	310.50	254.55	531.75	0.584	308.99	249.50	0.0	1.5	4.377	A
5	171.02	171.02	412.36	305.04	0.561	169.72	151.18	0.0	1.3	6.829	A
6	4.70	4.70	572.20	188.06	0.025	4.67	9.87	0.0	0.0	6.795	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	180.66	180.66	232.48	576.18	0.314	180.68	420.75	0.5	0.5	2.357	A
2	210.50	210.50	225.31	492.24	0.428	210.68	187.84	1.0	0.8	3.342	A
3	83.63	83.63	420.98	158.98	0.526	83.54	15.02	1.0	1.1	11.908	B
4	350.23	350.23	255.12	531.20	0.659	349.73	249.39	1.5	2.0	5.230	A
5	248.27	248.27	419.85	299.02	0.830	244.83	185.00	1.3	4.7	16.988	C
6	3.14	3.14	650.08	144.11	0.022	3.15	14.60	0.0	0.0	6.386	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	234.19	234.19	206.52	603.48	0.388	234.00	396.15	0.5	0.7	2.548	A
2	196.39	196.39	274.35	446.70	0.440	196.38	166.16	0.8	0.8	3.657	A
3	87.71	87.71	442.68	146.49	0.599	87.34	28.06	1.1	1.5	15.291	C
4	315.21	315.21	274.42	512.80	0.615	315.50	255.60	2.0	1.7	4.878	A
5	253.71	253.71	358.61	348.26	0.729	255.48	231.31	4.7	3.0	10.529	B
6	2.09	2.09	600.57	172.05	0.012	2.10	13.52	0.0	0.0	5.297	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	247.36	247.36	230.35	578.42	0.428	247.25	380.76	0.7	0.8	2.813	A
2	242.91	242.91	270.80	450.00	0.540	242.49	206.80	0.8	1.2	4.540	A
3	76.73	76.73	485.07	122.07	0.629	76.57	28.22	1.5	1.6	19.661	C
4	329.01	329.01	255.59	530.76	0.620	328.96	306.05	1.7	1.8	4.885	A
5	233.11	233.11	385.59	326.57	0.714	233.37	198.96	3.0	2.7	10.244	B
6	3.66	3.66	607.47	168.16	0.022	3.64	11.49	0.0	0.0	8.485	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	231.99	231.99	230.38	578.39	0.401	232.06	331.53	0.8	0.7	2.714	A
2	203.60	203.60	285.55	436.30	0.467	203.83	176.88	1.2	1.0	4.363	A
3	38.68	38.68	470.46	130.49	0.296	39.87	18.92	1.6	0.4	10.059	B
4	344.69	344.69	213.49	570.92	0.604	344.81	296.84	1.8	1.7	4.287	A
5	201.44	201.44	364.55	343.48	0.586	202.59	193.75	2.7	1.6	6.976	A
6	9.93	9.93	552.00	199.46	0.050	9.91	15.14	0.0	0.1	5.472	A

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	222.79	222.79	155.29	657.35	0.339	222.96	260.98	0.7	0.5	2.164	A
2	113.28	113.28	249.66	469.64	0.241	113.93	128.59	1.0	0.3	2.746	A
3	35.75	35.75	348.89	200.50	0.178	35.96	14.69	0.4	0.2	5.478	A
4	247.36	247.36	151.94	629.63	0.393	248.31	232.91	1.7	0.7	2.592	A
5	185.44	185.44	235.47	447.27	0.415	186.24	164.78	1.6	0.8	3.708	A
6	9.41	9.41	406.83	281.38	0.033	9.43	14.88	0.1	0.0	3.311	A

FB+CD WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5, 6	4.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	216.47	0.00
2	384.63	89.10
3	490.17	0.00
4	242.15	0.00
5	303.69	93.50
6	473.26	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000
6		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	73.59	26.59	100.81	121.42	2.62
	2	49.93	0.00	1.05	103.21	0.00	0.00
	3	10.47	3.14	0.00	9.42	13.61	0.00
	4	83.03	107.23	4.19	0.00	85.82	0.00
	5	76.51	3.04	17.80	110.86	0.00	0.00
	6	0.00	1.05	0.00	0.00	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	80.91	15.07	92.12	116.18	0.00
	2	41.03	0.00	1.05	105.62	0.00	0.00
	3	6.28	3.14	0.00	4.19	15.70	0.00
	4	103.86	131.10	0.00	0.00	94.61	0.00
	5	110.00	1.05	13.50	117.87	3.14	1.05
	6	3.66	0.00	1.05	11.52	0.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	66.26	24.08	116.10	104.04	1.05
	2	62.59	0.00	2.09	97.46	2.09	3.66
	3	8.37	2.09	0.00	11.52	10.47	0.00
	4	103.44	121.05	0.00	0.00	86.34	0.00
	5	107.07	0.00	9.42	101.33	0.00	0.00
	6	3.66	0.00	1.05	1.05	0.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	79.45	15.70	105.21	144.45	2.62
	2	53.17	0.00	3.14	109.50	0.00	0.00
	3	5.23	1.05	0.00	3.14	9.42	0.00
	4	98.83	105.35	0.00	0.00	98.59	1.05
	5	104.67	0.00	7.33	106.78	1.05	0.00
	6	2.09	2.62	1.05	10.47	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	80.29	39.78	94.95	130.73	1.05
	2	51.50	0.00	3.14	103.74	0.00	0.00
	3	13.61	3.14	0.00	3.14	16.75	0.00
	4	116.32	100.74	2.09	0.00	88.96	1.05
	5	85.93	1.05	10.47	121.22	0.00	0.00
	6	3.14	0.00	0.00	0.00	0.42	0.00

17:30 - 17:45

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	67.93	35.59	86.68	104.14	0.00
	2	44.90	0.00	3.14	91.28	0.00	0.00
	3	5.23	0.00	0.00	5.23	11.52	0.00
	4	77.37	84.41	2.09	0.00	56.09	0.00
	5	94.09	2.09	7.33	138.08	1.05	1.05
	6	1.05	0.00	0.00	0.00	0.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	0	0	1	2	100
	2	5	0	0	12	0	0
	3	0	0	0	0	0	0
	4	3	4	0	0	5	0
	5	1	100	0	5	0	0
	6	0	0	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	0	0	0	2	0
	2	10	0	0	8	0	0
	3	0	0	0	0	0	0
	4	1	5	0	0	7	0
	5	5	0	8	8	0	0
	6	50	0	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	0	0	5	2	0
	2	2	0	0	6	0	50
	3	0	0	0	0	0	0
	4	3	5	0	0	6	0
	5	3	0	0	7	0	0
	6	50	0	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To					
		1	2	3	4	5	6
From	1	0	0	0	1	1	100
	2	3	0	0	4	0	0
	3	0	0	0	0	0	0
	4	3	2	0	0	9	0
	5	2	0	0	4	0	0
	6	0	100	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To					
		1	2	3	4	5	6
From	1	0	0	0	1	2	0
	2	3	0	0	5	0	0
	3	0	0	0	0	0	0
	4	4	7	0	0	5	0
	5	1	0	0	5	0	0
	6	0	0	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To					
		1	2	3	4	5	6
From	1	0	0	0	2	3	0
	2	1	0	0	5	0	0
	3	0	0	0	0	0	0
	4	0	2	0	0	8	0
	5	3	0	0	4	0	0
	6	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.61	4.13	1.6	A	321.57	1929.40
2	0.48	5.22	1.0	A	155.55	933.30
3	0.31	11.20	0.5	B	29.31	175.87
4	0.55	3.64	1.3	A	292.27	1753.64
5	0.61	5.89	1.6	A	225.80	1354.81
6	0.08	5.76	0.1	A	7.31	43.86

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	325.02	325.02	246.27	561.84	0.579	323.64	218.91	0.0	1.4	3.808	A
2	154.19	154.19	382.60	354.11	0.435	153.35	187.32	0.0	0.8	4.883	A
3	36.64	36.64	486.55	125.58	0.292	36.23	49.41	0.0	0.4	10.029	B
4	280.27	280.27	200.08	585.29	0.479	279.32	322.70	0.0	0.9	3.046	A
5	208.20	208.20	259.51	430.09	0.484	207.23	219.89	0.0	1.0	4.170	A
6	1.05	1.05	464.14	237.27	0.004	1.04	2.61	0.0	0.0	3.809	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	304.29	304.29	281.90	523.76	0.581	304.29	264.45	1.4	1.4	4.128	A
2	147.70	147.70	370.17	364.75	0.405	147.79	216.02	0.8	0.7	4.488	A
3	29.31	29.31	487.24	125.22	0.234	29.41	30.72	0.4	0.3	9.402	A
4	329.58	329.58	185.55	599.46	0.550	329.26	331.10	0.9	1.3	3.471	A
5	246.62	246.62	285.30	407.45	0.605	245.98	229.52	1.0	1.6	5.894	A
6	16.23	16.23	530.22	194.23	0.084	16.13	1.05	0.0	0.1	5.462	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	311.52	311.52	236.32	572.47	0.544	311.67	285.09	1.4	1.2	3.534	A
2	167.90	167.90	358.42	374.80	0.448	167.80	189.57	0.7	0.8	4.557	A
3	32.45	32.45	489.58	123.99	0.262	32.41	36.64	0.3	0.3	9.824	A
4	310.84	310.84	194.41	590.82	0.526	310.93	327.58	1.3	1.2	3.377	A
5	217.83	217.83	302.17	392.64	0.555	218.11	203.16	1.6	1.3	5.391	A
6	5.76	5.76	515.59	203.76	0.028	5.82	4.70	0.1	0.0	5.757	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	347.42	347.42	235.76	573.08	0.606	347.11	264.16	1.2	1.5	4.028	A
2	165.81	165.81	394.46	343.97	0.482	165.70	188.41	0.8	1.0	5.218	A
3	18.84	18.84	532.90	101.22	0.186	18.96	27.26	0.3	0.2	10.958	B
4	303.82	303.82	216.81	568.97	0.534	303.80	335.05	1.2	1.2	3.552	A
5	219.82	219.82	267.40	423.16	0.519	220.01	253.22	1.3	1.1	4.555	A
6	16.23	16.23	483.74	224.50	0.072	16.18	3.67	0.0	0.1	4.697	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	346.80	346.80	239.04	569.57	0.609	346.78	270.37	1.5	1.6	4.088	A
2	158.38	158.38	400.61	338.70	0.468	158.40	185.20	1.0	0.9	5.209	A
3	36.64	36.64	503.67	116.58	0.314	36.42	55.35	0.2	0.5	11.197	B
4	309.16	309.16	217.04	568.75	0.544	309.11	323.05	1.2	1.2	3.638	A
5	218.67	218.67	289.30	403.94	0.541	218.58	236.86	1.1	1.2	5.013	A
6	3.56	3.56	505.78	210.15	0.017	3.63	2.10	0.1	0.0	4.360	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	294.35	294.35	235.33	573.54	0.513	294.83	223.18	1.6	1.1	3.295	A
2	139.32	139.32	375.39	360.28	0.387	139.59	154.77	0.9	0.7	4.219	A
3	21.98	21.98	466.74	135.99	0.162	22.24	48.23	0.5	0.2	7.930	A
4	219.97	219.97	167.40	617.16	0.356	220.64	321.58	1.2	0.6	2.340	A
5	243.69	243.69	214.73	469.40	0.519	243.77	173.31	1.2	1.1	4.127	A
6	1.05	1.05	457.44	241.63	0.004	1.06	1.05	0.0	0.0	3.743	A

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5, 6	13.27	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	271.62	0.00
2	334.36	89.10
3	440.13	0.00
4	267.36	0.00
5	395.45	93.50
6	632.60	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	08:00	09:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000
6		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	58.23	13.59	69.14	44.73	2.61
	2	134.54	1.05	0.00	110.98	0.00	1.05
	3	27.18	4.18	0.00	8.36	36.59	2.09
	4	109.66	124.82	2.09	1.05	93.23	4.18
	5	100.45	0.00	8.36	96.40	2.09	0.00
	6	1.05	2.61	0.00	1.05	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	55.20	7.74	53.46	61.14	3.14
	2	106.42	0.00	1.05	95.93	5.02	2.09
	3	30.32	4.18	0.00	6.27	42.86	0.00
	4	139.14	127.54	0.00	0.00	100.76	7.32
	5	144.98	1.05	6.27	130.16	0.00	2.09
	6	2.09	0.00	0.00	1.05	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	55.20	10.45	88.27	75.15	5.12
	2	101.72	0.00	3.14	86.31	2.09	3.14
	3	23.00	3.14	0.00	2.09	59.48	0.00
	4	109.24	107.68	1.05	0.00	117.59	4.18
	5	158.99	0.00	13.49	114.38	2.09	1.05
	6	2.09	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	64.92	12.54	110.22	58.63	1.05
	2	117.40	1.05	1.05	116.21	3.03	4.18
	3	20.91	6.27	0.00	6.27	43.28	0.00
	4	99.73	130.15	0.00	1.05	118.43	4.18
	5	141.64	2.09	14.64	108.94	0.00	2.09
	6	1.05	2.61	0.00	0.00	0.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	51.01	5.23	96.53	74.52	4.70
	2	93.35	0.00	4.18	105.02	0.00	1.05
	3	7.32	2.09	0.00	3.14	25.09	1.05
	4	130.36	120.85	0.00	0.00	114.87	3.14
	5	95.01	0.00	9.41	115.28	1.05	5.23
	6	4.18	2.61	0.00	1.05	2.09	0.00

09:15 - 09:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	54.05	5.23	98.83	60.51	4.18
	2	46.73	0.00	0.00	62.37	1.05	3.14
	3	10.45	1.05	0.00	2.09	21.95	0.21
	4	93.46	73.07	0.00	0.00	103.27	2.09
	5	102.02	0.00	9.41	91.23	2.09	5.23
	6	7.32	0.00	0.00	2.09	0.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	4	0	7	10	100
	2	2	0	0	7	0	0
	3	0	0	0	0	0	0
	4	5	12	0	0	23	0
	5	1	0	0	18	0	0
	6	0	100	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	2	0	4	5	0
	2	1	0	0	6	100	0
	3	0	0	0	0	0	0
	4	2	9	0	0	17	0
	5	4	0	0	22	0	0
	6	0	0	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	2	0	6	4	25
	2	0	0	0	4	0	0
	3	0	0	0	0	2	0
	4	3	6	0	0	21	0
	5	3	0	9	21	0	0
	6	0	0	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To					
		1	2	3	4	5	6
From	1	0	7	0	3	1	0
	2	2	0	0	7	100	0
	3	0	0	0	0	0	0
	4	7	10	0	0	21	0
	5	5	0	0	16	0	0
	6	0	100	0	0	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To					
		1	2	3	4	5	6
From	1	0	3	0	2	7	33
	2	8	0	0	18	0	0
	3	0	0	0	0	0	0
	4	2	10	0	0	22	0
	5	3	0	0	25	0	0
	6	0	100	0	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To					
		1	2	3	4	5	6
From	1	0	5	0	5	5	0
	2	5	0	0	11	0	0
	3	0	0	0	0	0	0
	4	2	12	0	0	27	0
	5	6	0	0	22	0	0
	6	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.46	3.17	0.9	A	217.55	1305.30
2	0.58	5.38	1.4	A	202.38	1214.30
3	0.74	32.00	2.6	D	66.82	400.91
4	0.71	6.17	2.5	A	340.70	2044.17
5	0.95	33.35	11.7	D	247.86	1487.17
6	0.05	9.18	0.1	A	5.49	32.93

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	188.30	188.30	241.73	565.98	0.333	187.77	370.13	0.0	0.5	2.539	A
2	247.61	247.61	239.57	477.94	0.518	246.50	189.93	0.0	1.1	4.031	A
3	78.41	78.41	462.17	136.58	0.574	77.11	23.90	0.0	1.3	14.831	B
4	335.03	335.03	254.18	532.10	0.630	333.16	285.10	0.0	1.9	5.020	A
5	207.30	207.30	411.97	305.35	0.679	205.08	175.36	0.0	2.2	9.518	A
6	4.70	4.70	607.20	175.45	0.027	4.67	9.86	0.0	0.0	7.294	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	180.66	180.66	265.62	541.65	0.334	180.68	417.82	0.5	0.5	2.582	A
2	210.50	210.50	258.51	460.93	0.457	210.73	187.78	1.1	0.9	3.759	A
3	83.63	83.63	454.33	140.93	0.593	83.51	14.91	1.3	1.4	15.625	C
4	374.76	374.76	255.12	531.20	0.705	374.09	282.72	1.9	2.5	6.175	A
5	284.55	284.55	419.77	299.09	0.951	275.08	209.45	2.2	11.7	33.352	D
6	3.14	3.14	680.29	136.07	0.023	3.15	14.55	0.0	0.0	6.773	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	234.19	234.19	244.94	562.71	0.416	233.96	397.87	0.5	0.7	2.864	A
2	196.39	196.39	312.70	412.27	0.476	196.36	166.20	0.9	0.9	4.240	A
3	87.71	87.71	480.99	126.14	0.695	86.98	28.07	1.4	2.1	22.788	C
4	339.74	339.74	274.00	513.20	0.662	340.09	293.96	2.5	2.2	5.714	A
5	289.99	289.99	358.59	348.28	0.833	295.68	255.50	11.7	6.0	20.319	C
6	2.09	2.09	640.71	157.39	0.013	2.10	13.56	0.0	0.0	5.795	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	247.36	247.36	266.64	540.61	0.458	247.24	380.85	0.7	0.9	3.173	A
2	242.91	242.91	307.18	417.23	0.582	242.39	206.70	0.9	1.4	5.383	A
3	76.73	76.73	521.35	103.75	0.740	76.29	28.21	2.1	2.6	32.004	D
4	353.54	353.54	255.36	530.98	0.666	353.48	342.29	2.2	2.2	5.690	A
5	269.39	269.39	385.40	326.72	0.825	269.93	223.44	6.0	5.5	17.540	C
6	3.66	3.66	643.85	155.70	0.024	3.64	11.48	0.0	0.0	9.176	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	231.99	231.99	256.06	551.38	0.421	232.10	332.85	0.9	0.8	2.944	A
2	203.60	203.60	311.14	413.67	0.492	203.94	177.02	1.4	1.1	4.837	A
3	38.68	38.68	496.05	117.79	0.328	40.77	19.03	2.6	0.5	11.990	B
4	369.22	369.22	214.38	570.07	0.648	369.40	322.44	2.2	2.1	4.952	A
5	225.97	225.97	364.96	343.15	0.659	229.20	218.82	5.5	2.2	9.151	A
6	9.93	9.93	579.00	190.63	0.052	9.91	15.15	0.0	0.1	5.738	A

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	222.79	222.79	180.18	628.68	0.354	222.98	261.23	0.8	0.6	2.319	A
2	113.28	113.28	274.49	446.58	0.254	114.01	128.67	1.1	0.4	2.941	A
3	35.75	35.75	373.79	185.61	0.193	36.01	14.71	0.5	0.2	6.027	A
4	271.89	271.89	152.04	629.54	0.432	273.08	257.76	2.1	0.9	2.872	A
5	209.97	209.97	235.66	447.12	0.470	211.20	189.45	2.2	1.0	4.294	A
6	9.41	9.41	431.97	269.84	0.035	9.44	14.89	0.1	0.0	3.458	A

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5, 6	5.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	240.95	0.00
2	409.17	89.10
3	514.70	0.00
4	242.15	0.00
5	303.67	93.50
6	497.76	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000
6		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	73.59	26.59	100.81	121.42	2.62
	2	49.93	0.00	1.05	103.21	0.00	0.00
	3	10.47	3.14	0.00	9.42	13.61	0.00
	4	83.03	107.23	4.19	0.00	122.10	0.00
	5	76.51	3.04	17.80	135.39	0.00	0.00
	6	0.00	1.05	0.00	0.00	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	80.91	15.07	92.12	116.18	0.00
	2	41.03	0.00	1.05	105.62	0.00	0.00
	3	6.28	3.14	0.00	4.19	15.70	0.00
	4	103.86	131.10	0.00	0.00	130.89	0.00
	5	110.00	1.05	13.50	142.40	3.14	1.05
	6	3.66	0.00	1.05	11.52	0.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	66.26	24.08	116.10	104.04	1.05
	2	62.59	0.00	2.09	97.46	2.09	3.66
	3	8.37	2.09	0.00	11.52	10.47	0.00
	4	103.44	121.05	0.00	0.00	122.62	0.00
	5	107.07	0.00	9.42	125.86	0.00	0.00
	6	3.66	0.00	1.05	1.05	0.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	79.45	15.70	105.21	144.45	2.62
	2	53.17	0.00	3.14	109.50	0.00	0.00
	3	5.23	1.05	0.00	3.14	9.42	0.00
	4	98.83	105.35	0.00	0.00	123.12	1.05
	5	104.67	0.00	7.33	131.31	1.05	0.00
	6	2.09	2.62	1.05	10.47	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	80.29	39.78	94.95	130.73	1.05
	2	51.50	0.00	3.14	103.74	0.00	0.00
	3	13.61	3.14	0.00	3.14	16.75	0.00
	4	116.32	100.74	2.09	0.00	113.49	1.05
	5	85.93	1.05	10.47	145.75	0.00	0.00
	6	3.14	0.00	0.00	0.00	0.42	0.00

17:30 - 17:45

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	67.93	35.59	86.68	104.14	0.00
	2	44.90	0.00	3.14	91.28	0.00	0.00
	3	5.23	0.00	0.00	5.23	11.52	0.00
	4	77.37	84.41	2.09	0.00	80.62	0.00
	5	94.09	2.09	7.33	162.61	1.05	1.05
	6	1.05	0.00	0.00	0.00	0.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	0	0	1	2	100
	2	5	0	0	12	0	0
	3	0	0	0	0	0	0
	4	3	4	0	0	12	0
	5	1	100	0	12	0	0
	6	0	0	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	0	0	0	2	0
	2	10	0	0	8	0	0
	3	0	0	0	0	0	0
	4	1	5	0	0	14	0
	5	5	0	8	14	0	0
	6	50	0	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	0	0	5	2	0
	2	2	0	0	6	0	50
	3	0	0	0	0	0	0
	4	3	5	0	0	14	0
	5	3	0	0	14	0	0
	6	50	0	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To					
		1	2	3	4	5	6
From	1	0	0	0	1	1	100
	2	3	0	0	4	0	0
	3	0	0	0	0	0	0
	4	3	2	0	0	17	0
	5	2	0	0	11	0	0
	6	0	100	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To					
		1	2	3	4	5	6
From	1	0	0	0	1	2	0
	2	3	0	0	5	0	0
	3	0	0	0	0	0	0
	4	4	7	0	0	13	0
	5	1	0	0	12	0	0
	6	0	0	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To					
		1	2	3	4	5	6
From	1	0	0	0	2	3	0
	2	1	0	0	5	0	0
	3	0	0	0	0	0	0
	4	0	2	0	0	21	0
	5	3	0	0	10	0	0
	6	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.64	4.65	1.8	A	321.57	1929.40
2	0.51	5.80	1.1	A	155.55	933.30
3	0.35	12.97	0.5	B	29.31	175.87
4	0.61	4.12	1.7	A	322.68	1936.06
5	0.67	7.15	2.1	A	250.33	1501.99
6	0.09	6.14	0.1	A	7.31	43.86

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	325.02	325.02	270.50	536.27	0.606	323.48	218.76	0.0	1.5	4.258	A
2	154.19	154.19	406.77	336.19	0.459	153.27	187.21	0.0	0.9	5.356	A
3	36.64	36.64	510.67	114.49	0.320	36.18	49.38	0.0	0.5	11.429	B
4	316.55	316.55	199.95	585.42	0.541	315.30	346.90	0.0	1.2	3.537	A
5	232.73	232.73	259.36	430.22	0.541	231.47	255.90	0.0	1.3	4.849	A
6	1.05	1.05	488.22	224.35	0.005	1.04	2.60	0.0	0.0	4.030	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	304.29	304.29	306.25	498.86	0.610	304.27	264.35	1.5	1.6	4.655	A
2	147.70	147.70	394.55	346.39	0.426	147.80	215.98	0.9	0.8	4.901	A
3	29.31	29.31	511.63	114.00	0.257	29.42	30.72	0.5	0.4	10.657	B
4	365.85	365.85	185.56	599.46	0.610	365.45	355.50	1.2	1.7	4.096	A
5	271.15	271.15	285.26	407.48	0.665	270.27	265.75	1.3	2.1	7.146	A
6	16.23	16.23	554.48	182.35	0.089	16.13	1.05	0.0	0.1	5.850	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	311.52	311.52	260.92	546.30	0.570	311.71	285.09	1.6	1.4	3.930	A
2	167.90	167.90	383.03	356.01	0.472	167.79	189.60	0.8	0.9	5.015	A
3	32.45	32.45	514.17	112.70	0.288	32.41	36.64	0.4	0.4	11.201	B
4	347.12	347.12	194.42	590.81	0.588	347.22	352.15	1.7	1.5	3.974	A
5	242.36	242.36	302.17	392.64	0.617	242.71	239.48	2.1	1.8	6.524	A
6	5.76	5.76	540.18	191.41	0.030	5.82	4.69	0.1	0.0	6.137	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	347.42	347.42	260.37	546.87	0.635	347.05	264.22	1.4	1.7	4.552	A
2	165.81	165.81	419.01	325.98	0.509	165.68	188.41	0.9	1.1	5.802	A
3	18.84	18.84	557.42	90.58	0.208	18.97	27.26	0.4	0.3	12.594	B
4	328.35	328.35	216.78	569.01	0.577	328.42	359.62	1.5	1.5	4.030	A
5	244.35	244.35	267.43	423.13	0.577	244.65	277.76	1.8	1.5	5.385	A
6	16.23	16.23	508.41	211.55	0.077	16.18	3.67	0.0	0.1	5.008	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	346.80	346.80	263.53	543.57	0.638	346.77	270.36	1.7	1.8	4.626	A
2	158.38	158.38	425.10	320.89	0.494	158.41	185.20	1.1	1.0	5.780	A
3	36.64	36.64	528.17	105.54	0.347	36.39	55.33	0.3	0.5	12.967	B
4	333.69	333.69	217.02	568.78	0.587	333.66	347.54	1.5	1.5	4.125	A
5	243.19	243.19	289.28	403.95	0.602	243.07	261.39	1.5	1.6	5.994	A
6	3.56	3.56	530.25	197.70	0.018	3.63	2.10	0.1	0.0	4.638	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	294.35	294.35	259.95	547.31	0.538	294.92	223.27	1.8	1.2	3.637	A
2	139.32	139.32	400.04	341.81	0.408	139.63	154.83	1.0	0.7	4.607	A
3	21.98	21.98	491.43	124.33	0.177	22.29	48.25	0.5	0.2	8.846	A
4	244.50	244.50	167.50	617.07	0.396	245.31	346.21	1.5	0.7	2.597	A
5	268.21	268.21	214.84	469.30	0.572	268.37	197.97	1.6	1.4	4.790	A
6	1.05	1.05	482.16	228.19	0.005	1.06	1.05	0.0	0.0	3.964	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 1 (Six_arm)_V4_WITH_CONGESTION.j9
Path: C:\Users\shadwelh8829\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\4_Multimodal Construction Flows
Report generation date: 20/05/2025 11:59:12

«Sc1 Multi Modal Flows, AM
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024									
Arm 1	D1	0.5	2.30	0.34	A	D2	1.1	3.09	0.52	A
Arm 2		0.7	3.21	0.41	A		0.7	4.15	0.40	A
Arm 3		0.8	9.21	0.43	A		0.3	8.44	0.25	A
Arm 4		1.4	4.00	0.57	A		0.7	2.66	0.42	A
Arm 5		2.2	9.26	0.68	A		0.9	3.87	0.47	A
Arm 6		0.1	7.40	0.04	A		0.1	4.59	0.06	A
	FB WD									
Arm 1	D3	0.6	2.42	0.37	A	D4	1.3	3.39	0.56	A
Arm 2		0.8	3.42	0.44	A		0.8	4.57	0.44	A
Arm 3		0.9	10.73	0.48	B		0.4	9.53	0.28	A
Arm 4		1.6	4.48	0.61	A		0.8	2.83	0.44	A
Arm 5		3.0	11.78	0.74	B		1.1	4.23	0.51	A
Arm 6		0.1	7.85	0.05	A		0.1	4.83	0.07	A
	FB+CD WD									
Arm 1	D5	0.8	2.81	0.43	A	D6	1.6	4.13	0.61	A
Arm 2		1.2	4.54	0.54	A		1.0	5.22	0.48	A
Arm 3		1.6	19.66	0.63	C		0.5	11.20	0.31	B
Arm 4		2.0	5.23	0.66	A		1.3	3.64	0.55	A
Arm 5		4.7	16.99	0.83	C		1.6	5.89	0.61	A
Arm 6		0.1	8.49	0.05	A		0.1	5.76	0.08	A
	FB+CD+N2T WD									
Arm 1	D7	0.9	3.17	0.46	A	D8	1.8	4.65	0.64	A
Arm 2		1.4	5.38	0.58	A		1.1	5.80	0.51	A
Arm 3		2.6	32.00	0.74	D		0.5	12.97	0.35	B
Arm 4		2.5	6.17	0.71	A		1.7	4.12	0.61	A
Arm 5		11.7	33.35	0.95	D		2.1	7.15	0.67	A
Arm 6		0.1	9.18	0.05	A		0.1	6.14	0.09	A
	Sc1 Multi Modal Flows									
Arm 1	D9	0.8	2.97	0.44	A	D10	1.6	4.20	0.61	A
Arm 2		1.4	4.97	0.57	A		1.0	5.38	0.50	A
Arm 3		1.9	22.95	0.66	C		0.4	11.27	0.31	B
Arm 4		2.1	5.39	0.67	A		1.4	3.91	0.58	A
Arm 5		6.2	20.98	0.87	C		1.6	6.04	0.61	A
Arm 6		0.1	8.54	0.05	A		0.1	5.75	0.08	A
	Sc2 Multi Modal Flows									
Arm 1	D11	0.8	3.01	0.44	A	D12	1.7	4.52	0.63	A
Arm 2		1.5	5.20	0.59	A		1.2	6.03	0.54	A
Arm 3		2.0	24.23	0.68	C		0.5	12.44	0.34	B
Arm 4		2.4	5.96	0.70	A		1.5	4.05	0.58	A
Arm 5		6.1	21.71	0.87	C		1.8	6.56	0.63	A
Arm 6		0.1	8.65	0.05	A		0.1	6.04	0.09	A

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

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

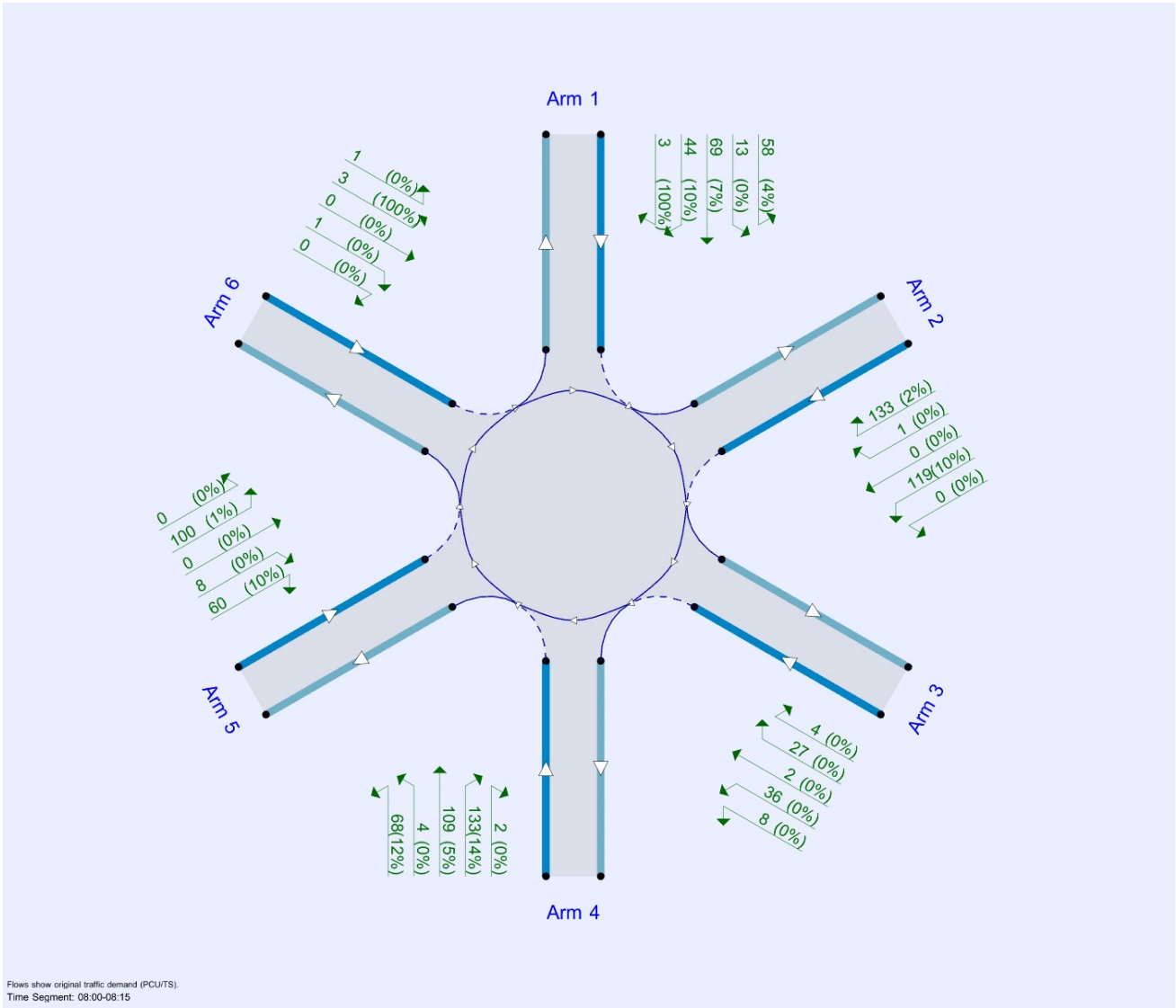
File summary

File Description

Title	
Location	
Site number	
Date	21/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\shresthb4012
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	Sc1 Multi Modal Flows	AM	DIRECT	08:00	09:30	90	15	✓

Sc1 Multi Modal Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5, 6	9.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Ipswich Road (N)	
2	A47 (NE)	
3	Markshall Road	
4	A140 (S)	
5	A47 (SW)	
6	Park and Ride	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	5.00	9.60	30.4	35.2	112.5	15.5	
2	6.30	8.10	18.7	24.8	112.5	23.0	
3	3.20	7.30	0.9	24.3	112.5	14.5	
4	5.60	9.40	29.7	26.9	112.5	38.0	
5	6.70	7.40	30.2	36.2	112.5	34.0	
6	4.90	6.70	2.6	20.1	112.5	17.0	

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	271.62	0.00
2	334.36	89.10
3	440.13	0.00
4	267.36	0.00
5	395.45	93.50
6	632.60	0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	1.019	812.209
2	0.898	693.062
3	0.555	392.971
4	0.954	774.568
5	0.804	636.607
6	0.539	502.555

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

Traffic Demand

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000
6		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	57.74	13.47	68.68	44.35	2.59
	2	133.36	1.04	0.00	119.29	0.00	1.04
	3	26.93	4.14	0.00	8.29	36.26	2.07
	4	108.67	132.85	2.07	1.04	68.22	4.14
	5	99.57	0.00	8.29	59.75	2.07	0.00
	6	1.04	2.59	0.00	1.04	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	54.73	7.67	53.14	60.62	3.11
	2	105.49	0.00	1.04	104.37	4.97	2.07
	3	30.04	4.14	0.00	6.22	42.47	0.00
	4	137.88	135.54	0.00	0.00	75.68	7.25
	5	143.70	1.04	6.22	104.46	0.00	2.07
	6	2.07	0.00	0.00	1.04	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	54.73	10.36	87.64	74.50	5.08
	2	100.83	0.00	3.11	94.84	2.07	3.11
	3	22.79	3.11	0.00	2.07	58.94	0.00
	4	108.26	115.86	1.04	0.00	92.36	4.14
	5	157.58	0.00	13.36	88.82	2.07	1.04
	6	2.07	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	64.37	12.43	109.39	58.13	1.04
	2	116.37	1.04	1.04	124.47	3.00	4.14
	3	20.72	6.22	0.00	6.22	42.89	0.00
	4	98.83	138.13	0.00	1.04	93.19	4.14
	5	140.38	2.07	14.50	83.43	0.00	2.07
	6	1.04	2.59	0.00	0.00	0.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	50.59	5.18	95.82	73.88	4.66
	2	92.54	0.00	4.14	113.38	0.00	1.04
	3	7.25	2.07	0.00	3.11	24.86	1.04
	4	129.18	128.91	0.00	0.00	89.67	3.11
	5	94.18	0.00	9.32	101.35	1.04	5.18
	6	4.14	2.59	0.00	1.04	2.07	0.00

09:15 - 09:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	53.59	5.18	98.10	59.99	4.14
	2	46.34	0.00	0.00	71.11	1.04	3.11
	3	10.36	1.04	0.00	2.07	21.75	0.21
	4	92.61	81.57	0.00	0.00	78.17	2.07
	5	101.12	0.00	9.32	66.27	2.07	5.18
	6	7.25	0.00	0.00	2.07	0.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	4	0	7	10	100
	2	2	0	0	10	0	0
	3	0	0	0	0	0	0
	4	5	14	0	0	12	0
	5	1	0	0	10	0	0
	6	0	100	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	2	0	4	5	0
	2	1	0	0	9	100	0
	3	0	0	0	0	0	0
	4	2	12	0	0	7	0
	5	4	0	0	15	0	0
	6	0	0	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	2	0	6	4	25
	2	0	0	0	7	0	0
	3	0	0	0	0	2	0
	4	3	9	0	0	13	0
	5	3	0	9	12	0	0
	6	0	0	0	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	7	0	3	1	0
	2	2	0	0	10	100	0
	3	0	0	0	0	0	0
	4	7	12	0	0	13	0
	5	5	0	0	7	0	0
	6	0	100	0	0	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	3	0	2	7	33
	2	8	0	0	21	0	0
	3	0	0	0	0	0	0
	4	2	12	0	0	13	0
	5	3	0	0	14	0	0
	6	0	100	0	0	0	0

09:15 - 09:30

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	5	0	5	5	0
	2	5	0	0	16	0	0
	3	0	0	0	0	0	0
	4	2	16	0	0	18	0
	5	6	0	0	11	0	0
	6	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.44	2.97	0.8	A	215.82	1294.90
2	0.57	4.97	1.4	A	209.90	1259.38
3	0.66	22.95	1.9	C	66.21	397.28
4	0.67	5.39	2.1	A	322.60	1935.60
5	0.87	20.98	6.2	C	221.25	1327.52
6	0.05	8.54	0.1	A	5.44	32.63

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	186.83	186.83	213.56	594.68	0.314	186.34	367.35	0.0	0.5	2.351	A
2	254.72	254.72	202.44	511.28	0.498	253.68	197.46	0.0	1.0	3.671	A
3	77.70	77.70	432.40	153.10	0.507	76.69	23.72	0.0	1.0	11.634	B
4	316.99	316.99	252.27	533.93	0.594	315.40	256.83	0.0	1.6	4.506	A
5	169.67	169.67	417.70	300.74	0.564	168.36	149.96	0.0	1.3	6.980	A
6	4.66	4.66	576.28	192.10	0.024	4.63	9.78	0.0	0.0	6.647	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	179.27	179.27	250.17	557.38	0.322	179.26	416.24	0.5	0.5	2.465	A
2	217.94	217.94	234.12	482.83	0.451	218.10	195.31	1.0	0.9	3.607	A
3	82.88	82.88	437.38	150.34	0.551	82.68	14.85	1.0	1.2	13.259	B
4	356.35	356.35	252.78	533.44	0.668	355.83	267.28	1.6	2.1	5.392	A
5	257.48	257.48	425.17	294.74	0.874	252.57	183.44	1.3	6.2	20.976	C
6	3.11	3.11	663.29	145.23	0.021	3.12	14.45	0.0	0.0	6.332	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	232.31	232.31	225.66	582.35	0.399	232.10	393.01	0.5	0.7	2.688	A
2	203.96	203.96	283.90	438.13	0.466	203.94	173.86	0.9	0.9	3.974	A
3	86.92	86.92	460.04	137.77	0.631	86.46	27.81	1.2	1.7	17.579	C
4	321.65	321.65	271.89	515.21	0.624	321.95	274.61	2.1	1.8	5.028	A
5	262.87	262.87	364.55	343.49	0.765	265.45	229.29	6.2	3.6	12.630	B
6	2.07	2.07	616.59	170.39	0.012	2.08	13.41	0.0	0.0	5.349	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	245.36	245.36	248.84	558.73	0.439	245.24	377.39	0.7	0.8	2.969	A
2	250.06	250.06	279.99	441.64	0.566	249.58	214.09	0.9	1.4	4.965	A
3	76.04	76.04	501.61	114.70	0.663	75.82	27.96	1.7	1.9	22.947	C
4	335.33	335.33	253.30	532.95	0.629	335.27	324.14	1.8	1.9	5.033	A
5	242.46	242.46	391.24	322.02	0.753	242.77	197.33	3.6	3.3	12.037	B
6	3.63	3.63	622.62	167.13	0.022	3.60	11.38	0.0	0.0	8.536	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	230.13	230.13	249.06	558.52	0.412	230.20	328.88	0.8	0.7	2.863	A
2	211.10	211.10	294.75	428.39	0.493	211.35	184.51	1.4	1.1	4.743	A
3	38.33	38.33	487.33	122.62	0.313	39.73	18.77	1.9	0.5	11.032	B
4	350.86	350.86	211.84	572.49	0.613	350.99	315.22	1.9	1.7	4.417	A
5	211.07	211.07	370.55	338.66	0.623	212.58	192.29	3.3	1.8	7.789	A
6	9.84	9.84	568.12	196.50	0.050	9.82	15.01	0.0	0.1	5.557	A

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221.01	221.01	163.43	645.74	0.342	221.20	258.80	0.7	0.5	2.216	A
2	121.60	121.60	247.97	470.39	0.259	122.33	136.66	1.1	0.4	2.884	A
3	35.43	35.43	355.73	195.63	0.181	35.67	14.57	0.5	0.2	5.634	A
4	254.42	254.42	150.71	630.81	0.403	255.40	240.69	1.7	0.8	2.667	A
5	183.97	183.97	242.61	441.53	0.417	185.02	163.50	1.8	0.8	3.777	A
6	9.32	9.32	412.88	280.13	0.033	9.35	14.75	0.1	0.0	3.323	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 1 (Six_arm)_V2_WITHREDUCEDFLOWS.j9
Path: C:\Users\shadwelh8829\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\1 Reduced Flow Models
Report generation date: 14/04/2025 11:45:49

»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	FB+CD+N2T WD									
Arm 1	D7	0.8	2.98	0.44	A	D8	1.7	4.37	0.62	A
Arm 2		1.3	4.93	0.56	A		1.0	5.45	0.49	A
Arm 3		2.0	23.87	0.67	C		0.5	11.90	0.33	B
Arm 4		2.3	5.67	0.68	A		1.4	3.87	0.58	A
Arm 5		7.2	23.24	0.89	C		1.8	6.47	0.64	A
Arm 6		0.1	8.62	0.05	A		0.1	5.89	0.09	A

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

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

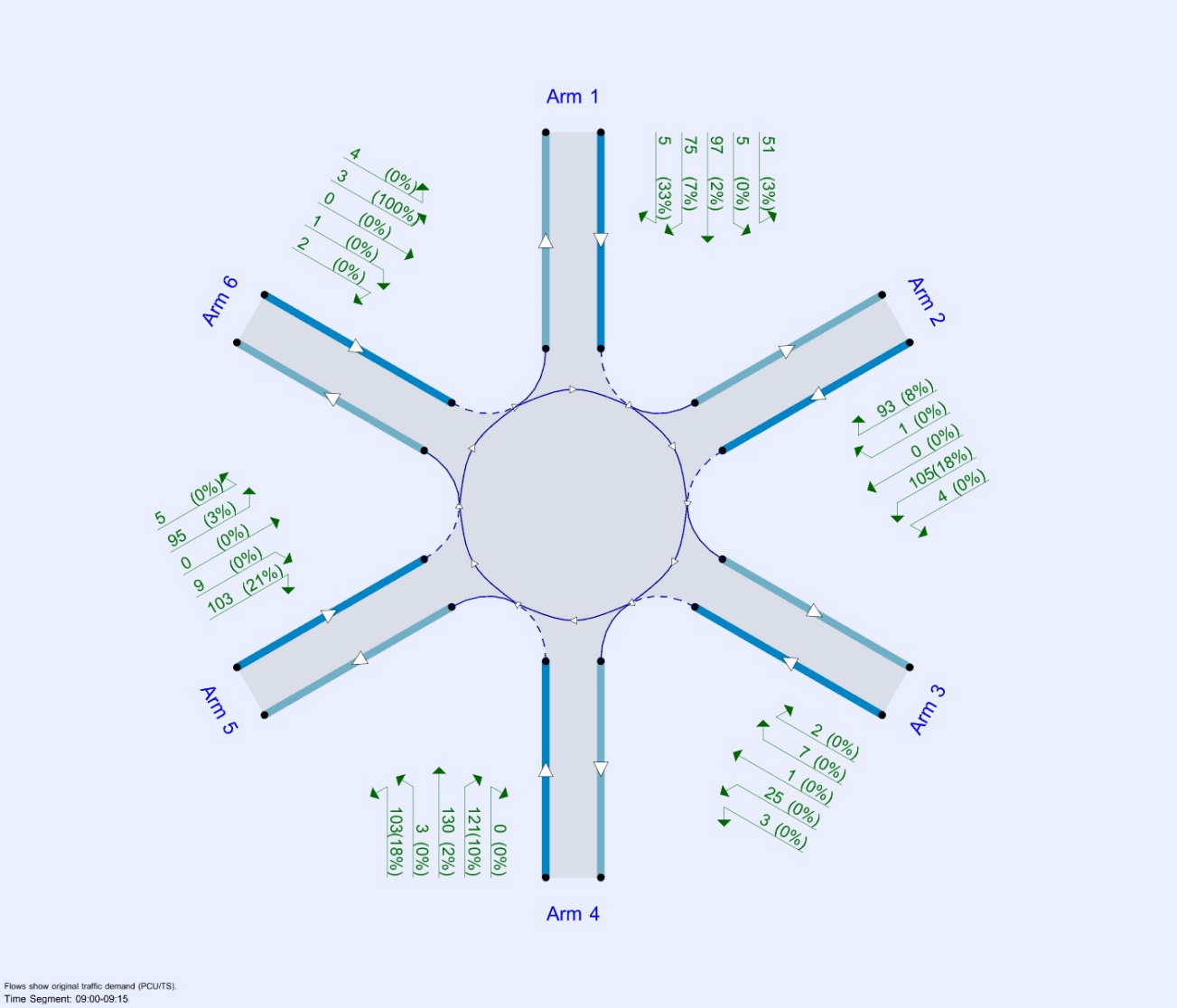
File summary

File Description

Title	
Location	
Site number	
Date	21/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\shresthb4012
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	08:00	09:30	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Analysis Set Details

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

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5, 6	10.01	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Ipswich Road (N)	
2	A47 (NE)	
3	Markshall Road	
4	A140 (S)	
5	A47 (SW)	
6	Park and Ride	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	5.00	9.60	30.4	35.2	112.5	15.5	
2	6.30	8.10	18.7	24.8	112.5	23.0	
3	3.20	7.30	0.9	24.3	112.5	14.5	
4	5.60	9.40	29.7	26.9	112.5	38.0	
5	6.70	7.40	30.2	36.2	112.5	34.0	
6	4.90	6.70	2.6	20.1	112.5	17.0	

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	271.62	0.00
2	334.36	89.10
3	440.13	0.00
4	267.36	0.00
5	395.45	93.50
6	632.60	0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	1.019	812.209
2	0.898	693.062
3	0.555	392.971
4	0.954	774.568
5	0.804	636.607
6	0.539	502.555

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	08:00	09:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000
6		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	58.23	13.59	69.14	44.73	2.61
	2	134.54	1.05	0.00	110.98	0.00	1.05
	3	27.18	4.18	0.00	8.36	36.59	2.09
	4	109.66	124.82	2.09	1.05	80.97	4.18
	5	100.45	0.00	8.36	78.26	2.09	0.00
	6	1.05	2.61	0.00	1.05	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	55.20	7.74	53.46	61.14	3.14
	2	106.42	0.00	1.05	95.93	5.02	2.09
	3	30.32	4.18	0.00	6.27	42.86	0.00
	4	139.14	127.54	0.00	0.00	88.49	7.32
	5	144.98	1.05	6.27	112.02	0.00	2.09
	6	2.09	0.00	0.00	1.05	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	55.20	10.45	88.27	75.15	5.12
	2	101.72	0.00	3.14	86.31	2.09	3.14
	3	23.00	3.14	0.00	2.09	59.48	0.00
	4	109.24	107.68	1.05	0.00	105.32	4.18
	5	158.99	0.00	13.49	96.24	2.09	1.05
	6	2.09	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	64.92	12.54	110.22	58.63	1.05
	2	117.40	1.05	1.05	116.21	3.03	4.18
	3	20.91	6.27	0.00	6.27	43.28	0.00
	4	99.73	130.15	0.00	1.05	106.16	4.18
	5	141.64	2.09	14.64	90.80	0.00	2.09
	6	1.05	2.61	0.00	0.00	0.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	51.01	5.23	96.53	74.52	4.70
	2	93.35	0.00	4.18	105.02	0.00	1.05
	3	7.32	2.09	0.00	3.14	25.09	1.05
	4	130.36	120.85	0.00	0.00	102.61	3.14
	5	95.01	0.00	9.41	103.01	1.05	5.23
	6	4.18	2.61	0.00	1.05	2.09	0.00

09:15 - 09:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	54.05	5.23	98.83	60.51	4.18
	2	46.73	0.00	0.00	62.37	1.05	3.14
	3	10.45	1.05	0.00	2.09	21.95	0.21
	4	93.46	73.07	0.00	0.00	91.00	2.09
	5	102.02	0.00	9.41	78.97	2.09	5.23
	6	7.32	0.00	0.00	2.09	0.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	4	0	7	10	100
	2	2	0	0	7	0	0
	3	0	0	0	0	0	0
	4	5	12	0	0	18	0
	5	1	0	0	15	0	0
	6	0	100	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	2	0	4	5	0
	2	1	0	0	6	100	0
	3	0	0	0	0	0	0
	4	2	9	0	0	12	0
	5	4	0	0	20	0	0
	6	0	0	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	2	0	6	4	25
	2	0	0	0	4	0	0
	3	0	0	0	0	2	0
	4	3	6	0	0	17	0
	5	3	0	9	18	0	0
	6	0	0	0	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	7	0	3	1	0
	2	2	0	0	7	100	0
	3	0	0	0	0	0	0
	4	7	10	0	0	17	0
	5	5	0	0	12	0	0
	6	0	100	0	0	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	3	0	2	7	33
	2	8	0	0	18	0	0
	3	0	0	0	0	0	0
	4	2	10	0	0	18	0
	5	3	0	0	21	0	0
	6	0	100	0	0	0	0

09:15 - 09:30

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	5	0	5	5	0
	2	5	0	0	11	0	0
	3	0	0	0	0	0	0
	4	2	12	0	0	23	0
	5	6	0	0	17	0	0
	6	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.44	2.98	0.8	A	217.55	1305.30
2	0.56	4.93	1.3	A	202.38	1214.30
3	0.67	23.87	2.0	C	66.82	400.91
4	0.68	5.67	2.3	A	328.43	1970.58
5	0.89	23.24	7.2	C	231.68	1390.08
6	0.05	8.62	0.1	A	5.49	32.93

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	188.30	188.30	224.00	584.04	0.322	187.79	370.45	0.0	0.5	2.423	A
2	247.61	247.61	221.79	493.90	0.501	246.58	190.00	0.0	1.0	3.775	A
3	78.41	78.41	444.45	146.41	0.536	77.29	23.92	0.0	1.1	12.824	B
4	322.77	322.77	254.39	531.90	0.607	321.08	267.35	0.0	1.7	4.681	A
5	189.16	189.16	412.18	305.18	0.620	187.47	163.29	0.0	1.7	7.999	A
6	4.70	4.70	589.78	184.83	0.025	4.67	9.87	0.0	0.0	6.914	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	180.66	180.66	249.59	557.98	0.324	180.68	419.73	0.5	0.5	2.470	A
2	210.50	210.50	242.44	475.36	0.443	210.70	187.82	1.0	0.8	3.554	A
3	83.63	83.63	438.17	149.90	0.558	83.52	14.98	1.1	1.2	13.527	B
4	362.49	362.49	255.12	531.21	0.682	361.92	266.57	1.7	2.3	5.668	A
5	266.41	266.41	419.81	299.05	0.891	260.94	197.23	1.7	7.2	23.242	C
6	3.14	3.14	666.17	143.68	0.022	3.15	14.58	0.0	0.0	6.406	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	234.19	234.19	225.36	582.65	0.402	233.98	396.75	0.5	0.7	2.700	A
2	196.39	196.39	293.17	429.81	0.457	196.37	166.18	0.8	0.9	3.923	A
3	87.71	87.71	461.48	136.97	0.640	87.22	28.06	1.2	1.7	18.112	C
4	327.47	327.47	274.28	512.93	0.638	327.79	274.42	2.3	1.9	5.269	A
5	271.85	271.85	358.61	348.26	0.781	274.93	243.45	7.2	4.1	13.780	B
6	2.09	2.09	620.01	168.54	0.012	2.10	13.54	0.0	0.0	5.409	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	247.36	247.36	248.49	559.10	0.442	247.24	380.79	0.7	0.8	2.985	A
2	242.91	242.91	288.97	433.58	0.560	242.44	206.76	0.9	1.3	4.930	A
3	76.73	76.73	503.20	113.82	0.674	76.49	28.21	1.7	2.0	23.866	C
4	341.27	341.27	255.53	530.82	0.643	341.22	324.16	1.9	2.0	5.263	A
5	251.25	251.25	385.52	326.62	0.769	251.60	211.22	4.1	3.7	12.970	B
6	3.66	3.66	625.64	165.51	0.022	3.64	11.49	0.0	0.0	8.624	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	231.99	231.99	243.03	564.65	0.411	232.08	332.00	0.8	0.7	2.824	A
2	203.60	203.60	298.18	425.31	0.479	203.88	176.94	1.3	1.0	4.580	A
3	38.68	38.68	483.10	124.97	0.310	40.18	18.96	2.0	0.5	10.794	B
4	356.95	356.95	213.80	570.62	0.626	357.10	309.47	2.0	1.8	4.597	A
5	213.70	213.70	364.70	343.36	0.622	215.57	206.20	3.7	1.9	7.902	A
6	9.93	9.93	565.13	198.11	0.050	9.91	15.15	0.0	0.1	5.512	A

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	222.79	222.79	167.71	641.38	0.347	222.97	261.09	0.7	0.6	2.249	A
2	113.28	113.28	262.05	457.75	0.247	113.96	128.63	1.0	0.4	2.844	A
3	35.75	35.75	361.32	192.53	0.186	35.98	14.70	0.5	0.2	5.756	A
4	259.63	259.63	151.98	629.59	0.412	260.68	245.31	1.8	0.8	2.728	A
5	197.71	197.71	235.56	447.20	0.442	198.69	177.11	1.9	0.9	3.983	A
6	9.41	9.41	419.36	276.64	0.034	9.43	14.89	0.1	0.0	3.367	A

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5, 6	5.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	240.95	0.00
2	409.17	89.10
3	514.70	0.00
4	242.15	0.00
5	303.67	93.50
6	497.76	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000
6		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	73.59	26.59	100.81	121.42	2.62
	2	49.93	0.00	1.05	103.21	0.00	0.00
	3	10.47	3.14	0.00	9.42	13.61	0.00
	4	83.03	107.23	4.19	0.00	103.96	0.00
	5	76.51	3.04	17.80	123.12	0.00	0.00
	6	0.00	1.05	0.00	0.00	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	80.91	15.07	92.12	116.18	0.00
	2	41.03	0.00	1.05	105.62	0.00	0.00
	3	6.28	3.14	0.00	4.19	15.70	0.00
	4	103.86	131.10	0.00	0.00	112.75	0.00
	5	110.00	1.05	13.50	130.14	3.14	1.05
	6	3.66	0.00	1.05	11.52	0.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	66.26	24.08	116.10	104.04	1.05
	2	62.59	0.00	2.09	97.46	2.09	3.66
	3	8.37	2.09	0.00	11.52	10.47	0.00
	4	103.44	121.05	0.00	0.00	104.48	0.00
	5	107.07	0.00	9.42	113.60	0.00	0.00
	6	3.66	0.00	1.05	1.05	0.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	79.45	15.70	105.21	144.45	2.62
	2	53.17	0.00	3.14	109.50	0.00	0.00
	3	5.23	1.05	0.00	3.14	9.42	0.00
	4	98.83	105.35	0.00	0.00	110.86	1.05
	5	104.67	0.00	7.33	119.04	1.05	0.00
	6	2.09	2.62	1.05	10.47	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	80.29	39.78	94.95	130.73	1.05
	2	51.50	0.00	3.14	103.74	0.00	0.00
	3	13.61	3.14	0.00	3.14	16.75	0.00
	4	116.32	100.74	2.09	0.00	101.23	1.05
	5	85.93	1.05	10.47	133.49	0.00	0.00
	6	3.14	0.00	0.00	0.00	0.42	0.00

17:30 - 17:45

Demand (PCU/TS)

		To					
		1	2	3	4	5	6
From	1	0.00	67.93	35.59	86.68	104.14	0.00
	2	44.90	0.00	3.14	91.28	0.00	0.00
	3	5.23	0.00	0.00	5.23	11.52	0.00
	4	77.37	84.41	2.09	0.00	68.35	0.00
	5	94.09	2.09	7.33	150.34	1.05	1.05
	6	1.05	0.00	0.00	0.00	0.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	0	0	1	2	100
	2	5	0	0	12	0	0
	3	0	0	0	0	0	0
	4	3	4	0	0	9	0
	5	1	100	0	9	0	0
	6	0	0	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	0	0	0	2	0
	2	10	0	0	8	0	0
	3	0	0	0	0	0	0
	4	1	5	0	0	11	0
	5	5	0	8	11	0	0
	6	50	0	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	0	0	5	2	0
	2	2	0	0	6	0	50
	3	0	0	0	0	0	0
	4	3	5	0	0	10	0
	5	3	0	0	11	0	0
	6	50	0	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To					
		1	2	3	4	5	6
From	1	0	0	0	1	1	100
	2	3	0	0	4	0	0
	3	0	0	0	0	0	0
	4	3	2	0	0	14	0
	5	2	0	0	8	0	0
	6	0	100	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To					
		1	2	3	4	5	6
From	1	0	0	0	1	2	0
	2	3	0	0	5	0	0
	3	0	0	0	0	0	0
	4	4	7	0	0	9	0
	5	1	0	0	9	0	0
	6	0	0	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To					
		1	2	3	4	5	6
From	1	0	0	0	2	3	0
	2	1	0	0	5	0	0
	3	0	0	0	0	0	0
	4	0	2	0	0	15	0
	5	3	0	0	7	0	0
	6	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.62	4.37	1.7	A	321.57	1929.40
2	0.49	5.45	1.0	A	155.55	933.30
3	0.33	11.90	0.5	B	29.31	175.87
4	0.58	3.87	1.4	A	307.47	1844.85
5	0.64	6.47	1.8	A	238.07	1428.40
6	0.09	5.89	0.1	A	7.31	43.86

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	325.02	325.02	258.40	548.93	0.592	323.57	218.84	0.0	1.5	4.023	A
2	154.19	154.19	394.70	346.27	0.445	153.32	187.27	0.0	0.9	5.081	A
3	36.64	36.64	498.63	120.65	0.304	36.21	49.39	0.0	0.4	10.608	B
4	298.41	298.41	200.02	585.35	0.510	297.32	334.81	0.0	1.1	3.277	A
5	220.46	220.46	259.44	430.15	0.513	219.36	237.90	0.0	1.1	4.491	A
6	1.05	1.05	476.20	231.97	0.005	1.04	2.61	0.0	0.0	3.897	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	304.29	304.29	294.09	511.59	0.595	304.28	264.41	1.5	1.5	4.371	A
2	147.70	147.70	382.37	356.56	0.414	147.80	216.00	0.9	0.8	4.664	A
3	29.31	29.31	499.44	120.23	0.244	29.41	30.72	0.4	0.3	9.923	A
4	347.72	347.72	185.55	599.46	0.580	347.36	343.30	1.1	1.4	3.762	A
5	258.88	258.88	285.28	407.47	0.635	258.14	247.63	1.1	1.8	6.472	A
6	16.23	16.23	542.36	190.03	0.085	16.13	1.05	0.0	0.1	5.594	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	311.52	311.52	248.62	559.17	0.557	311.69	285.09	1.5	1.3	3.727	A
2	167.90	167.90	370.72	366.28	0.458	167.79	189.59	0.8	0.9	4.752	A
3	32.45	32.45	501.87	118.99	0.273	32.41	36.64	0.3	0.4	10.389	B
4	328.98	328.98	194.42	590.82	0.557	329.07	339.87	1.4	1.3	3.653	A
5	230.09	230.09	302.17	392.64	0.586	230.41	221.32	1.8	1.5	5.916	A
6	5.76	5.76	527.89	199.20	0.029	5.82	4.69	0.1	0.0	5.891	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	347.42	347.42	248.05	559.76	0.621	347.09	264.19	1.3	1.6	4.279	A
2	165.81	165.81	406.73	336.23	0.493	165.69	188.41	0.9	1.0	5.453	A
3	18.84	18.84	545.16	96.85	0.195	18.97	27.26	0.4	0.2	11.576	B
4	316.09	316.09	216.80	568.99	0.556	316.10	347.33	1.3	1.3	3.777	A
5	232.08	232.08	267.41	423.15	0.548	232.32	265.49	1.5	1.3	4.945	A
6	16.23	16.23	496.06	219.38	0.074	16.18	3.67	0.0	0.1	4.815	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	346.80	346.80	251.29	556.38	0.623	346.77	270.37	1.6	1.7	4.345	A
2	158.38	158.38	412.86	331.11	0.478	158.41	185.20	1.0	1.0	5.436	A
3	36.64	36.64	515.92	111.80	0.328	36.41	55.34	0.2	0.5	11.900	B
4	321.43	321.43	217.03	568.76	0.565	321.39	335.30	1.3	1.4	3.869	A
5	230.93	230.93	289.30	403.94	0.572	230.83	249.13	1.3	1.4	5.470	A
6	3.56	3.56	518.02	205.46	0.017	3.63	2.10	0.1	0.0	4.462	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	294.35	294.35	247.63	560.20	0.525	294.87	223.22	1.7	1.1	3.459	A
2	139.32	139.32	387.71	352.10	0.396	139.61	154.80	1.0	0.7	4.382	A
3	21.98	21.98	479.07	130.65	0.168	22.26	48.24	0.5	0.2	8.323	A
4	232.23	232.23	167.44	617.12	0.376	232.97	333.89	1.4	0.6	2.462	A
5	255.95	255.95	214.78	469.36	0.545	256.07	185.64	1.4	1.3	4.441	A
6	1.05	1.05	469.79	236.03	0.004	1.06	1.05	0.0	0.0	3.829	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 2 (three arm)_V4_no LT.j9
Path: C:\Users\shadwelh8829\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\4_Multimodal Construction Flows
Report generation date: 06/06/2025 12:50:46

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM
»FB+CD+N2T WD SC2, AM
»FB+CD+N2T WD SC2, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2024														
Stream B-C	D1	0.1	12.91	0.11	B	0.29	A	D2	0.2	9.78	0.17	A	0.25	A
Stream B-A		0.1	73.09	0.08	F				0.1	56.41	0.07	F		
Stream C-AB		0.2	13.29	0.14	B				0.1	9.33	0.07	A		
FB WD														
Stream B-C	D3	0.2	13.46	0.11	B	0.32	A	D4	0.2	10.22	0.18	B	0.28	A
Stream B-A		0.1	114.06	0.12	F				0.1	76.80	0.08	F		
Stream C-AB		0.2	14.07	0.15	B				0.1	9.60	0.07	A		
FB+CD WD														
Stream B-C	D5	1.1	35.92	0.45	E	13.81	B	D6	2.5	30.81	0.71	D	3.76	A
Stream B-A		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-AB		10.4	75.88	0.93	F				0.5	17.61	0.27	C		
FB+CD+N2T WD														
Stream B-C	D7	2.1	57.39	0.60	F	140.86	F	D8	15.5	159.38	1.09	F	18.20	C
Stream B-A		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-AB		85.5	386.20	1.12	F				0.8	22.89	0.38	C		
FB+CD+N2T WD SC2														
Stream B-C	D9	7.3	142.92	0.84	F	54.12	F	D10	13.2	129.83	0.97	F	17.45	C
Stream B-A		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-AB		24.4	178.78	1.02	F				0.5	19.21	0.29	C		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

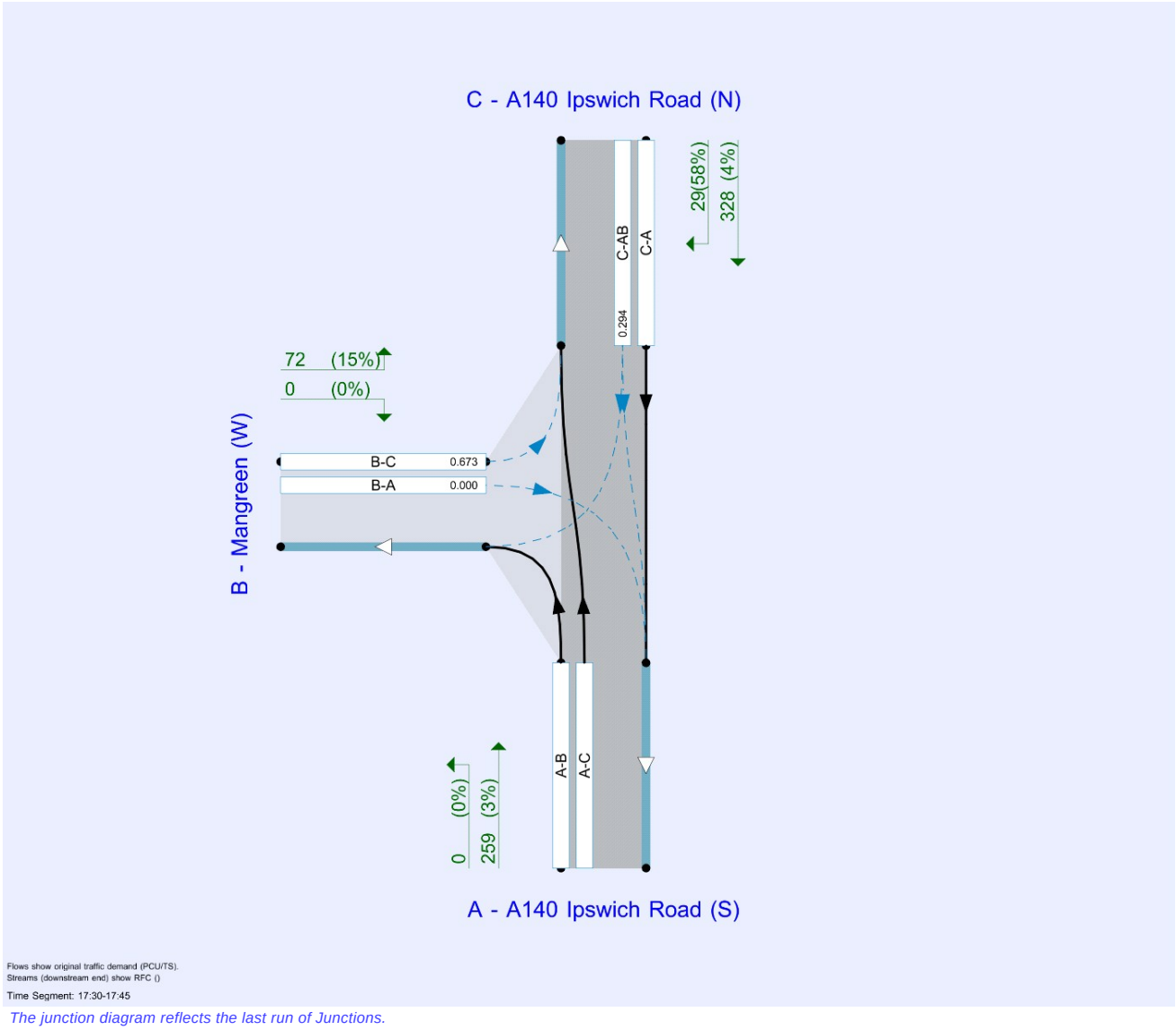
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:00	08:30	90	15	✓
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓
D3	FB WD	AM	DIRECT	07:00	08:30	90	15	✓
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:00	08:30	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓
D9	FB+CD+N2T WD SC2	AM	DIRECT	07:00	08:30	90	15	✓
D10	FB+CD+N2T WD SC2	PM	DIRECT	16:15	17:45	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A140 Ipswich Road (S)		Major
B	Mangreen (W)		Minor
C	A140 Ipswich Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A140 Ipswich Road (N)	6.10		✓	2.49	120.4	✓	13.53

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Mangreen (W)	One lane plus flare	10.00	5.01	3.02	2.84	2.84		1.00	22	62

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	122.433	0.089	0.224	0.141	0.321
B-C	178.090	0.109	0.275	-	-
C-B	166.001	0.256	0.256	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A140 Ipswich Road (S)		DIRECT	✓	100.000
B - Mangreen (W)		DIRECT	✓	100.000
C - A140 Ipswich Road (N)		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	213.00
	B - Mangreen (W)	0.00	0.00	1.00
	C - A140 Ipswich Road (N)	228.00	10.00	0.00

07:15 - 07:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.00	280.00
	B - Mangreen (W)	0.00	0.00	1.00
	C - A140 Ipswich Road (N)	262.00	13.00	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	356.00
	B - Mangreen (W)	0.00	0.00	0.00
	C - A140 Ipswich Road (N)	258.00	7.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.00	346.00
	B - Mangreen (W)	1.00	0.00	3.00
	C - A140 Ipswich Road (N)	224.00	2.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.00	334.00
	B - Mangreen (W)	0.00	0.00	2.00
	C - A140 Ipswich Road (N)	225.00	10.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.00	302.00
	B - Mangreen (W)	0.00	0.00	10.00
	C - A140 Ipswich Road (N)	202.00	8.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	8
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	4	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	9
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	5	0	0

Heavy Vehicle Percentages

07:30 - 07:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	3
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	7	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	6	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	100	4
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	5	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	5
	B - Mangreen (W)	0	0	29
	C - A140 Ipswich Road (N)	6	50	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.11	12.91	0.1	B	2.83	17.00
B-A	0.08	73.09	0.1	F	0.17	1.00
C-AB	0.14	13.29	0.2	B	8.33	50.00
C-A					233.17	1399.00
A-B					1.17	7.00
A-C					305.17	1831.00

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	119.56	0.008	0.99	0.0	0.0	7.590	A
B-A	0.00	0.00	39.21	0.000	0.00	0.0	0.0	0.000	A
C-AB	10.00	10.00	111.44	0.090	9.90	0.0	0.1	8.856	A
C-A	228.00	228.00			228.00				
A-B	0.00	0.00			0.00				
A-C	213.00	213.00			213.00				

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	100.93	0.010	1.00	0.0	0.0	9.006	A
B-A	0.00	0.00	18.20	0.000	0.00	0.0	0.0	0.000	A
C-AB	13.00	13.00	93.77	0.139	12.94	0.1	0.2	11.127	B
C-A	262.00	262.00			262.00				
A-B	2.00	2.00			2.00				
A-C	280.00	280.00			280.00				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	80.26	0.000	0.01	0.0	0.0	0.000	A
B-A	0.00	0.00	3.79	0.000	0.00	0.0	0.0	0.000	A
C-AB	7.00	7.00	74.81	0.094	7.05	0.2	0.1	13.292	B
C-A	258.00	258.00			258.00				
A-B	0.00	0.00			0.00				
A-C	356.00	356.00			356.00				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	79.41	0.038	2.96	0.0	0.0	11.766	B
B-A	1.00	1.00	13.17	0.076	0.92	0.0	0.1	73.089	F
C-AB	2.00	2.00	77.12	0.026	2.08	0.1	0.0	12.005	B
C-A	224.00	224.00			224.00				
A-B	1.00	1.00			1.00				
A-C	346.00	346.00			346.00				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	85.69	0.023	2.01	0.0	0.0	10.757	B
B-A	0.00	0.00	12.40	0.000	0.08	0.1	0.0	0.000	A
C-AB	10.00	10.00	79.93	0.125	9.89	0.0	0.1	12.828	B
C-A	225.00	225.00			225.00				
A-B	2.00	2.00			2.00				
A-C	334.00	334.00			334.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.00	10.00	94.88	0.105	9.88	0.0	0.1	12.912	B
B-A	0.00	0.00	23.33	0.000	0.00	0.0	0.0	0.000	A
C-AB	8.00	8.00	88.13	0.091	8.02	0.1	0.1	12.927	B
C-A	202.00	202.00			202.00				
A-B	2.00	2.00			2.00				
A-C	302.00	302.00			302.00				

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A140 Ipswich Road (S)		DIRECT	✓	100.000
B - Mangreen (W)		DIRECT	✓	100.000
C - A140 Ipswich Road (N)		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.00	238.00
	B - Mangreen (W)	0.00	0.00	0.00
	C - A140 Ipswich Road (N)	305.00	7.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.00	253.00
	B - Mangreen (W)	0.00	0.00	8.00
	C - A140 Ipswich Road (N)	298.00	1.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.00	234.00
	B - Mangreen (W)	1.00	0.00	4.00
	C - A140 Ipswich Road (N)	330.00	6.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	3.00	232.00
	B - Mangreen (W)	2.00	0.00	19.00
	C - A140 Ipswich Road (N)	284.00	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	260.00
	B - Mangreen (W)	1.00	0.00	12.00
	C - A140 Ipswich Road (N)	329.00	3.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	235.00
	B - Mangreen (W)	0.00	0.00	3.00
	C - A140 Ipswich Road (N)	301.00	0.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	3	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	3
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	3	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	2
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	4	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	3	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	3	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	1
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.17	9.78	0.2	A	7.67	46.00
B-A	0.07	56.41	0.1	F	0.67	4.00
C-AB	0.07	9.33	0.1	A	2.83	17.00
C-A					307.83	1847.00
A-B					1.00	6.00
A-C					242.00	1452.00

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	112.71	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	26.70	0.000	0.00	0.0	0.0	0.000	A
C-AB	7.00	7.00	104.78	0.067	6.93	0.0	0.1	9.191	A
C-A	305.00	305.00			305.00				
A-B	1.00	1.00			1.00				
A-C	238.00	238.00			238.00				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8.00	8.00	108.46	0.074	7.92	0.0	0.1	8.952	A
B-A	0.00	0.00	23.12	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.00	1.00	100.94	0.010	1.06	0.1	0.0	9.015	A
C-A	298.00	298.00			298.00				
A-B	1.00	1.00			1.00				
A-C	253.00	253.00			253.00				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	110.35	0.036	4.04	0.1	0.0	8.470	A
B-A	1.00	1.00	22.38	0.045	0.96	0.0	0.0	41.930	E
C-AB	6.00	6.00	105.81	0.057	5.95	0.0	0.1	9.008	A
C-A	330.00	330.00			330.00				
A-B	1.00	1.00			1.00				
A-C	234.00	234.00			234.00				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19.00	19.00	111.04	0.171	18.83	0.0	0.2	9.743	A
B-A	2.00	2.00	30.58	0.065	1.98	0.0	0.1	31.444	D
C-AB	0.00	0.00	211.61	0.000	0.06	0.1	0.0	0.000	A
C-A	284.00	284.00			284.00				
A-B	3.00	3.00			3.00				
A-C	232.00	232.00			232.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12.00	12.00	104.15	0.115	12.07	0.2	0.1	9.783	A
B-A	1.00	1.00	16.96	0.059	1.00	0.1	0.1	56.406	F
C-AB	3.00	3.00	99.40	0.030	2.97	0.0	0.0	9.330	A
C-A	329.00	329.00			329.00				
A-B	0.00	0.00			0.00				
A-C	260.00	260.00			260.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	113.25	0.026	3.10	0.1	0.0	8.178	A
B-A	0.00	0.00	27.29	0.000	0.06	0.1	0.0	0.000	A
C-AB	0.00	0.00	211.61	0.000	0.03	0.0	0.0	0.000	A
C-A	301.00	301.00			301.00				
A-B	0.00	0.00			0.00				
A-C	235.00	235.00			235.00				

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A140 Ipswich Road (S)		DIRECT	✓	100.000
B - Mangreen (W)		DIRECT	✓	100.000
C - A140 Ipswich Road (N)		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	221.09
	B - Mangreen (W)	0.00	0.00	1.04
	C - A140 Ipswich Road (N)	236.66	10.38	0.00

07:15 - 07:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.08	290.63
	B - Mangreen (W)	0.00	0.00	1.04
	C - A140 Ipswich Road (N)	271.95	13.49	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	369.52
	B - Mangreen (W)	0.00	0.00	0.00
	C - A140 Ipswich Road (N)	267.80	7.27	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	359.14
	B - Mangreen (W)	1.04	0.00	3.11
	C - A140 Ipswich Road (N)	232.51	2.08	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.08	346.68
	B - Mangreen (W)	0.00	0.00	2.08
	C - A140 Ipswich Road (N)	233.54	10.38	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.08	313.47
	B - Mangreen (W)	0.00	0.00	10.38
	C - A140 Ipswich Road (N)	209.67	8.30	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	8
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	4	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	9
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	5	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	3
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	7	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	6	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	100	4
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	5	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	5
	B - Mangreen (W)	0	0	29
	C - A140 Ipswich Road (N)	6	50	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.11	13.46	0.2	B	2.94	17.65
B-A	0.12	114.06	0.1	F	0.17	1.04
C-AB	0.15	14.07	0.2	B	8.65	51.90
C-A					242.02	1452.12
A-B					1.21	7.27
A-C					316.75	1900.52

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.04	1.04	117.33	0.009	1.03	0.0	0.0	7.738	A
B-A	0.00	0.00	36.05	0.000	0.00	0.0	0.0	0.000	A
C-AB	10.38	10.38	109.37	0.095	10.28	0.0	0.1	9.073	A
C-A	236.66	236.66			236.66				
A-B	0.00	0.00			0.00				
A-C	221.09	221.09			221.09				

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.04	1.04	98.00	0.011	1.04	0.0	0.0	9.281	A
B-A	0.00	0.00	14.24	0.000	0.00	0.0	0.0	0.000	A
C-AB	13.49	13.49	91.02	0.148	13.43	0.1	0.2	11.587	B
C-A	271.95	271.95			271.95				
A-B	2.08	2.08			2.08				
A-C	290.63	290.63			290.63				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	57.41	0.000	0.01	0.0	0.0	0.000	A
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	7.27	7.27	71.35	0.102	7.32	0.2	0.1	14.070	B
C-A	267.80	267.80			267.80				
A-B	0.00	0.00			0.00				
A-C	369.52	369.52			369.52				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.11	3.11	75.03	0.042	3.07	0.0	0.0	12.502	B
B-A	1.04	1.04	8.72	0.119	0.92	0.0	0.1	114.059	F
C-AB	2.08	2.08	73.74	0.028	2.16	0.1	0.0	12.589	B
C-A	232.51	232.51			232.51				
A-B	1.04	1.04			1.04				
A-C	359.14	359.14			359.14				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2.08	2.08	81.91	0.025	2.09	0.0	0.0	11.277	B
B-A	0.00	0.00	8.22	0.000	0.12	0.1	0.0	0.000	A
C-AB	10.38	10.38	76.67	0.135	10.26	0.0	0.2	13.528	B
C-A	233.54	233.54			233.54				
A-B	2.08	2.08			2.08				
A-C	346.68	346.68			346.68				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.38	10.38	91.72	0.113	10.25	0.0	0.2	13.461	B
B-A	0.00	0.00	19.56	0.000	0.00	0.0	0.0	0.000	A
C-AB	8.30	8.30	85.17	0.097	8.33	0.2	0.1	13.458	B
C-A	209.67	209.67			209.67				
A-B	2.08	2.08			2.08				
A-C	313.47	313.47			313.47				

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A140 Ipswich Road (S)		DIRECT	✓	100.000
B - Mangreen (W)		DIRECT	✓	100.000
C - A140 Ipswich Road (N)		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	247.30
	B - Mangreen (W)	0.00	0.00	0.00
	C - A140 Ipswich Road (N)	316.92	7.27	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	262.89
	B - Mangreen (W)	0.00	0.00	8.31
	C - A140 Ipswich Road (N)	309.65	1.04	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	243.14
	B - Mangreen (W)	1.04	0.00	4.16
	C - A140 Ipswich Road (N)	342.90	6.23	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	3.12	241.07
	B - Mangreen (W)	2.08	0.00	19.74
	C - A140 Ipswich Road (N)	295.10	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	270.16
	B - Mangreen (W)	1.04	0.00	12.47
	C - A140 Ipswich Road (N)	341.86	3.12	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	244.18
	B - Mangreen (W)	0.00	0.00	3.12
	C - A140 Ipswich Road (N)	312.76	0.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	3	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	3
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	3	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	2
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	4	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	3	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	3	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	1
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.18	10.22	0.2	B	7.97	47.80
B-A	0.08	76.80	0.1	F	0.69	4.16
C-AB	0.07	9.60	0.1	A	2.94	17.66
C-A					319.86	1919.18
A-B					1.04	6.23
A-C					251.46	1508.74

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	110.15	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	22.33	0.000	0.00	0.0	0.0	0.000	A
C-AB	7.27	7.27	102.39	0.071	7.20	0.0	0.1	9.440	A
C-A	316.92	316.92			316.92				
A-B	1.04	1.04			1.04				
A-C	247.30	247.30			247.30				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8.31	8.31	105.73	0.079	8.23	0.0	0.1	9.223	A
B-A	0.00	0.00	19.24	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.04	1.04	98.40	0.011	1.10	0.1	0.0	9.257	A
C-A	309.65	309.65			309.65				
A-B	1.04	1.04			1.04				
A-C	262.89	262.89			262.89				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4.16	4.16	107.56	0.039	4.20	0.1	0.0	8.710	A
B-A	1.04	1.04	18.22	0.057	0.98	0.0	0.1	52.051	F
C-AB	6.23	6.23	103.45	0.060	6.18	0.0	0.1	9.248	A
C-A	342.90	342.90			342.90				
A-B	1.04	1.04			1.04				
A-C	243.14	243.14			243.14				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19.74	19.74	108.22	0.182	19.56	0.0	0.2	10.132	B
B-A	2.08	2.08	26.86	0.077	2.05	0.1	0.1	36.239	E
C-AB	0.00	0.00	206.91	0.000	0.06	0.1	0.0	0.000	A
C-A	295.10	295.10			295.10				
A-B	3.12	3.12			3.12				
A-C	241.07	241.07			241.07				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12.47	12.47	100.73	0.124	12.55	0.2	0.1	10.216	B
B-A	1.04	1.04	12.75	0.082	1.04	0.1	0.1	76.798	F
C-AB	3.12	3.12	96.80	0.032	3.08	0.0	0.0	9.600	A
C-A	341.86	341.86			341.86				
A-B	0.00	0.00			0.00				
A-C	270.16	270.16			270.16				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.12	3.12	110.65	0.028	3.23	0.1	0.0	8.388	A
B-A	0.00	0.00	23.58	0.000	0.08	0.1	0.0	0.000	A
C-AB	0.00	0.00	206.91	0.000	0.03	0.0	0.0	0.000	A
C-A	312.76	312.76			312.76				
A-B	0.00	0.00			0.00				
A-C	244.18	244.18			244.18				

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		13.81	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A140 Ipswich Road (S)		DIRECT	✓	100.000
B - Mangreen (W)		DIRECT	✓	100.000
C - A140 Ipswich Road (N)		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	221.09
	B - Mangreen (W)	0.00	0.00	21.34
	C - A140 Ipswich Road (N)	236.66	70.18	0.00

07:15 - 07:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.08	290.63
	B - Mangreen (W)	0.00	0.00	21.34
	C - A140 Ipswich Road (N)	271.95	73.29	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	369.52
	B - Mangreen (W)	0.00	0.00	20.30
	C - A140 Ipswich Road (N)	267.80	67.07	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	359.14
	B - Mangreen (W)	0.00	0.00	23.41
	C - A140 Ipswich Road (N)	232.51	61.88	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.08	346.68
	B - Mangreen (W)	0.00	0.00	22.38
	C - A140 Ipswich Road (N)	233.54	70.18	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.08	313.47
	B - Mangreen (W)	0.00	0.00	30.68
	C - A140 Ipswich Road (N)	209.67	68.10	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	8
	B - Mangreen (W)	0	0	44
	C - A140 Ipswich Road (N)	4	10	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	9
	B - Mangreen (W)	0	0	44
	C - A140 Ipswich Road (N)	5	9	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	3
	B - Mangreen (W)	0	0	48
	C - A140 Ipswich Road (N)	7	10	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	38
	C - A140 Ipswich Road (N)	6	11	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	100	4
	B - Mangreen (W)	0	0	41
	C - A140 Ipswich Road (N)	5	10	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	5
	B - Mangreen (W)	0	0	41
	C - A140 Ipswich Road (N)	6	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.45	35.92	1.1	E	23.24	139.45
B-A	0.00	0.00	0.0	A	0.00	0.00
C-AB	0.93	75.88	10.4	F	107.58	645.47
C-A					202.89	1217.35
A-B					1.21	7.27
A-C					316.75	1900.52

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21.34	21.34	117.33	0.182	21.02	0.0	0.3	13.445	B
B-A	0.00	0.00	16.88	0.000	0.00	0.0	0.0	0.000	A
C-AB	70.82	70.82	110.36	0.642	68.98	0.0	1.8	22.942	C
C-A	236.02	236.02			236.02				
A-B	0.00	0.00			0.00				
A-C	221.09	221.09			221.09				

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21.34	21.34	73.50	0.290	21.08	0.3	0.6	24.660	C
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	88.73	88.73	110.48	0.803	86.59	1.8	4.0	39.059	E
C-A	256.52	256.52			256.52				
A-B	2.08	2.08			2.08				
A-C	290.63	290.63			290.63				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20.30	20.30	57.41	0.354	20.11	0.6	0.8	34.839	D
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	177.33	177.33	189.73	0.935	172.83	4.0	8.5	45.608	E
C-A	157.53	157.53			157.53				
A-B	0.00	0.00			0.00				
A-C	369.52	369.52			369.52				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23.41	23.41	59.46	0.394	23.27	0.8	0.9	35.918	E
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	83.34	83.34	98.76	0.844	83.32	8.5	8.5	73.743	F
C-A	211.04	211.04			211.04				
A-B	1.04	1.04			1.04				
A-C	359.14	359.14			359.14				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22.38	22.38	61.95	0.361	22.45	0.9	0.8	31.787	D
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	148.71	148.71	162.72	0.914	146.77	8.5	10.4	60.981	F
C-A	155.01	155.01			155.01				
A-B	2.08	2.08			2.08				
A-C	346.68	346.68			346.68				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.68	30.68	68.79	0.446	30.42	0.8	1.1	32.831	D
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	76.54	76.54	94.30	0.812	81.15	10.4	5.8	75.884	F
C-A	201.24	201.24			201.24				
A-B	2.08	2.08			2.08				
A-C	313.47	313.47			313.47				

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A140 Ipswich Road (S)		DIRECT	✓	100.000
B - Mangreen (W)		DIRECT	✓	100.000
C - A140 Ipswich Road (N)		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	247.30
	B - Mangreen (W)	0.00	0.00	59.80
	C - A140 Ipswich Road (N)	316.92	27.57	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	262.89
	B - Mangreen (W)	0.00	0.00	68.11
	C - A140 Ipswich Road (N)	309.65	21.34	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	243.14
	B - Mangreen (W)	0.00	0.00	63.96
	C - A140 Ipswich Road (N)	342.90	26.53	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	3.12	241.07
	B - Mangreen (W)	0.00	0.00	79.54
	C - A140 Ipswich Road (N)	295.10	20.30	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	270.16
	B - Mangreen (W)	0.00	0.00	72.27
	C - A140 Ipswich Road (N)	341.86	23.42	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	244.18
	B - Mangreen (W)	0.00	0.00	62.92
	C - A140 Ipswich Road (N)	312.76	20.30	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	12
	C - A140 Ipswich Road (N)	3	30	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	3
	B - Mangreen (W)	0	0	10
	C - A140 Ipswich Road (N)	3	44	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	2
	B - Mangreen (W)	0	0	11
	C - A140 Ipswich Road (N)	4	32	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	8
	C - A140 Ipswich Road (N)	3	48	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	9
	C - A140 Ipswich Road (N)	3	38	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	1
	B - Mangreen (W)	0	0	11
	C - A140 Ipswich Road (N)	2	48	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.71	30.81	2.5	D	67.77	406.60
B-A	0.00	0.00	0.0	A	0.00	0.00
C-AB	0.27	17.61	0.5	C	23.24	139.46
C-A					319.86	1919.18
A-B					1.04	6.23
A-C					251.46	1508.74

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59.80	59.80	110.02	0.544	58.53	0.0	1.3	19.067	C
B-A	0.00	0.00	13.23	0.000	0.00	0.0	0.0	0.000	A
C-AB	27.57	27.57	102.39	0.269	27.10	0.0	0.5	15.487	C
C-A	316.92	316.92			316.92				
A-B	1.04	1.04			1.04				
A-C	247.30	247.30			247.30				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68.11	68.11	105.73	0.644	67.49	1.3	1.9	25.866	D
B-A	0.00	0.00	12.61	0.000	0.00	0.0	0.0	0.000	A
C-AB	21.34	21.34	98.40	0.217	21.43	0.5	0.4	15.701	C
C-A	309.65	309.65			309.65				
A-B	1.04	1.04			1.04				
A-C	262.89	262.89			262.89				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63.96	63.96	111.16	0.575	64.29	1.9	1.6	21.268	C
B-A	0.00	0.00	10.70	0.000	0.00	0.0	0.0	0.000	A
C-AB	26.53	26.53	103.45	0.256	26.44	0.4	0.5	16.222	C
C-A	342.90	342.90			342.90				
A-B	1.04	1.04			1.04				
A-C	243.14	243.14			243.14				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79.54	79.54	111.51	0.713	78.58	1.6	2.5	29.580	D
B-A	0.00	0.00	19.71	0.000	0.00	0.0	0.0	0.000	A
C-AB	20.30	20.30	103.45	0.196	20.43	0.5	0.3	14.819	B
C-A	295.10	295.10			295.10				
A-B	3.12	3.12			3.12				
A-C	241.07	241.07			241.07				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72.27	72.27	103.85	0.696	72.26	2.5	2.5	30.815	D
B-A	0.00	0.00	5.89	0.000	0.00	0.0	0.0	0.000	A
C-AB	23.42	23.42	96.80	0.242	23.31	0.3	0.4	17.609	C
C-A	341.86	341.86			341.86				
A-B	0.00	0.00			0.00				
A-C	270.16	270.16			270.16				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62.92	62.92	110.99	0.567	63.95	2.5	1.5	21.290	C
B-A	0.00	0.00	16.80	0.000	0.00	0.0	0.0	0.000	A
C-AB	20.30	20.30	103.45	0.196	20.40	0.4	0.4	15.359	C
C-A	312.76	312.76			312.76				
A-B	0.00	0.00			0.00				
A-C	244.18	244.18			244.18				

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		140.86	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A140 Ipswich Road (S)		DIRECT	✓	100.000
B - Mangreen (W)		DIRECT	✓	100.000
C - A140 Ipswich Road (N)		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	236.09
	B - Mangreen (W)	0.00	0.00	30.34
	C - A140 Ipswich Road (N)	251.66	79.18	0.00

07:15 - 07:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.08	305.63
	B - Mangreen (W)	0.00	0.00	30.34
	C - A140 Ipswich Road (N)	286.95	82.29	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	384.52
	B - Mangreen (W)	0.00	0.00	29.30
	C - A140 Ipswich Road (N)	282.80	76.07	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	374.14
	B - Mangreen (W)	0.00	0.00	32.41
	C - A140 Ipswich Road (N)	247.51	70.88	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.08	361.68
	B - Mangreen (W)	0.00	0.00	31.38
	C - A140 Ipswich Road (N)	259.54	80.18	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.08	328.47
	B - Mangreen (W)	0.00	0.00	39.68
	C - A140 Ipswich Road (N)	235.67	78.10	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	10
	B - Mangreen (W)	0	0	54
	C - A140 Ipswich Road (N)	6	14	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	11
	B - Mangreen (W)	0	0	54
	C - A140 Ipswich Road (N)	7	13	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	58
	C - A140 Ipswich Road (N)	9	14	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	5
	B - Mangreen (W)	0	0	48
	C - A140 Ipswich Road (N)	8	16	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	100	6
	B - Mangreen (W)	0	0	51
	C - A140 Ipswich Road (N)	7	14	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	7
	B - Mangreen (W)	0	0	49
	C - A140 Ipswich Road (N)	8	18	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.60	57.39	2.1	F	32.24	193.45
B-A	0.00	0.00	0.0	A	0.00	0.00
C-AB	1.12	386.20	85.5	F	251.87	1511.20
C-A					86.60	519.62
A-B					1.21	7.27
A-C					331.75	1990.52

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.34	30.34	113.21	0.268	29.79	0.0	0.6	16.554	C
B-A	0.00	0.00	8.51	0.000	0.00	0.0	0.0	0.000	A
C-AB	85.38	85.38	113.79	0.750	82.31	0.0	3.1	30.154	D
C-A	245.46	245.46			245.46				
A-B	0.00	0.00			0.00				
A-C	236.09	236.09			236.09				

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.34	30.34	70.41	0.431	29.79	0.6	1.1	33.765	D
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	223.24	223.24	238.24	0.937	217.13	3.1	9.2	39.179	E
C-A	146.00	146.00			146.00				
A-B	2.08	2.08			2.08				
A-C	305.63	305.63			305.63				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29.30	29.30	54.32	0.539	28.77	1.1	1.6	53.178	F
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	358.86	358.86	319.48	1.123	327.93	9.2	40.1	97.485	F
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	384.52	384.52			384.52				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32.41	32.41	56.37	0.575	32.11	1.6	1.9	57.390	F
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	318.38	318.38	316.22	1.007	308.35	40.1	50.1	131.701	F
C-A	0.00	0.00			0.00				
A-B	1.04	1.04			1.04				
A-C	374.14	374.14			374.14				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31.38	31.38	58.85	0.533	31.50	1.9	1.8	49.305	E
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	339.72	339.72	307.26	1.106	304.42	50.1	85.5	225.915	F
C-A	0.00	0.00			0.00				
A-B	2.08	2.08			2.08				
A-C	361.68	361.68			361.68				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.68	39.68	65.70	0.604	39.38	1.8	2.1	50.749	F
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	185.61	185.61	193.39	0.960	190.88	85.5	80.2	386.196	F
C-A	128.16	128.16			128.16				
A-B	2.08	2.08			2.08				
A-C	328.47	328.47			328.47				

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		18.20	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A140 Ipswich Road (S)		DIRECT	✓	100.000
B - Mangreen (W)		DIRECT	✓	100.000
C - A140 Ipswich Road (N)		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	273.30
	B - Mangreen (W)	0.00	0.00	69.80
	C - A140 Ipswich Road (N)	331.92	36.57	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	288.89
	B - Mangreen (W)	0.00	0.00	78.11
	C - A140 Ipswich Road (N)	324.65	30.34	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	269.14
	B - Mangreen (W)	0.00	0.00	73.96
	C - A140 Ipswich Road (N)	357.90	35.53	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	3.12	256.07
	B - Mangreen (W)	0.00	0.00	88.54
	C - A140 Ipswich Road (N)	310.10	29.30	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	285.16
	B - Mangreen (W)	0.00	0.00	81.27
	C - A140 Ipswich Road (N)	356.86	32.42	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	259.18
	B - Mangreen (W)	0.00	0.00	71.92
	C - A140 Ipswich Road (N)	327.76	29.30	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	5
	B - Mangreen (W)	0	0	16
	C - A140 Ipswich Road (N)	5	40	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	5
	B - Mangreen (W)	0	0	14
	C - A140 Ipswich Road (N)	4	54	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	15
	C - A140 Ipswich Road (N)	6	41	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	6
	B - Mangreen (W)	0	0	12
	C - A140 Ipswich Road (N)	4	58	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	6
	B - Mangreen (W)	0	0	13
	C - A140 Ipswich Road (N)	4	48	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	3
	B - Mangreen (W)	0	0	15
	C - A140 Ipswich Road (N)	4	58	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	1.09	159.38	15.5	F	77.27	463.60
B-A	0.00	0.00	0.0	A	0.00	0.00
C-AB	0.38	22.89	0.8	C	32.25	193.51
C-A					334.85	2009.13
A-B					1.04	6.23
A-C					271.96	1631.74

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69.80	69.80	102.87	0.679	67.58	0.0	2.2	28.097	D
B-A	0.00	0.00	2.39	0.000	0.00	0.0	0.0	0.000	A
C-AB	36.58	36.58	95.76	0.382	35.75	0.0	0.8	20.658	C
C-A	331.91	331.91			331.91				
A-B	1.04	1.04			1.04				
A-C	273.30	273.30			273.30				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78.11	78.11	98.59	0.792	76.60	2.2	3.7	45.033	E
B-A	0.00	0.00	1.65	0.000	0.00	0.0	0.0	0.000	A
C-AB	30.34	30.34	91.74	0.331	30.45	0.8	0.7	20.947	C
C-A	324.64	324.64			324.64				
A-B	1.04	1.04			1.04				
A-C	288.89	288.89			288.89				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73.96	73.96	78.01	0.948	70.13	3.7	7.6	92.714	F
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	35.55	35.55	96.85	0.367	35.43	0.7	0.8	21.966	C
C-A	357.88	357.88			357.88				
A-B	1.04	1.04			1.04				
A-C	269.14	269.14			269.14				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88.54	88.54	107.38	0.825	89.52	7.6	6.6	64.067	F
B-A	0.00	0.00	11.22	0.000	0.00	0.0	0.0	0.000	A
C-AB	29.30	29.30	99.60	0.294	29.53	0.8	0.6	18.693	C
C-A	310.10	310.10			310.10				
A-B	3.12	3.12			3.12				
A-C	256.07	256.07			256.07				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81.27	81.27	74.80	1.087	72.33	6.6	15.5	159.377	F
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	32.43	32.43	93.01	0.349	32.25	0.6	0.8	22.889	C
C-A	356.84	356.84			356.84				
A-B	0.00	0.00			0.00				
A-C	285.16	285.16			285.16				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71.92	71.92	106.87	0.673	84.84	15.5	2.6	61.606	F
B-A	0.00	0.00	8.31	0.000	0.00	0.0	0.0	0.000	A
C-AB	29.30	29.30	99.61	0.294	29.46	0.8	0.6	19.402	C
C-A	327.76	327.76			327.76				
A-B	0.00	0.00			0.00				
A-C	259.18	259.18			259.18				

FB+CD+N2T WD SC2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		54.12	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	FB+CD+N2T WD SC2	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A140 Ipswich Road (S)		DIRECT	✓	100.000
B - Mangreen (W)		DIRECT	✓	100.000
C - A140 Ipswich Road (N)		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	23.80	221.09
	B - Mangreen (W)	0.00	0.00	45.14
	C - A140 Ipswich Road (N)	236.66	70.18	0.00

07:15 - 07:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	25.88	291.13
	B - Mangreen (W)	0.00	0.00	45.14
	C - A140 Ipswich Road (N)	271.95	73.29	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	23.80	370.02
	B - Mangreen (W)	0.00	0.00	44.10
	C - A140 Ipswich Road (N)	267.80	67.07	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	24.84	359.64
	B - Mangreen (W)	0.00	0.00	48.26
	C - A140 Ipswich Road (N)	232.51	61.88	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	25.88	347.18
	B - Mangreen (W)	0.00	0.00	46.18
	C - A140 Ipswich Road (N)	233.54	70.18	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	25.88	313.47
	B - Mangreen (W)	0.00	0.00	54.48
	C - A140 Ipswich Road (N)	209.67	68.10	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	100	8
	B - Mangreen (W)	0	0	100
	C - A140 Ipswich Road (N)	4	10	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	80	9
	B - Mangreen (W)	0	0	100
	C - A140 Ipswich Road (N)	5	9	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	100	3
	B - Mangreen (W)	0	0	100
	C - A140 Ipswich Road (N)	7	10	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	89	4
	B - Mangreen (W)	0	0	91
	C - A140 Ipswich Road (N)	6	11	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	100	4
	B - Mangreen (W)	0	0	97
	C - A140 Ipswich Road (N)	5	10	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	80	5
	B - Mangreen (W)	0	0	82
	C - A140 Ipswich Road (N)	6	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.84	142.92	7.3	F	47.22	283.31
B-A	0.00	0.00	0.0	A	0.00	0.00
C-AB	1.02	178.78	24.4	F	174.08	1044.48
C-A					136.39	818.34
A-B					25.02	150.09
A-C					317.09	1902.52

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45.14	45.14	114.75	0.393	43.90	0.0	1.2	25.005	D
B-A	0.00	0.00	14.76	0.000	0.00	0.0	0.0	0.000	A
C-AB	71.55	71.55	105.28	0.680	69.40	0.0	2.1	26.164	D
C-A	235.29	235.29			235.29				
A-B	23.80	23.80			23.80				
A-C	221.09	221.09			221.09				

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45.14	45.14	71.45	0.632	43.46	1.2	2.9	60.983	F
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	113.09	113.09	131.43	0.860	109.73	2.1	5.5	41.717	E
C-A	232.15	232.15			232.15				
A-B	25.88	25.88			25.88				
A-C	291.13	291.13			291.13				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44.10	44.10	55.36	0.797	41.83	2.9	5.2	115.331	F
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	334.86	334.86	326.79	1.025	327.21	5.5	13.2	57.592	F
C-A	0.00	0.00			0.00				
A-B	23.80	23.80			23.80				
A-C	370.02	370.02			370.02				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48.26	48.26	57.42	0.840	46.52	5.2	6.9	142.923	F
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	130.86	130.86	142.68	0.917	129.76	13.2	14.3	84.569	F
C-A	163.53	163.53			163.53				
A-B	24.84	24.84			24.84				
A-C	359.64	359.64			359.64				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46.18	46.18	59.90	0.771	46.17	6.9	6.9	128.292	F
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	303.72	303.72	304.64	0.997	293.53	14.3	24.4	73.079	F
C-A	0.00	0.00			0.00				
A-B	25.88	25.88			25.88				
A-C	347.18	347.18			347.18				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54.48	54.48	66.85	0.815	54.15	6.9	7.3	131.834	F
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	90.40	90.40	102.88	0.879	102.94	24.4	11.9	178.780	F
C-A	187.37	187.37			187.37				
A-B	25.88	25.88			25.88				
A-C	313.47	313.47			313.47				

FB+CD+N2T WD SC2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		17.45	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	FB+CD+N2T WD SC2	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A140 Ipswich Road (S)		DIRECT	✓	100.000
B - Mangreen (W)		DIRECT	✓	100.000
C - A140 Ipswich Road (N)		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	24.84	247.30
	B - Mangreen (W)	0.00	0.00	83.60
	C - A140 Ipswich Road (N)	316.92	27.57	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	24.84	262.89
	B - Mangreen (W)	0.00	0.00	91.92
	C - A140 Ipswich Road (N)	310.15	21.34	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	24.84	243.14
	B - Mangreen (W)	0.00	0.00	88.80
	C - A140 Ipswich Road (N)	343.40	26.53	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	26.92	241.07
	B - Mangreen (W)	0.00	0.00	105.43
	C - A140 Ipswich Road (N)	295.60	20.30	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	23.80	270.16
	B - Mangreen (W)	0.00	0.00	97.11
	C - A140 Ipswich Road (N)	342.36	23.42	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	23.80	244.18
	B - Mangreen (W)	0.00	0.00	86.72
	C - A140 Ipswich Road (N)	312.76	20.30	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	89	4
	B - Mangreen (W)	0	0	27
	C - A140 Ipswich Road (N)	3	30	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	89	3
	B - Mangreen (W)	0	0	24
	C - A140 Ipswich Road (N)	3	44	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	89	2
	B - Mangreen (W)	0	0	25
	C - A140 Ipswich Road (N)	4	32	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	72	4
	B - Mangreen (W)	0	0	20
	C - A140 Ipswich Road (N)	3	48	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	100	4
	B - Mangreen (W)	0	0	22
	C - A140 Ipswich Road (N)	2	38	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	100	1
	B - Mangreen (W)	0	0	26
	C - A140 Ipswich Road (N)	2	48	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.97	129.83	13.2	F	92.26	553.58
B-A	0.00	0.00	0.0	A	0.00	0.00
C-AB	0.29	19.21	0.5	C	23.24	139.47
C-A					320.20	1921.18
A-B					24.84	149.06
A-C					251.46	1508.74

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83.60	83.60	107.43	0.778	79.91	0.0	3.7	37.812	E
B-A	0.00	0.00	11.11	0.000	0.00	0.0	0.0	0.000	A
C-AB	27.57	27.57	96.29	0.286	27.06	0.0	0.5	16.826	C
C-A	316.92	316.92			316.92				
A-B	24.84	24.84			24.84				
A-C	247.30	247.30			247.30				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91.92	91.92	103.15	0.891	88.71	3.7	6.9	69.861	F
B-A	0.00	0.00	10.41	0.000	0.00	0.0	0.0	0.000	A
C-AB	21.34	21.34	92.30	0.231	21.44	0.5	0.4	17.040	C
C-A	310.15	310.15			310.15				
A-B	24.84	24.84			24.84				
A-C	262.89	262.89			262.89				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88.80	88.80	108.57	0.818	89.47	6.9	6.2	60.315	F
B-A	0.00	0.00	8.51	0.000	0.00	0.0	0.0	0.000	A
C-AB	26.53	26.53	97.36	0.273	26.44	0.4	0.5	17.630	C
C-A	343.40	343.40			343.40				
A-B	24.84	24.84			24.84				
A-C	243.14	243.14			243.14				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105.43	105.43	108.92	0.968	99.96	6.2	11.7	100.647	F
B-A	0.00	0.00	17.51	0.000	0.00	0.0	0.0	0.000	A
C-AB	20.30	20.30	97.36	0.209	20.44	0.5	0.4	15.987	C
C-A	295.60	295.60			295.60				
A-B	26.92	26.92			26.92				
A-C	241.07	241.07			241.07				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97.11	97.11	101.26	0.959	95.63	11.7	13.2	129.834	F
B-A	0.00	0.00	3.70	0.000	0.00	0.0	0.0	0.000	A
C-AB	23.42	23.42	90.70	0.258	23.30	0.4	0.5	19.207	C
C-A	342.36	342.36			342.36				
A-B	23.80	23.80			23.80				
A-C	270.16	270.16			270.16				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86.72	86.72	108.40	0.800	94.18	13.2	5.7	81.968	F
B-A	0.00	0.00	14.67	0.000	0.00	0.0	0.0	0.000	A
C-AB	20.30	20.30	97.36	0.209	20.41	0.5	0.4	16.571	C
C-A	312.76	312.76			312.76				
A-B	23.80	23.80			23.80				
A-C	244.18	244.18			244.18				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 2 (three arm)_V4_no LT_WITHREDUCEDFLOWS.j9
Path: C:\Users\shadwelh8829\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\1 Reduced Flow Models
Report generation date: 04/06/2025 16:49:29

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2024														
Stream B-C	D1	0.1	12.91	0.11	B	0.29	A	D2	0.2	9.78	0.17	A	0.25	A
Stream B-A		0.1	73.09	0.08	F				0.1	56.41	0.07	F		
Stream C-AB		0.2	13.29	0.14	B				0.1	9.33	0.07	A		
FB WD														
Stream B-C	D3	0.2	13.46	0.11	B	0.32	A	D4	0.2	10.22	0.18	B	0.28	A
Stream B-A		0.1	114.06	0.12	F				0.1	76.80	0.08	F		
Stream C-AB		0.2	14.07	0.15	B				0.1	9.60	0.07	A		
FB+CD WD														
Stream B-C	D5	1.1	35.92	0.45	E	13.81	B	D6	2.5	30.81	0.71	D	3.76	A
Stream B-A		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-AB		10.4	75.88	0.93	F				0.5	17.61	0.27	C		
FB+CD+N2T WD														
Stream B-C	D7	1.5	44.80	0.52	E	54.38	F	D8	3.3	39.19	0.77	E	4.92	A
Stream B-A		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-AB		28.9	190.22	1.02	F				0.6	20.07	0.32	C		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

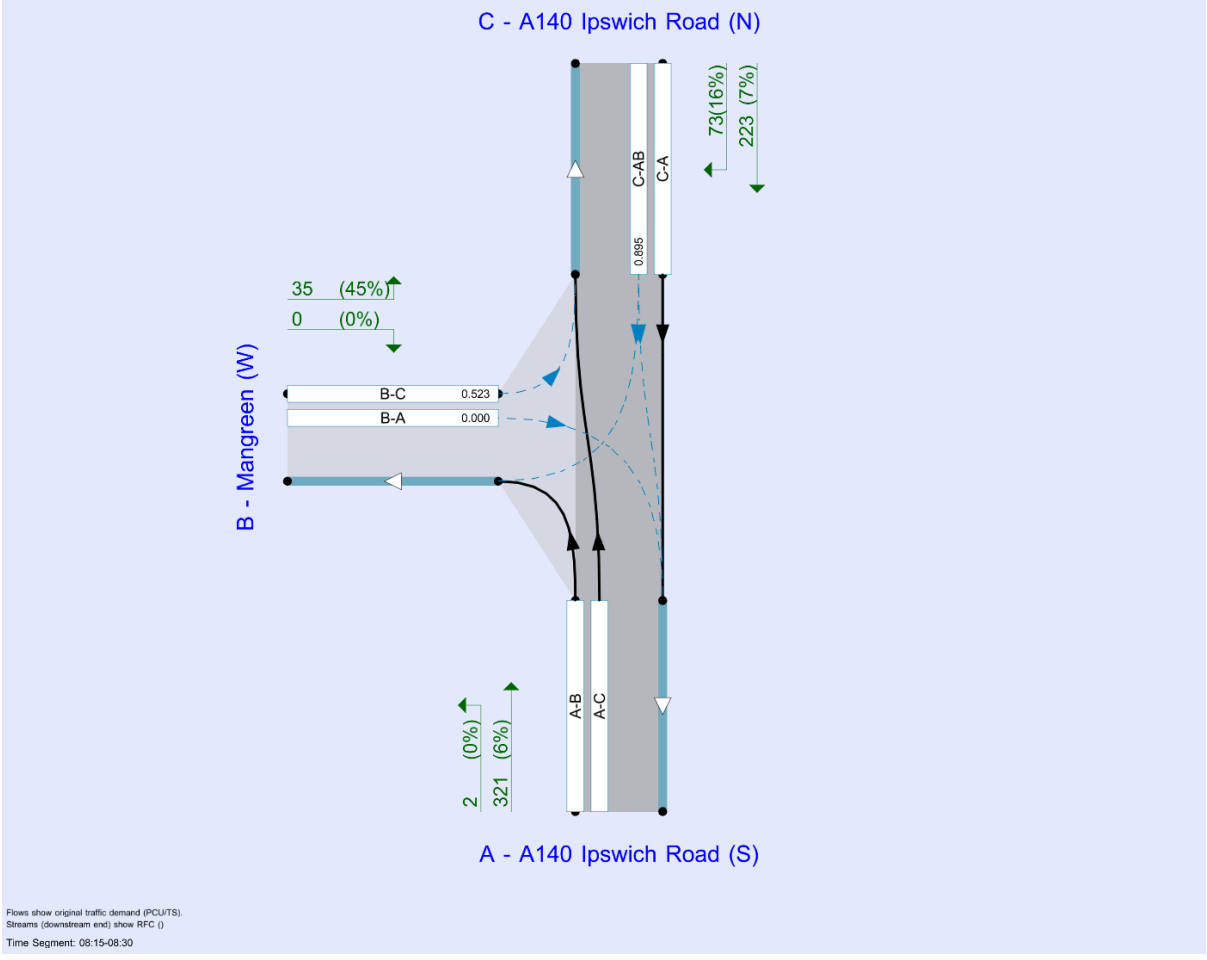
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:00	08:30	90	15	✓
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓
D3	FB WD	AM	DIRECT	07:00	08:30	90	15	✓
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:00	08:30	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A140 Ipswich Road (S)		Major
B	Mangreen (W)		Minor
C	A140 Ipswich Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A140 Ipswich Road (N)	6.10		✓	2.49	120.4	✓	13.53

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)

B - Mangreen (W)	One lane plus flare	10.00	5.01	3.02	2.84	2.84		1.00	22	62

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	122.433	0.089	0.224	0.141	0.321
B-C	178.090	0.109	0.275	-	-
C-B	166.001	0.256	0.256	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A140 Ipswich Road (S)		DIRECT	✓	100.000
B - Mangreen (W)		DIRECT	✓	100.000
C - A140 Ipswich Road (N)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:00 - 07:15

		To		
		A - A140 Ipswich Road (S)	**B - Mangreen (W)**	**C - A140 Ipswich Road (N)**
From	**A - A140 Ipswich Road (S)**	0.00	0.00	213.00
	B - Mangreen (W)	0.00	0.00	1.00
	C - A140 Ipswich Road (N)	228.00	10.00	0.00

Demand (PCU/TS)

07:15 - 07:30

		To		
		A - A140 Ipswich Road (S)	**B - Mangreen (W)**	**C - A140 Ipswich Road (N)**
From	**A - A140 Ipswich Road (S)**	0.00	2.00	280.00
	B - Mangreen (W)	0.00	0.00	1.00
	C - A140 Ipswich Road (N)	262.00	13.00	0.00

Demand (PCU/TS)

07:30 - 07:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	356.00
	B - Mangreen (W)	0.00	0.00	0.00
	C - A140 Ipswich Road (N)	258.00	7.00	0.00

Demand (PCU/TS)

07:45 - 08:00

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.00	346.00
	B - Mangreen (W)	1.00	0.00	3.00
	C - A140 Ipswich Road (N)	224.00	2.00	0.00

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.00	334.00
	B - Mangreen (W)	0.00	0.00	2.00
	C - A140 Ipswich Road (N)	225.00	10.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.00	302.00
	B - Mangreen (W)	0.00	0.00	10.00
	C - A140 Ipswich Road (N)	202.00	8.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	8
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	4	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	9
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	5	0	0

Heavy Vehicle Percentages

07:30 - 07:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	3
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	7	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	6	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	100	4
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	5	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	5
	B - Mangreen (W)	0	0	29
	C - A140 Ipswich Road (N)	6	50	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.11	12.91	0.1	B	2.83	17.00
B-A	0.08	73.09	0.1	F	0.17	1.00
C-AB	0.14	13.29	0.2	B	8.33	50.00
C-A					233.17	1399.00
A-B					1.17	7.00
A-C					305.17	1831.00

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	119.56	0.008	0.99	0.0	0.0	7.590	A
B-A	0.00	0.00	39.21	0.000	0.00	0.0	0.0	0.000	A
C-AB	10.00	10.00	111.44	0.090	9.90	0.0	0.1	8.856	A
C-A	228.00	228.00			228.00				
A-B	0.00	0.00			0.00				
A-C	213.00	213.00			213.00				

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	100.93	0.010	1.00	0.0	0.0	9.006	A
B-A	0.00	0.00	18.20	0.000	0.00	0.0	0.0	0.000	A
C-AB	13.00	13.00	93.77	0.139	12.94	0.1	0.2	11.127	B
C-A	262.00	262.00			262.00				
A-B	2.00	2.00			2.00				
A-C	280.00	280.00			280.00				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	80.26	0.000	0.01	0.0	0.0	0.000	A
B-A	0.00	0.00	3.79	0.000	0.00	0.0	0.0	0.000	A
C-AB	7.00	7.00	74.81	0.094	7.05	0.2	0.1	13.292	B
C-A	258.00	258.00			258.00				
A-B	0.00	0.00			0.00				
A-C	356.00	356.00			356.00				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	79.41	0.038	2.96	0.0	0.0	11.766	B
B-A	1.00	1.00	13.17	0.076	0.92	0.0	0.1	73.089	F
C-AB	2.00	2.00	77.12	0.026	2.08	0.1	0.0	12.005	B
C-A	224.00	224.00			224.00				
A-B	1.00	1.00			1.00				
A-C	346.00	346.00			346.00				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2.00	2.00	85.69	0.023	2.01	0.0	0.0	10.757	B
B-A	0.00	0.00	12.40	0.000	0.08	0.1	0.0	0.000	A
C-AB	10.00	10.00	79.93	0.125	9.89	0.0	0.1	12.828	B
C-A	225.00	225.00			225.00				
A-B	2.00	2.00			2.00				
A-C	334.00	334.00			334.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.00	10.00	94.88	0.105	9.88	0.0	0.1	12.912	B

B-A	0.00	0.00	23.33	0.000	0.00	0.0	0.0	0.000	A
C-AB	8.00	8.00	88.13	0.091	8.02	0.1	0.1	12.927	B
C-A	202.00	202.00			202.00				
A-B	2.00	2.00			2.00				
A-C	302.00	302.00			302.00				

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A140 Ipswich Road (S)		DIRECT	✓	100.000
B - Mangreen (W)		DIRECT	✓	100.000
C - A140 Ipswich Road (N)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:15 - 16:30

		To		
		A - A140 Ipswich Road (S)	**B - Mangreen (W)**	**C - A140 Ipswich Road (N)**
From	**A - A140 Ipswich Road (S)**	0.00	1.00	238.00
	B - Mangreen (W)	0.00	0.00	0.00
	C - A140 Ipswich Road (N)	305.00	7.00	0.00

Demand (PCU/TS)

16:30 - 16:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.00	253.00
	B - Mangreen (W)	0.00	0.00	8.00
	C - A140 Ipswich Road (N)	298.00	1.00	0.00

Demand (PCU/TS)

16:45 - 17:00

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.00	234.00
	B - Mangreen (W)	1.00	0.00	4.00
	C - A140 Ipswich Road (N)	330.00	6.00	0.00

Demand (PCU/TS)

17:00 - 17:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	3.00	232.00
	B - Mangreen (W)	2.00	0.00	19.00
	C - A140 Ipswich Road (N)	284.00	0.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	260.00
	B - Mangreen (W)	1.00	0.00	12.00
	C - A140 Ipswich Road (N)	329.00	3.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	235.00
	B - Mangreen (W)	0.00	0.00	3.00
	C - A140 Ipswich Road (N)	301.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	3	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	3
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	3	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	2
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	4	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	3	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	3	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	1
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.17	9.78	0.2	A	7.67	46.00
B-A	0.07	56.41	0.1	F	0.67	4.00
C-AB	0.07	9.33	0.1	A	2.83	17.00
C-A					307.83	1847.00
A-B					1.00	6.00
A-C					242.00	1452.00

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	112.71	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	26.70	0.000	0.00	0.0	0.0	0.000	A
C-AB	7.00	7.00	104.78	0.067	6.93	0.0	0.1	9.191	A
C-A	305.00	305.00			305.00				
A-B	1.00	1.00			1.00				
A-C	238.00	238.00			238.00				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8.00	8.00	108.46	0.074	7.92	0.0	0.1	8.952	A
B-A	0.00	0.00	23.12	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.00	1.00	100.94	0.010	1.06	0.1	0.0	9.015	A
C-A	298.00	298.00			298.00				
A-B	1.00	1.00			1.00				
A-C	253.00	253.00			253.00				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	110.35	0.036	4.04	0.1	0.0	8.470	A
B-A	1.00	1.00	22.38	0.045	0.96	0.0	0.0	41.930	E
C-AB	6.00	6.00	105.81	0.057	5.95	0.0	0.1	9.008	A
C-A	330.00	330.00			330.00				
A-B	1.00	1.00			1.00				
A-C	234.00	234.00			234.00				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19.00	19.00	111.04	0.171	18.83	0.0	0.2	9.743	A
B-A	2.00	2.00	30.58	0.065	1.98	0.0	0.1	31.444	D
C-AB	0.00	0.00	211.61	0.000	0.06	0.1	0.0	0.000	A
C-A	284.00	284.00			284.00				
A-B	3.00	3.00			3.00				
A-C	232.00	232.00			232.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12.00	12.00	104.15	0.115	12.07	0.2	0.1	9.783	A
B-A	1.00	1.00	16.96	0.059	1.00	0.1	0.1	56.406	F
C-AB	3.00	3.00	99.40	0.030	2.97	0.0	0.0	9.330	A
C-A	329.00	329.00			329.00				

A-B	0.00	0.00			0.00				
A-C	260.00	260.00			260.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	113.25	0.026	3.10	0.1	0.0	8.178	A
B-A	0.00	0.00	27.29	0.000	0.06	0.1	0.0	0.000	A
C-AB	0.00	0.00	211.61	0.000	0.03	0.0	0.0	0.000	A
C-A	301.00	301.00			301.00				
A-B	0.00	0.00			0.00				
A-C	235.00	235.00			235.00				

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A140 Ipswich Road (S)		DIRECT	✓	100.000
B - Mangreen (W)		DIRECT	✓	100.000
C - A140 Ipswich Road (N)		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	221.09
	B - Mangreen (W)	0.00	0.00	1.04
	C - A140 Ipswich Road (N)	236.66	10.38	0.00

07:15 - 07:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.08	290.63
	B - Mangreen (W)	0.00	0.00	1.04
	C - A140 Ipswich Road (N)	271.95	13.49	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	369.52
	B - Mangreen (W)	0.00	0.00	0.00
	C - A140 Ipswich Road (N)	267.80	7.27	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	359.14
	B - Mangreen (W)	1.04	0.00	3.11
	C - A140 Ipswich Road (N)	232.51	2.08	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.08	346.68
	B - Mangreen (W)	0.00	0.00	2.08
	C - A140 Ipswich Road (N)	233.54	10.38	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.08	313.47
	B - Mangreen (W)	0.00	0.00	10.38
	C - A140 Ipswich Road (N)	209.67	8.30	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	8
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	4	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	9
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	5	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	3
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	7	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	6	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	100	4
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	5	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	5
	B - Mangreen (W)	0	0	29
	C - A140 Ipswich Road (N)	6	50	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.11	13.46	0.2	B	2.94	17.65
B-A	0.12	114.06	0.1	F	0.17	1.04
C-AB	0.15	14.07	0.2	B	8.65	51.90
C-A					242.02	1452.12
A-B					1.21	7.27
A-C					316.75	1900.52

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.04	1.04	117.33	0.009	1.03	0.0	0.0	7.738	A
B-A	0.00	0.00	36.05	0.000	0.00	0.0	0.0	0.000	A
C-AB	10.38	10.38	109.37	0.095	10.28	0.0	0.1	9.073	A
C-A	236.66	236.66			236.66				
A-B	0.00	0.00			0.00				
A-C	221.09	221.09			221.09				

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.04	1.04	98.00	0.011	1.04	0.0	0.0	9.281	A
B-A	0.00	0.00	14.24	0.000	0.00	0.0	0.0	0.000	A
C-AB	13.49	13.49	91.02	0.148	13.43	0.1	0.2	11.587	B
C-A	271.95	271.95			271.95				
A-B	2.08	2.08			2.08				
A-C	290.63	290.63			290.63				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	57.41	0.000	0.01	0.0	0.0	0.000	A
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	7.27	7.27	71.35	0.102	7.32	0.2	0.1	14.070	B
C-A	267.80	267.80			267.80				
A-B	0.00	0.00			0.00				
A-C	369.52	369.52			369.52				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.11	3.11	75.03	0.042	3.07	0.0	0.0	12.502	B
B-A	1.04	1.04	8.72	0.119	0.92	0.0	0.1	114.059	F
C-AB	2.08	2.08	73.74	0.028	2.16	0.1	0.0	12.589	B
C-A	232.51	232.51			232.51				
A-B	1.04	1.04			1.04				
A-C	359.14	359.14			359.14				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2.08	2.08	81.91	0.025	2.09	0.0	0.0	11.277	B
B-A	0.00	0.00	8.22	0.000	0.12	0.1	0.0	0.000	A
C-AB	10.38	10.38	76.67	0.135	10.26	0.0	0.2	13.528	B
C-A	233.54	233.54			233.54				
A-B	2.08	2.08			2.08				
A-C	346.68	346.68			346.68				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.38	10.38	91.72	0.113	10.25	0.0	0.2	13.461	B
B-A	0.00	0.00	19.56	0.000	0.00	0.0	0.0	0.000	A
C-AB	8.30	8.30	85.17	0.097	8.33	0.2	0.1	13.458	B
C-A	209.67	209.67			209.67				
A-B	2.08	2.08			2.08				
A-C	313.47	313.47			313.47				

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A140 Ipswich Road (S)		DIRECT	✓	100.000
B - Mangreen (W)		DIRECT	✓	100.000

C - A140 Ipswich Road (N)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:15 - 16:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	247.30
	B - Mangreen (W)	0.00	0.00	0.00
	C - A140 Ipswich Road (N)	316.92	7.27	0.00

Demand (PCU/TS)

16:30 - 16:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	262.89
	B - Mangreen (W)	0.00	0.00	8.31
	C - A140 Ipswich Road (N)	309.65	1.04	0.00

Demand (PCU/TS)

16:45 - 17:00

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	243.14
	B - Mangreen (W)	1.04	0.00	4.16
	C - A140 Ipswich Road (N)	342.90	6.23	0.00

Demand (PCU/TS)

17:00 - 17:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	3.12	241.07
	B - Mangreen (W)	2.08	0.00	19.74
	C - A140 Ipswich Road (N)	295.10	0.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	270.16
	B - Mangreen (W)	1.04	0.00	12.47
	C - A140 Ipswich Road (N)	341.86	3.12	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	244.18
	B - Mangreen (W)	0.00	0.00	3.12
	C - A140 Ipswich Road (N)	312.76	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	3	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	3
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	3	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	2
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	4	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	3	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	3	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	1
	B - Mangreen (W)	0	0	0
	C - A140 Ipswich Road (N)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.18	10.22	0.2	B	7.97	47.80
B-A	0.08	76.80	0.1	F	0.69	4.16
C-AB	0.07	9.60	0.1	A	2.94	17.66
C-A					319.86	1919.18
A-B					1.04	6.23
A-C					251.46	1508.74

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	110.15	0.000	0.00	0.0	0.0	0.000	A
B-A	0.00	0.00	22.33	0.000	0.00	0.0	0.0	0.000	A
C-AB	7.27	7.27	102.39	0.071	7.20	0.0	0.1	9.440	A
C-A	316.92	316.92			316.92				
A-B	1.04	1.04			1.04				
A-C	247.30	247.30			247.30				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8.31	8.31	105.73	0.079	8.23	0.0	0.1	9.223	A
B-A	0.00	0.00	19.24	0.000	0.00	0.0	0.0	0.000	A
C-AB	1.04	1.04	98.40	0.011	1.10	0.1	0.0	9.257	A
C-A	309.65	309.65			309.65				
A-B	1.04	1.04			1.04				
A-C	262.89	262.89			262.89				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4.16	4.16	107.56	0.039	4.20	0.1	0.0	8.710	A
B-A	1.04	1.04	18.22	0.057	0.98	0.0	0.1	52.051	F
C-AB	6.23	6.23	103.45	0.060	6.18	0.0	0.1	9.248	A
C-A	342.90	342.90			342.90				
A-B	1.04	1.04			1.04				
A-C	243.14	243.14			243.14				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19.74	19.74	108.22	0.182	19.56	0.0	0.2	10.132	B
B-A	2.08	2.08	26.86	0.077	2.05	0.1	0.1	36.239	E
C-AB	0.00	0.00	206.91	0.000	0.06	0.1	0.0	0.000	A
C-A	295.10	295.10			295.10				
A-B	3.12	3.12			3.12				

A-C	241.07	241.07			241.07				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12.47	12.47	100.73	0.124	12.55	0.2	0.1	10.216	B
B-A	1.04	1.04	12.75	0.082	1.04	0.1	0.1	76.798	F
C-AB	3.12	3.12	96.80	0.032	3.08	0.0	0.0	9.600	A
C-A	341.86	341.86			341.86				
A-B	0.00	0.00			0.00				
A-C	270.16	270.16			270.16				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.12	3.12	110.65	0.028	3.23	0.1	0.0	8.388	A
B-A	0.00	0.00	23.58	0.000	0.08	0.1	0.0	0.000	A
C-AB	0.00	0.00	206.91	0.000	0.03	0.0	0.0	0.000	A
C-A	312.76	312.76			312.76				
A-B	0.00	0.00			0.00				
A-C	244.18	244.18			244.18				

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		13.81	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)

A - A140 Ipswich Road (S)		DIRECT	✓	100.000
B - Mangreen (W)		DIRECT	✓	100.000
C - A140 Ipswich Road (N)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:00 - 07:15

		To		
		A - A140 Ipswich Road (S)	**B - Mangreen (W)**	**C - A140 Ipswich Road (N)**
From	**A - A140 Ipswich Road (S)**	0.00	0.00	221.09
	B - Mangreen (W)	0.00	0.00	21.34
	C - A140 Ipswich Road (N)	236.66	70.18	0.00

Demand (PCU/TS)

07:15 - 07:30

		To		
		A - A140 Ipswich Road (S)	**B - Mangreen (W)**	**C - A140 Ipswich Road (N)**
From	**A - A140 Ipswich Road (S)**	0.00	2.08	290.63
	B - Mangreen (W)	0.00	0.00	21.34
	C - A140 Ipswich Road (N)	271.95	73.29	0.00

Demand (PCU/TS)

07:30 - 07:45

		To		
		A - A140 Ipswich Road (S)	**B - Mangreen (W)**	**C - A140 Ipswich Road (N)**
From	**A - A140 Ipswich Road (S)**	0.00	0.00	369.52
	B - Mangreen (W)	0.00	0.00	20.30
	C - A140 Ipswich Road (N)	267.80	67.07	0.00

Demand (PCU/TS)

07:45 - 08:00

		To		
		A - A140 Ipswich Road (S)	**B - Mangreen (W)**	**C - A140 Ipswich Road (N)**
From	**A - A140 Ipswich Road (S)**	0.00	1.04	359.14
	B - Mangreen (W)	0.00	0.00	23.41
	C - A140 Ipswich Road (N)	232.51	61.88	0.00

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - A140 Ipswich Road (S)	**B - Mangreen (W)**	**C - A140 Ipswich Road (N)**
From	**A - A140 Ipswich Road (S)**	0.00	2.08	346.68
	B - Mangreen (W)	0.00	0.00	22.38
	C - A140 Ipswich Road (N)	233.54	70.18	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.08	313.47
	B - Mangreen (W)	0.00	0.00	30.68
	C - A140 Ipswich Road (N)	209.67	68.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	8
	B - Mangreen (W)	0	0	44
	C - A140 Ipswich Road (N)	4	10	0

Heavy Vehicle Percentages

07:15 - 07:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	9
	B - Mangreen (W)	0	0	44
	C - A140 Ipswich Road (N)	5	9	0

Heavy Vehicle Percentages

07:30 - 07:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	3
	B - Mangreen (W)	0	0	48
	C - A140 Ipswich Road (N)	7	10	0

Heavy Vehicle Percentages

07:45 - 08:00

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	38
	C - A140 Ipswich Road (N)	6	11	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	100	4
	B - Mangreen (W)	0	0	41
	C - A140 Ipswich Road (N)	5	10	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	5
	B - Mangreen (W)	0	0	41
	C - A140 Ipswich Road (N)	6	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.45	35.92	1.1	E	23.24	139.45
B-A	0.00	0.00	0.0	A	0.00	0.00
C-AB	0.93	75.88	10.4	F	107.58	645.47
C-A					202.89	1217.35
A-B					1.21	7.27
A-C					316.75	1900.52

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21.34	21.34	117.33	0.182	21.02	0.0	0.3	13.445	B
B-A	0.00	0.00	16.88	0.000	0.00	0.0	0.0	0.000	A
C-AB	70.82	70.82	110.36	0.642	68.98	0.0	1.8	22.942	C
C-A	236.02	236.02			236.02				
A-B	0.00	0.00			0.00				
A-C	221.09	221.09			221.09				

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21.34	21.34	73.50	0.290	21.08	0.3	0.6	24.660	C
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	88.73	88.73	110.48	0.803	86.59	1.8	4.0	39.059	E
C-A	256.52	256.52			256.52				
A-B	2.08	2.08			2.08				
A-C	290.63	290.63			290.63				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20.30	20.30	57.41	0.354	20.11	0.6	0.8	34.839	D
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A

C-AB	177.33	177.33	189.73	0.935	172.83	4.0	8.5	45.608	E
C-A	157.53	157.53			157.53				
A-B	0.00	0.00			0.00				
A-C	369.52	369.52			369.52				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23.41	23.41	59.46	0.394	23.27	0.8	0.9	35.918	E
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	83.34	83.34	98.76	0.844	83.32	8.5	8.5	73.743	F
C-A	211.04	211.04			211.04				
A-B	1.04	1.04			1.04				
A-C	359.14	359.14			359.14				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22.38	22.38	61.95	0.361	22.45	0.9	0.8	31.787	D
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	148.71	148.71	162.72	0.914	146.77	8.5	10.4	60.981	F
C-A	155.01	155.01			155.01				
A-B	2.08	2.08			2.08				
A-C	346.68	346.68			346.68				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.68	30.68	68.79	0.446	30.42	0.8	1.1	32.831	D
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	76.54	76.54	94.30	0.812	81.15	10.4	5.8	75.884	F
C-A	201.24	201.24			201.24				
A-B	2.08	2.08			2.08				
A-C	313.47	313.47			313.47				

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A140 Ipswich Road (S)		DIRECT	✓	100.000
B - Mangreen (W)		DIRECT	✓	100.000
C - A140 Ipswich Road (N)		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	247.30
	B - Mangreen (W)	0.00	0.00	59.80
	C - A140 Ipswich Road (N)	316.92	27.57	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	262.89
	B - Mangreen (W)	0.00	0.00	68.11
	C - A140 Ipswich Road (N)	309.65	21.34	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	243.14
	B - Mangreen (W)	0.00	0.00	63.96
	C - A140 Ipswich Road (N)	342.90	26.53	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	3.12	241.07
	B - Mangreen (W)	0.00	0.00	79.54
	C - A140 Ipswich Road (N)	295.10	20.30	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	270.16
	B - Mangreen (W)	0.00	0.00	72.27
	C - A140 Ipswich Road (N)	341.86	23.42	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	244.18
	B - Mangreen (W)	0.00	0.00	62.92
	C - A140 Ipswich Road (N)	312.76	20.30	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	12
	C - A140 Ipswich Road (N)	3	30	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	3
	B - Mangreen (W)	0	0	10
	C - A140 Ipswich Road (N)	3	44	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	2
	B - Mangreen (W)	0	0	11
	C - A140 Ipswich Road (N)	4	32	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	8
	C - A140 Ipswich Road (N)	3	48	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	9
	C - A140 Ipswich Road (N)	3	38	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	1
	B - Mangreen (W)	0	0	11
	C - A140 Ipswich Road (N)	2	48	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.71	30.81	2.5	D	67.77	406.60
B-A	0.00	0.00	0.0	A	0.00	0.00
C-AB	0.27	17.61	0.5	C	23.24	139.46
C-A					319.86	1919.18
A-B					1.04	6.23
A-C					251.46	1508.74

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59.80	59.80	110.02	0.544	58.53	0.0	1.3	19.067	C
B-A	0.00	0.00	13.23	0.000	0.00	0.0	0.0	0.000	A
C-AB	27.57	27.57	102.39	0.269	27.10	0.0	0.5	15.487	C
C-A	316.92	316.92			316.92				
A-B	1.04	1.04			1.04				
A-C	247.30	247.30			247.30				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68.11	68.11	105.73	0.644	67.49	1.3	1.9	25.866	D
B-A	0.00	0.00	12.61	0.000	0.00	0.0	0.0	0.000	A
C-AB	21.34	21.34	98.40	0.217	21.43	0.5	0.4	15.701	C
C-A	309.65	309.65			309.65				

A-B	1.04	1.04			1.04				
A-C	262.89	262.89			262.89				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63.96	63.96	111.16	0.575	64.29	1.9	1.6	21.268	C
B-A	0.00	0.00	10.70	0.000	0.00	0.0	0.0	0.000	A
C-AB	26.53	26.53	103.45	0.256	26.44	0.4	0.5	16.222	C
C-A	342.90	342.90			342.90				
A-B	1.04	1.04			1.04				
A-C	243.14	243.14			243.14				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79.54	79.54	111.51	0.713	78.58	1.6	2.5	29.580	D
B-A	0.00	0.00	19.71	0.000	0.00	0.0	0.0	0.000	A
C-AB	20.30	20.30	103.45	0.196	20.43	0.5	0.3	14.819	B
C-A	295.10	295.10			295.10				
A-B	3.12	3.12			3.12				
A-C	241.07	241.07			241.07				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72.27	72.27	103.85	0.696	72.26	2.5	2.5	30.815	D
B-A	0.00	0.00	5.89	0.000	0.00	0.0	0.0	0.000	A
C-AB	23.42	23.42	96.80	0.242	23.31	0.3	0.4	17.609	C
C-A	341.86	341.86			341.86				
A-B	0.00	0.00			0.00				
A-C	270.16	270.16			270.16				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62.92	62.92	110.99	0.567	63.95	2.5	1.5	21.290	C
B-A	0.00	0.00	16.80	0.000	0.00	0.0	0.0	0.000	A
C-AB	20.30	20.30	103.45	0.196	20.40	0.4	0.4	15.359	C
C-A	312.76	312.76			312.76				
A-B	0.00	0.00			0.00				
A-C	244.18	244.18			244.18				

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		54.38	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A140 Ipswich Road (S)		DIRECT	✓	100.000
B - Mangreen (W)		DIRECT	✓	100.000
C - A140 Ipswich Road (N)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:00 - 07:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	228.59
	B - Mangreen (W)	0.00	0.00	25.84
	C - A140 Ipswich Road (N)	244.16	74.68	0.00

Demand (PCU/TS)

07:15 - 07:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.08	298.13
	B - Mangreen (W)	0.00	0.00	25.84
	C - A140 Ipswich Road (N)	279.45	77.79	0.00

Demand (PCU/TS)

07:30 - 07:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	377.02
	B - Mangreen (W)	0.00	0.00	24.80
	C - A140 Ipswich Road (N)	275.30	71.57	0.00

Demand (PCU/TS)

07:45 - 08:00

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	366.64
	B - Mangreen (W)	0.00	0.00	27.91
	C - A140 Ipswich Road (N)	240.01	66.38	0.00

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.08	354.18
	B - Mangreen (W)	0.00	0.00	26.88
	C - A140 Ipswich Road (N)	246.54	75.18	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	2.08	320.97
	B - Mangreen (W)	0.00	0.00	35.18
	C - A140 Ipswich Road (N)	222.67	73.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:00 - 07:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	9
	B - Mangreen (W)	0	0	50
	C - A140 Ipswich Road (N)	5	12	0

Heavy Vehicle Percentages

07:15 - 07:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	10
	B - Mangreen (W)	0	0	50
	C - A140 Ipswich Road (N)	6	11	0

Heavy Vehicle Percentages

07:30 - 07:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	54
	C - A140 Ipswich Road (N)	8	12	0

Heavy Vehicle Percentages

07:45 - 08:00

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	5
	B - Mangreen (W)	0	0	44
	C - A140 Ipswich Road (N)	7	13	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	100	5
	B - Mangreen (W)	0	0	47
	C - A140 Ipswich Road (N)	6	12	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	6
	B - Mangreen (W)	0	0	45
	C - A140 Ipswich Road (N)	7	16	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.52	44.80	1.5	E	27.74	166.45
B-A	0.00	0.00	0.0	A	0.00	0.00
C-AB	1.02	190.22	28.9	F	187.20	1123.19
C-A					137.27	823.63
A-B					1.21	7.27
A-C					324.25	1945.52

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25.84	25.84	115.27	0.224	25.41	0.0	0.4	14.942	B
B-A	0.00	0.00	12.69	0.000	0.00	0.0	0.0	0.000	A
C-AB	76.75	76.75	110.43	0.695	74.41	0.0	2.3	26.459	D
C-A	242.08	242.08			242.08				
A-B	0.00	0.00			0.00				
A-C	228.59	228.59			228.59				

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25.84	25.84	71.95	0.359	25.46	0.4	0.8	28.778	D
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	126.27	126.27	145.48	0.868	122.61	2.3	6.0	40.517	E
C-A	230.98	230.98			230.98				
A-B	2.08	2.08			2.08				
A-C	298.13	298.13			298.13				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.80	24.80	55.86	0.444	24.48	0.8	1.1	42.642	E
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	346.86	346.86	338.64	1.024	337.96	6.0	14.9	57.320	F
C-A	0.00	0.00			0.00				
A-B	0.00	0.00			0.00				
A-C	377.02	377.02			377.02				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27.91	27.91	57.92	0.482	27.72	1.1	1.3	44.796	E
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	146.86	146.86	158.61	0.926	145.50	14.9	16.3	85.325	F
C-A	159.52	159.52			159.52				
A-B	1.04	1.04			1.04				
A-C	366.64	366.64			366.64				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26.88	26.88	60.40	0.445	26.98	1.3	1.2	39.044	E
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	321.72	321.72	319.57	1.007	309.07	16.3	28.9	79.741	F
C-A	0.00	0.00			0.00				
A-B	2.08	2.08			2.08				
A-C	354.18	354.18			354.18				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35.18	35.18	67.25	0.523	34.90	1.2	1.5	40.253	E
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	104.72	104.72	116.97	0.895	118.07	28.9	15.6	190.219	F
C-A	191.05	191.05			191.05				
A-B	2.08	2.08			2.08				
A-C	320.97	320.97			320.97				

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A140 Ipswich Road (S)		DIRECT	✓	100.000
B - Mangreen (W)		DIRECT	✓	100.000
C - A140 Ipswich Road (N)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:15 - 16:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	260.30
	B - Mangreen (W)	0.00	0.00	64.80
	C - A140 Ipswich Road (N)	324.42	32.07	0.00

Demand (PCU/TS)

16:30 - 16:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	275.89
	B - Mangreen (W)	0.00	0.00	73.11
	C - A140 Ipswich Road (N)	317.15	25.84	0.00

Demand (PCU/TS)

16:45 - 17:00

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	1.04	256.14
	B - Mangreen (W)	0.00	0.00	68.96
	C - A140 Ipswich Road (N)	350.40	31.03	0.00

Demand (PCU/TS)

17:00 - 17:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	3.12	248.57
	B - Mangreen (W)	0.00	0.00	84.04
	C - A140 Ipswich Road (N)	302.60	24.80	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	277.66
	B - Mangreen (W)	0.00	0.00	76.77
	C - A140 Ipswich Road (N)	349.36	27.92	0.00

Demand (PCU/TS)

17:30 - 17:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0.00	0.00	251.68
	B - Mangreen (W)	0.00	0.00	67.42
	C - A140 Ipswich Road (N)	320.26	24.80	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	14
	C - A140 Ipswich Road (N)	4	35	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	4
	B - Mangreen (W)	0	0	12
	C - A140 Ipswich Road (N)	4	50	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	3
	B - Mangreen (W)	0	0	13
	C - A140 Ipswich Road (N)	5	37	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	5
	B - Mangreen (W)	0	0	10
	C - A140 Ipswich Road (N)	3	54	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	5
	B - Mangreen (W)	0	0	11
	C - A140 Ipswich Road (N)	3	44	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A - A140 Ipswich Road (S)	B - Mangreen (W)	C - A140 Ipswich Road (N)
From	A - A140 Ipswich Road (S)	0	0	2
	B - Mangreen (W)	0	0	13
	C - A140 Ipswich Road (N)	3	54	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.77	39.19	3.3	E	72.52	435.10
B-A	0.00	0.00	0.0	A	0.00	0.00
C-AB	0.32	20.07	0.6	C	27.75	166.47
C-A					327.36	1964.17
A-B					1.04	6.23
A-C					261.71	1570.24

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64.80	64.80	106.45	0.609	63.14	0.0	1.7	22.888	C
B-A	0.00	0.00	7.81	0.000	0.00	0.0	0.0	0.000	A
C-AB	32.07	32.07	99.06	0.324	31.45	0.0	0.6	17.846	C
C-A	324.42	324.42			324.42				
A-B	1.04	1.04			1.04				
A-C	260.30	260.30			260.30				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73.11	73.11	102.16	0.716	72.18	1.7	2.6	33.322	D
B-A	0.00	0.00	7.13	0.000	0.00	0.0	0.0	0.000	A
C-AB	25.84	25.84	95.07	0.272	25.94	0.6	0.5	18.088	C
C-A	317.15	317.15			317.15				
A-B	1.04	1.04			1.04				
A-C	275.89	275.89			275.89				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68.96	68.96	107.59	0.641	69.43	2.6	2.1	26.745	D
B-A	0.00	0.00	5.24	0.000	0.00	0.0	0.0	0.000	A
C-AB	31.04	31.04	100.13	0.310	30.93	0.5	0.6	18.826	C
C-A	350.39	350.39			350.39				
A-B	1.04	1.04			1.04				
A-C	256.14	256.14			256.14				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84.04	84.04	109.44	0.768	82.86	2.1	3.3	37.013	E
B-A	0.00	0.00	15.47	0.000	0.00	0.0	0.0	0.000	A
C-AB	24.80	24.80	101.53	0.244	24.97	0.6	0.5	16.645	C
C-A	302.60	302.60			302.60				
A-B	3.12	3.12			3.12				
A-C	248.57	248.57			248.57				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76.77	76.77	101.79	0.754	76.74	3.3	3.3	39.189	E
B-A	0.00	0.00	1.67	0.000	0.00	0.0	0.0	0.000	A
C-AB	27.92	27.92	94.89	0.294	27.78	0.5	0.6	20.071	C
C-A	349.35	349.35			349.35				
A-B	0.00	0.00			0.00				
A-C	277.66	277.66			277.66				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67.42	67.42	108.93	0.619	68.84	3.3	1.9	25.670	D

B-A	0.00	0.00	12.56	0.000	0.00	0.0	0.0	0.000	A
C-AB	24.80	24.80	101.53	0.244	24.92	0.6	0.5	17.266	C
C-A	320.26	320.26			320.26				
A-B	0.00	0.00			0.00				
A-C	251.68	251.68			251.68				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 3 (three arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 21/03/2025 14:16:54

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB WD, PM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Stream B-C	D1	0.6	9.18	0.36	A	14.80	B	D2	1.7	14.23	0.63	B	7.54	A
Stream B-A		0.2	15.29	0.16	C				0.4	13.43	0.25	B		
Stream C-AB		5.4	34.02	0.86	D				0.4	7.02	0.26	A		
	FB WD													
Stream B-C	D3	0.6	9.50	0.38	A	17.65	C	D4	1.9	15.39	0.66	C	8.05	A
Stream B-A		0.2	15.85	0.17	C				0.4	14.20	0.27	B		
Stream C-AB		7.0	41.03	0.90	E				0.5	7.10	0.27	A		
	FB+CD WD													
Stream B-C	D5	0.6	9.50	0.38	A	17.65	C	D6	1.9	15.39	0.66	C	8.05	A
Stream B-A		0.2	15.85	0.17	C				0.4	14.20	0.27	B		
Stream C-AB		7.0	41.03	0.90	E				0.5	7.10	0.27	A		
	FB+CD+N2T WD													
Stream B-C	D7	0.8	11.62	0.44	B	23.79	C	D8	2.6	20.48	0.73	C	10.88	B
Stream B-A		0.5	23.13	0.29	C				0.8	21.90	0.41	C		
Stream C-AB		10.1	55.87	0.95	F				0.6	7.86	0.31	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

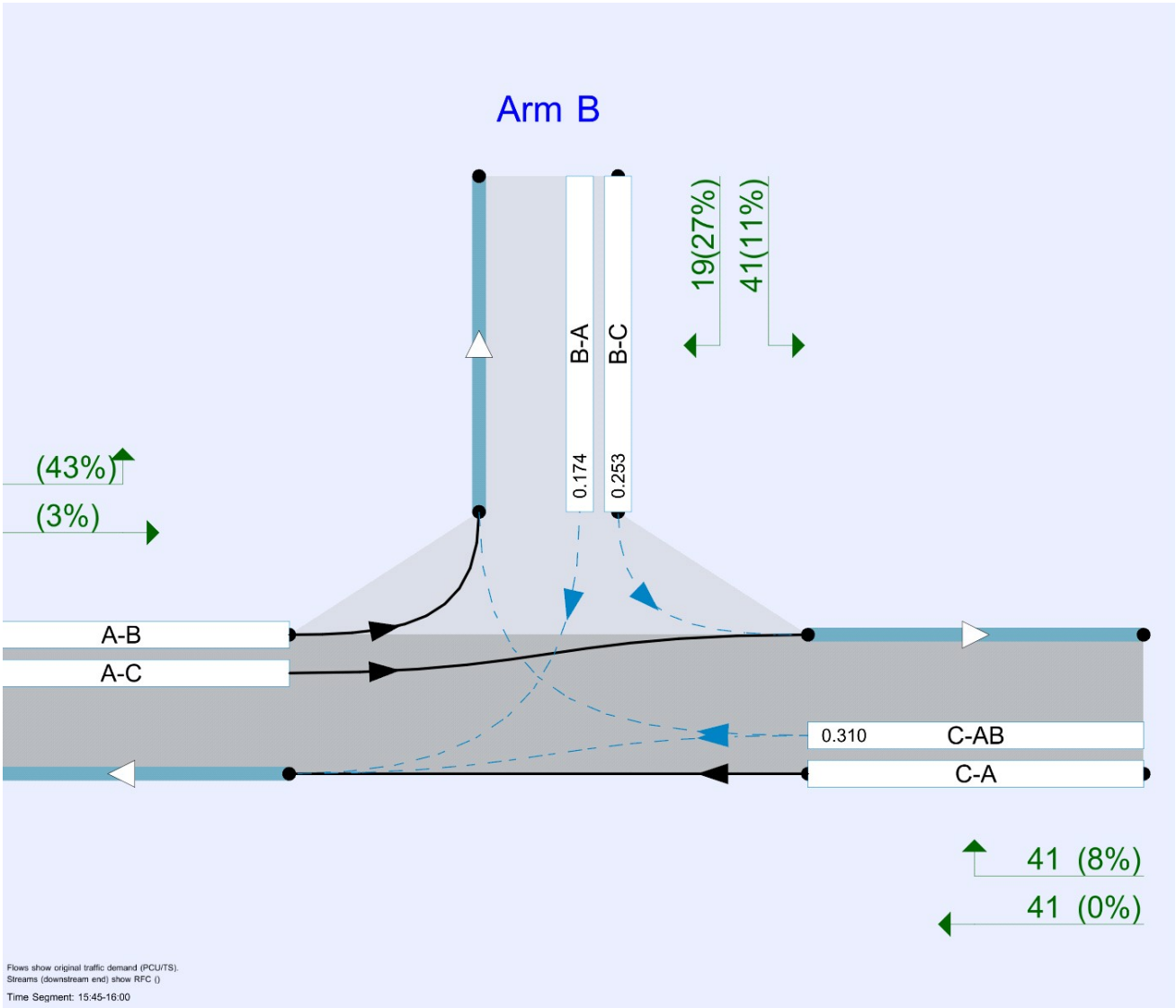
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓
D2	2024	PM	DIRECT	15:45	17:15	90	15	✓
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓
D4	FB WD	PM	DIRECT	15:45	17:15	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓
D6	FB+CD WD	PM	DIRECT	15:45	17:15	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	15:45	17:15	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		14.80	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B1113 (W)		Major
B	B1135 Wymondham Road (N)		Minor
C	B1113 (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.00			109.2	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.90	3.70	3.10	3.00		1.00	69	89

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	142.214	0.095	0.239	0.150	0.342
B-C	182.998	0.102	0.259	-	-
C-B	159.301	0.225	0.225	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	27.70	56.40
	B	8.90	0.00	18.90
	C	21.40	66.90	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	24.90	93.70
	B	7.80	0.00	34.50
	C	35.80	83.40	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	23.00	58.00
	B	11.00	0.00	33.00
	C	25.00	114.60	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	18.00	69.90
	B	9.00	0.00	40.90
	C	42.00	69.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	24.50	67.90
	B	15.00	0.00	56.80
	C	32.50	51.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	15.00	68.30
	B	11.00	0.00	42.70
	C	39.90	53.90	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:30 - 07:45

		To		
		A	B	C
From	A	0	13	4
	B	14	0	6
	C	0	2	0

Heavy Vehicle Percentages

07:45 - 08:00

		To		
		A	B	C
From	A	0	4	3
	B	33	0	3
	C	6	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	1
	B	0	0	3
	C	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	4	1
	B	0	0	4
	C	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	1
	B	0	0	8
	C	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.36	9.18	0.6	A	37.80	226.80
B-A	0.16	15.29	0.2	C	10.45	62.70
C-AB	0.86	34.02	5.4	D	91.80	550.82
C-A					14.10	84.58
A-B					22.18	133.10
A-C					69.03	414.20

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18.90	18.90	161.70	0.117	18.76	0.0	0.1	6.641	A
B-A	8.90	8.90	99.86	0.089	8.79	0.0	0.1	11.281	B
C-AB	77.61	77.61	155.07	0.500	76.53	0.0	1.1	11.484	B
C-A	10.69	10.69			10.69				
A-B	27.70	27.70			27.70				
A-C	56.40	56.40			56.40				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34.50	34.50	154.24	0.224	34.34	0.1	0.3	7.809	A
B-A	7.80	7.80	79.22	0.098	7.78	0.1	0.1	15.293	C
C-AB	108.15	108.15	157.93	0.685	106.86	1.1	2.4	17.612	C
C-A	11.05	11.05			11.05				
A-B	24.90	24.90			24.90				
A-C	93.70	93.70			93.70				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33.00	33.00	160.52	0.206	33.03	0.3	0.3	7.195	A
B-A	11.00	11.00	80.23	0.137	10.95	0.1	0.2	14.738	B
C-AB	136.48	136.48	158.58	0.861	133.40	2.4	5.4	34.025	D
C-A	3.12	3.12			3.12				
A-B	23.00	23.00			23.00				
A-C	58.00	58.00			58.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.90	40.90	160.83	0.254	40.83	0.3	0.3	7.571	A
B-A	9.00	9.00	87.29	0.103	9.06	0.2	0.1	11.513	B
C-AB	93.49	93.49	169.07	0.553	97.42	5.4	1.5	13.295	B
C-A	17.51	17.51			17.51				
A-B	18.00	18.00			18.00				
A-C	69.90	69.90			69.90				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56.80	56.80	157.21	0.361	56.57	0.3	0.6	9.184	A
B-A	15.00	15.00	93.49	0.160	14.93	0.1	0.2	11.445	B
C-AB	64.20	64.20	161.25	0.398	64.92	1.5	0.8	9.436	A
C-A	19.30	19.30			19.30				
A-B	24.50	24.50			24.50				
A-C	67.90	67.90			67.90				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.70	42.70	160.45	0.266	42.89	0.6	0.4	8.022	A
B-A	11.00	11.00	94.76	0.116	11.06	0.2	0.1	10.760	B
C-AB	70.89	70.89	168.08	0.422	70.82	0.8	0.9	9.355	A
C-A	22.91	22.91			22.91				
A-B	15.00	15.00			15.00				
A-C	68.30	68.30			68.30				

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.40	31.90
	B	9.00	0.00	34.80
	C	39.00	34.90	0.00

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.90	35.30
	B	24.30	0.00	89.40
	C	42.00	32.00	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.00	40.00
	B	16.00	0.00	71.60
	C	39.00	31.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.90	44.30
	B	13.00	0.00	105.80
	C	43.00	28.50	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	10.00	34.90
	B	12.00	0.00	83.50
	C	48.50	28.50	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.50	36.00
	B	20.90	0.00	87.20
	C	45.00	17.00	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	22	3
	B	0	0	6
	C	0	3	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	14	3
	B	13	0	0
	C	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	17	2
	B	0	0	0
	C	0	4	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A	B	C
From	A	0	0	3
	B	0	0	1
	C	2	4	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	17	0
	B	5	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.63	14.23	1.7	B	78.72	472.30
B-A	0.25	13.43	0.4	B	15.87	95.20
C-AB	0.26	7.02	0.4	A	37.74	226.44
C-A					33.66	201.96
A-B					8.95	53.70
A-C					37.07	222.40

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34.80	34.80	171.88	0.202	34.53	0.0	0.3	6.937	A
B-A	9.00	9.00	110.96	0.081	8.91	0.0	0.1	8.812	A
C-AB	44.88	44.88	175.37	0.256	44.46	0.0	0.4	7.016	A
C-A	29.02	29.02			29.02				
A-B	12.40	12.40			12.40				
A-C	31.90	31.90			31.90				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89.40	89.40	161.68	0.553	88.42	0.3	1.2	12.564	B
B-A	24.30	24.30	96.13	0.253	24.03	0.1	0.4	13.434	B
C-AB	42.02	42.02	177.67	0.236	42.04	0.4	0.4	6.744	A
C-A	31.98	31.98			31.98				
A-B	7.90	7.90			7.90				
A-C	35.30	35.30			35.30				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71.60	71.60	166.46	0.430	72.07	1.2	0.8	9.583	A
B-A	16.00	16.00	102.80	0.156	16.15	0.4	0.2	11.333	B
C-AB	40.02	40.02	174.47	0.229	40.04	0.4	0.4	6.702	A
C-A	29.98	29.98			29.98				
A-B	9.00	9.00			9.00				
A-C	40.00	40.00			40.00				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105.80	105.80	167.32	0.632	104.92	0.8	1.7	14.226	B
B-A	13.00	13.00	84.67	0.154	13.02	0.2	0.2	12.566	B
C-AB	37.76	37.76	176.70	0.214	37.79	0.4	0.4	6.547	A
C-A	33.74	33.74			33.74				
A-B	6.90	6.90			6.90				
A-C	44.30	44.30			44.30				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83.50	83.50	170.32	0.490	84.17	1.7	1.0	10.517	B
B-A	12.00	12.00	98.24	0.122	12.04	0.2	0.1	10.448	B
C-AB	38.98	38.98	181.66	0.215	38.97	0.4	0.4	6.502	A
C-A	38.02	38.02			38.02				
A-B	10.00	10.00			10.00				
A-C	34.90	34.90			34.90				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87.20	87.20	164.78	0.529	87.07	1.0	1.1	11.695	B
B-A	20.90	20.90	100.88	0.207	20.78	0.1	0.3	11.518	B
C-AB	22.78	22.78	179.61	0.127	22.93	0.4	0.2	5.890	A
C-A	39.22	39.22			39.22				
A-B	7.50	7.50			7.50				
A-C	36.00	36.00			36.00				

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		17.65	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	28.75	58.54
	B	9.24	0.00	19.62
	C	22.21	69.44	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.85	97.26
	B	8.10	0.00	35.81
	C	37.16	86.57	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	23.87	60.20
	B	11.42	0.00	34.25
	C	25.95	118.95	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	18.68	72.55
	B	9.34	0.00	42.45
	C	43.59	71.62	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.43	70.48
	B	15.57	0.00	58.96
	C	33.73	52.94	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	15.57	70.89
	B	11.42	0.00	44.32
	C	41.42	55.95	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	13	4
	B	14	0	6
	C	0	2	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	3
	B	33	0	3
	C	6	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	3
	C	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	1
	B	0	0	4
	C	3	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	8
	C	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.38	9.50	0.6	A	39.24	235.41
B-A	0.17	15.85	0.2	C	10.85	65.08
C-AB	0.90	41.03	7.0	E	96.28	577.70
C-A					13.64	81.82
A-B					23.03	138.15
A-C					71.65	429.93

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19.62	19.62	160.82	0.122	19.47	0.0	0.1	6.713	A
B-A	9.24	9.24	98.23	0.094	9.12	0.0	0.1	11.527	B
C-AB	81.06	81.06	154.94	0.523	79.88	0.0	1.2	11.998	B
C-A	10.59	10.59			10.59				
A-B	28.75	28.75			28.75				
A-C	58.54	58.54			58.54				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35.81	35.81	152.91	0.234	35.64	0.1	0.3	7.983	A
B-A	8.10	8.10	76.95	0.105	8.07	0.1	0.1	15.852	C
C-AB	113.54	113.54	157.97	0.719	111.97	1.2	2.8	19.447	C
C-A	10.18	10.18			10.18				
A-B	25.85	25.85			25.85				
A-C	97.26	97.26			97.26				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34.25	34.25	159.37	0.215	34.29	0.3	0.3	7.338	A
B-A	11.42	11.42	77.85	0.147	11.37	0.1	0.2	15.377	C
C-AB	142.74	142.74	158.66	0.900	138.54	2.8	7.0	41.032	E
C-A	2.16	2.16			2.16				
A-B	23.87	23.87			23.87				
A-C	60.20	60.20			60.20				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.45	42.45	159.73	0.266	42.37	0.3	0.4	7.738	A
B-A	9.34	9.34	84.93	0.110	9.41	0.2	0.1	11.928	B
C-AB	98.63	98.63	169.69	0.581	103.87	7.0	1.7	14.816	B
C-A	16.58	16.58			16.58				
A-B	18.68	18.68			18.68				
A-C	72.55	72.55			72.55				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58.96	58.96	155.92	0.378	58.70	0.4	0.6	9.503	A
B-A	15.57	15.57	91.41	0.170	15.49	0.1	0.2	11.843	B
C-AB	67.30	67.30	161.42	0.417	68.16	1.7	0.9	9.761	A
C-A	19.37	19.37			19.37				
A-B	25.43	25.43			25.43				
A-C	70.48	70.48			70.48				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44.32	44.32	159.37	0.278	44.53	0.6	0.4	8.210	A
B-A	11.42	11.42	92.98	0.123	11.48	0.2	0.1	11.050	B
C-AB	74.43	74.43	168.48	0.442	74.34	0.9	0.9	9.665	A
C-A	22.94	22.94			22.94				
A-B	15.57	15.57			15.57				
A-C	70.89	70.89			70.89				

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		8.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

15:45 - 16:00

		To		
		A	B	C
From	A	0.00	12.88	33.15
	B	9.35	0.00	36.16
	C	40.52	36.26	0.00

Demand (PCU/TS)

16:00 - 16:15

		To		
		A	B	C
From	A	0.00	8.21	36.68
	B	25.25	0.00	92.89
	C	43.64	33.25	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.35	41.56
	B	16.63	0.00	74.40
	C	40.52	32.21	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.17	46.03
	B	13.51	0.00	109.93
	C	44.68	29.61	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	10.39	36.26
	B	12.47	0.00	86.76
	C	50.40	29.61	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.79	37.41
	B	21.72	0.00	90.61
	C	46.76	17.66	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	22	3
	B	0	0	6
	C	0	3	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	14	3
	B	13	0	0
	C	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	17	2
	B	0	0	0
	C	0	4	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	1
	C	2	4	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	17	0
	B	5	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.66	15.39	1.9	C	81.79	490.76
B-A	0.27	14.20	0.4	B	16.49	98.92
C-AB	0.27	7.10	0.5	A	39.65	237.91
C-A					34.54	207.23
A-B					9.30	55.80
A-C					38.52	231.09

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36.16	36.16	171.31	0.211	35.88	0.0	0.3	7.034	A
B-A	9.35	9.35	109.85	0.085	9.26	0.0	0.1	8.939	A
C-AB	47.11	47.11	176.04	0.268	46.66	0.0	0.5	7.097	A
C-A	29.68	29.68			29.68				
A-B	12.88	12.88			12.88				
A-C	33.15	33.15			33.15				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92.89	92.89	160.30	0.580	91.79	0.3	1.4	13.429	B
B-A	25.25	25.25	93.06	0.271	24.95	0.1	0.4	14.197	B
C-AB	44.14	44.14	178.43	0.247	44.17	0.5	0.4	6.817	A
C-A	32.75	32.75			32.75				
A-B	8.21	8.21			8.21				
A-C	36.68	36.68			36.68				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74.40	74.40	165.50	0.450	74.95	1.4	0.8	9.999	A
B-A	16.63	16.63	100.74	0.165	16.80	0.4	0.2	11.712	B
C-AB	42.01	42.01	175.11	0.240	42.04	0.4	0.4	6.772	A
C-A	30.72	30.72			30.72				
A-B	9.35	9.35			9.35				
A-C	41.56	41.56			41.56				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109.93	109.93	166.39	0.661	108.91	0.8	1.9	15.391	C
B-A	13.51	13.51	80.54	0.168	13.52	0.2	0.2	13.433	B
C-AB	39.69	39.69	177.43	0.224	39.71	0.4	0.4	6.603	A
C-A	34.60	34.60			34.60				
A-B	7.17	7.17			7.17				
A-C	46.03	46.03			46.03				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86.76	86.76	169.56	0.512	87.55	1.9	1.1	11.062	B
B-A	12.47	12.47	95.70	0.130	12.52	0.2	0.2	10.829	B
C-AB	41.02	41.02	182.58	0.225	41.01	0.4	0.4	6.552	A
C-A	38.99	38.99			38.99				
A-B	10.39	10.39			10.39				
A-C	36.26	36.26			36.26				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90.61	90.61	163.67	0.554	90.45	1.1	1.2	12.415	B
B-A	21.72	21.72	98.08	0.221	21.58	0.2	0.3	12.052	B
C-AB	23.94	23.94	180.45	0.133	24.12	0.4	0.2	5.901	A
C-A	40.48	40.48			40.48				
A-B	7.79	7.79			7.79				
A-C	37.41	37.41			37.41				

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		17.65	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	28.75	58.54
	B	9.24	0.00	19.62
	C	22.21	69.44	0.00

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.85	97.26
	B	8.10	0.00	35.81
	C	37.16	86.57	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	23.87	60.20
	B	11.42	0.00	34.25
	C	25.95	118.95	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	18.68	72.55
	B	9.34	0.00	42.45
	C	43.59	71.62	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.43	70.48
	B	15.57	0.00	58.96
	C	33.73	52.94	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	15.57	70.89
	B	11.42	0.00	44.32
	C	41.42	55.95	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	13	4
	B	14	0	6
	C	0	2	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	3
	B	33	0	3
	C	6	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	3
	C	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A	B	C
From	A	0	4	1
	B	0	0	4
	C	3	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	1
	B	0	0	8
	C	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.38	9.50	0.6	A	39.24	235.41
B-A	0.17	15.85	0.2	C	10.85	65.08
C-AB	0.90	41.03	7.0	E	96.28	577.70
C-A					13.64	81.82
A-B					23.03	138.15
A-C					71.65	429.93

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19.62	19.62	160.82	0.122	19.47	0.0	0.1	6.713	A
B-A	9.24	9.24	98.23	0.094	9.12	0.0	0.1	11.527	B
C-AB	81.06	81.06	154.94	0.523	79.88	0.0	1.2	11.998	B
C-A	10.59	10.59			10.59				
A-B	28.75	28.75			28.75				
A-C	58.54	58.54			58.54				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35.81	35.81	152.91	0.234	35.64	0.1	0.3	7.983	A
B-A	8.10	8.10	76.95	0.105	8.07	0.1	0.1	15.852	C
C-AB	113.54	113.54	157.97	0.719	111.97	1.2	2.8	19.447	C
C-A	10.18	10.18			10.18				
A-B	25.85	25.85			25.85				
A-C	97.26	97.26			97.26				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34.25	34.25	159.37	0.215	34.29	0.3	0.3	7.338	A
B-A	11.42	11.42	77.85	0.147	11.37	0.1	0.2	15.377	C
C-AB	142.74	142.74	158.66	0.900	138.54	2.8	7.0	41.032	E
C-A	2.16	2.16			2.16				
A-B	23.87	23.87			23.87				
A-C	60.20	60.20			60.20				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.45	42.45	159.73	0.266	42.37	0.3	0.4	7.738	A
B-A	9.34	9.34	84.93	0.110	9.41	0.2	0.1	11.928	B
C-AB	98.63	98.63	169.69	0.581	103.87	7.0	1.7	14.816	B
C-A	16.58	16.58			16.58				
A-B	18.68	18.68			18.68				
A-C	72.55	72.55			72.55				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58.96	58.96	155.92	0.378	58.70	0.4	0.6	9.503	A
B-A	15.57	15.57	91.41	0.170	15.49	0.1	0.2	11.843	B
C-AB	67.30	67.30	161.42	0.417	68.16	1.7	0.9	9.761	A
C-A	19.37	19.37			19.37				
A-B	25.43	25.43			25.43				
A-C	70.48	70.48			70.48				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44.32	44.32	159.37	0.278	44.53	0.6	0.4	8.210	A
B-A	11.42	11.42	92.98	0.123	11.48	0.2	0.1	11.050	B
C-AB	74.43	74.43	168.48	0.442	74.34	0.9	0.9	9.665	A
C-A	22.94	22.94			22.94				
A-B	15.57	15.57			15.57				
A-C	70.89	70.89			70.89				

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		8.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.88	33.15
	B	9.35	0.00	36.16
	C	40.52	36.26	0.00

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.21	36.68
	B	25.25	0.00	92.89
	C	43.64	33.25	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.35	41.56
	B	16.63	0.00	74.40
	C	40.52	32.21	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.17	46.03
	B	13.51	0.00	109.93
	C	44.68	29.61	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	10.39	36.26
	B	12.47	0.00	86.76
	C	50.40	29.61	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.79	37.41
	B	21.72	0.00	90.61
	C	46.76	17.66	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	22	3
	B	0	0	6
	C	0	3	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	14	3
	B	13	0	0
	C	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	17	2
	B	0	0	0
	C	0	4	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	1
	C	2	4	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	17	0
	B	5	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.66	15.39	1.9	C	81.79	490.76
B-A	0.27	14.20	0.4	B	16.49	98.92
C-AB	0.27	7.10	0.5	A	39.65	237.91
C-A					34.54	207.23
A-B					9.30	55.80
A-C					38.52	231.09

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36.16	36.16	171.31	0.211	35.88	0.0	0.3	7.034	A
B-A	9.35	9.35	109.85	0.085	9.26	0.0	0.1	8.939	A
C-AB	47.11	47.11	176.04	0.268	46.66	0.0	0.5	7.097	A
C-A	29.68	29.68			29.68				
A-B	12.88	12.88			12.88				
A-C	33.15	33.15			33.15				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92.89	92.89	160.30	0.580	91.79	0.3	1.4	13.429	B
B-A	25.25	25.25	93.06	0.271	24.95	0.1	0.4	14.197	B
C-AB	44.14	44.14	178.43	0.247	44.17	0.5	0.4	6.817	A
C-A	32.75	32.75			32.75				
A-B	8.21	8.21			8.21				
A-C	36.68	36.68			36.68				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74.40	74.40	165.50	0.450	74.95	1.4	0.8	9.999	A
B-A	16.63	16.63	100.74	0.165	16.80	0.4	0.2	11.712	B
C-AB	42.01	42.01	175.11	0.240	42.04	0.4	0.4	6.772	A
C-A	30.72	30.72			30.72				
A-B	9.35	9.35			9.35				
A-C	41.56	41.56			41.56				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109.93	109.93	166.39	0.661	108.91	0.8	1.9	15.391	C
B-A	13.51	13.51	80.54	0.168	13.52	0.2	0.2	13.433	B
C-AB	39.69	39.69	177.43	0.224	39.71	0.4	0.4	6.603	A
C-A	34.60	34.60			34.60				
A-B	7.17	7.17			7.17				
A-C	46.03	46.03			46.03				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86.76	86.76	169.56	0.512	87.55	1.9	1.1	11.062	B
B-A	12.47	12.47	95.70	0.130	12.52	0.2	0.2	10.829	B
C-AB	41.02	41.02	182.58	0.225	41.01	0.4	0.4	6.552	A
C-A	38.99	38.99			38.99				
A-B	10.39	10.39			10.39				
A-C	36.26	36.26			36.26				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90.61	90.61	163.67	0.554	90.45	1.1	1.2	12.415	B
B-A	21.72	21.72	98.08	0.221	21.58	0.2	0.3	12.052	B
C-AB	23.94	23.94	180.45	0.133	24.12	0.4	0.2	5.901	A
C-A	40.48	40.48			40.48				
A-B	7.79	7.79			7.79				
A-C	37.41	37.41			37.41				

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		23.79	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	38.54	58.54
	B	19.03	0.00	24.75
	C	22.21	74.58	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.63	97.26
	B	17.88	0.00	40.95
	C	37.16	91.70	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	33.66	60.20
	B	21.21	0.00	39.39
	C	25.95	124.09	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	28.47	72.55
	B	19.13	0.00	47.59
	C	43.59	76.76	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.22	70.48
	B	25.36	0.00	64.09
	C	33.73	58.07	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.36	70.89
	B	21.21	0.00	49.46
	C	41.42	61.08	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	24	4
	B	41	0	14
	C	0	4	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	16	3
	B	57	0	8
	C	6	2	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	12	0
	B	23	0	5
	C	0	1	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	15	1
	B	27	0	6
	C	0	2	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	16	1
	B	18	0	7
	C	3	3	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	18	1
	B	23	0	11
	C	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.44	11.62	0.8	B	44.37	266.22
B-A	0.29	23.13	0.5	C	20.63	123.81
C-AB	0.95	55.87	10.1	F	103.38	620.27
C-A					11.68	70.07
A-B					32.81	196.88
A-C					71.65	429.93

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.75	24.75	160.38	0.154	24.55	0.0	0.2	7.525	A
B-A	19.03	19.03	98.26	0.194	18.69	0.0	0.3	15.939	C
C-AB	87.26	87.26	152.85	0.571	85.81	0.0	1.4	13.654	B
C-A	9.53	9.53			9.53				
A-B	38.54	38.54			38.54				
A-C	58.54	58.54			58.54				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.95	40.95	142.61	0.287	40.71	0.2	0.4	9.764	A
B-A	17.88	17.88	75.80	0.236	17.78	0.3	0.4	22.649	C
C-AB	120.82	120.82	155.97	0.775	118.64	1.4	3.6	24.199	C
C-A	8.04	8.04			8.04				
A-B	35.63	35.63			35.63				
A-C	97.26	97.26			97.26				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.39	39.39	148.11	0.266	39.44	0.4	0.4	8.857	A
B-A	21.21	21.21	76.17	0.278	21.11	0.4	0.5	23.127	C
C-AB	149.42	149.42	156.73	0.953	142.91	3.6	10.1	55.870	F
C-A	0.61	0.61			0.61				
A-B	33.66	33.66			33.66				
A-C	60.20	60.20			60.20				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47.59	47.59	149.74	0.318	47.50	0.4	0.5	9.274	A
B-A	19.13	19.13	82.67	0.231	19.28	0.5	0.4	17.647	C
C-AB	107.00	107.00	168.10	0.637	114.95	10.1	2.2	19.672	C
C-A	13.35	13.35			13.35				
A-B	28.47	28.47			28.47				
A-C	72.55	72.55			72.55				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64.09	64.09	145.92	0.439	63.76	0.5	0.8	11.625	B
B-A	25.36	25.36	87.85	0.289	25.25	0.4	0.5	17.623	C
C-AB	74.15	74.15	159.49	0.465	75.30	2.2	1.1	11.039	B
C-A	17.65	17.65			17.65				
A-B	35.22	35.22			35.22				
A-C	70.48	70.48			70.48				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49.46	49.46	150.13	0.329	49.74	0.8	0.5	9.666	A
B-A	21.21	21.21	91.25	0.232	21.32	0.5	0.4	15.378	C
C-AB	81.61	81.61	166.51	0.490	81.51	1.1	1.2	10.968	B
C-A	20.88	20.88			20.88				
A-B	25.36	25.36			25.36				
A-C	70.89	70.89			70.89				

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		10.88	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	22.67	33.15
	B	19.14	0.00	41.30
	C	40.52	41.40	0.00

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	18.00	36.68
	B	35.04	0.00	98.03
	C	43.64	38.39	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	19.14	41.56
	B	26.41	0.00	79.53
	C	40.52	37.35	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	16.96	46.03
	B	23.30	0.00	115.07
	C	44.68	34.75	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	20.18	36.26
	B	22.26	0.00	91.90
	C	50.40	34.75	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	17.58	37.41
	B	31.50	0.00	95.74
	C	46.76	22.80	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	43	3
	B	27	0	11
	C	0	8	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	41	3
	B	24	0	2
	C	0	5	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	27	0
	B	17	0	2
	C	0	5	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	46	2
	B	20	0	2
	C	0	9	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	25	3
	B	21	0	3
	C	2	9	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	46	0
	B	18	0	2
	C	0	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.73	20.48	2.6	C	86.93	521.57
B-A	0.41	21.90	0.8	C	26.27	157.65
C-AB	0.31	7.86	0.6	A	46.69	280.16
C-A					32.63	195.80
A-B					19.09	114.52
A-C					38.52	231.09

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41.30	41.30	163.34	0.253	40.93	0.0	0.4	8.113	A
B-A	19.14	19.14	109.77	0.174	18.88	0.0	0.3	12.491	B
C-AB	53.97	53.97	174.03	0.310	53.40	0.0	0.6	7.863	A
C-A	27.96	27.96			27.96				
A-B	22.67	22.67			22.67				
A-C	33.15	33.15			33.15				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98.03	98.03	149.06	0.658	96.42	0.4	2.0	18.100	C
B-A	35.04	35.04	85.42	0.410	34.46	0.3	0.8	21.903	C
C-AB	51.16	51.16	176.45	0.290	51.18	0.6	0.5	7.567	A
C-A	30.87	30.87			30.87				
A-B	18.00	18.00			18.00				
A-C	36.68	36.68			36.68				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79.53	79.53	156.13	0.509	80.43	2.0	1.1	12.242	B
B-A	26.41	26.41	96.13	0.275	26.78	0.8	0.5	15.931	C
C-AB	48.90	48.90	173.12	0.282	48.93	0.5	0.5	7.537	A
C-A	28.97	28.97			28.97				
A-B	19.14	19.14			19.14				
A-C	41.56	41.56			41.56				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115.07	115.07	157.21	0.732	113.57	1.1	2.6	20.476	C
B-A	23.30	23.30	71.70	0.325	23.22	0.5	0.5	21.788	C
C-AB	46.76	46.76	175.46	0.267	46.79	0.5	0.5	7.343	A
C-A	32.66	32.66			32.66				
A-B	16.96	16.96			16.96				
A-C	46.03	46.03			46.03				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91.90	91.90	160.86	0.571	93.09	2.6	1.4	13.660	B
B-A	22.26	22.26	89.72	0.248	22.40	0.5	0.4	16.134	C
C-AB	48.35	48.35	180.64	0.268	48.33	0.5	0.5	7.289	A
C-A	36.80	36.80			36.80				
A-B	20.18	20.18			20.18				
A-C	36.26	36.26			36.26				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95.74	95.74	153.73	0.623	95.49	1.4	1.6	15.900	C
B-A	31.50	31.50	91.16	0.346	31.29	0.4	0.6	17.994	C
C-AB	31.03	31.03	178.49	0.174	31.23	0.5	0.3	6.557	A
C-A	38.53	38.53			38.53				
A-B	17.58	17.58			17.58				
A-C	37.41	37.41			37.41				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 3 (three arm)_V2_MITIGATION.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\2_Mitigation Models
Report generation date: 09/04/2025 11:57:53

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2024														
Stream B-C	D1	0.6	9.33	0.37	A	11.03	B	D2	1.7	14.45	0.64	B	7.49	A
Stream B-A		0.2	16.20	0.17	C				0.4	13.77	0.26	B		
Stream C-AB		4.2	28.40	0.82	D				0.3	8.07	0.23	A		
FB WD														
Stream B-C	D3	0.6	9.68	0.38	A	12.55	B	D4	1.9	15.66	0.66	C	8.02	A
Stream B-A		0.2	16.86	0.18	C				0.4	14.59	0.28	B		
Stream C-AB		5.2	32.68	0.85	D				0.3	8.19	0.24	A		
FB+CD WD														
Stream B-C	D5	0.6	9.68	0.38	A	12.55	B	D6	1.9	15.66	0.66	C	8.02	A
Stream B-A		0.2	16.86	0.18	C				0.4	14.59	0.28	B		
Stream C-AB		5.2	32.68	0.85	D				0.3	8.19	0.24	A		
FB+CD+N2T WD														
Stream B-C	D7	0.8	11.94	0.45	B	16.79	C	D8	2.7	21.07	0.74	C	11.00	B
Stream B-A		0.6	25.23	0.30	D				0.9	22.84	0.42	C		
Stream C-AB		7.3	42.63	0.91	E				0.4	9.13	0.28	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

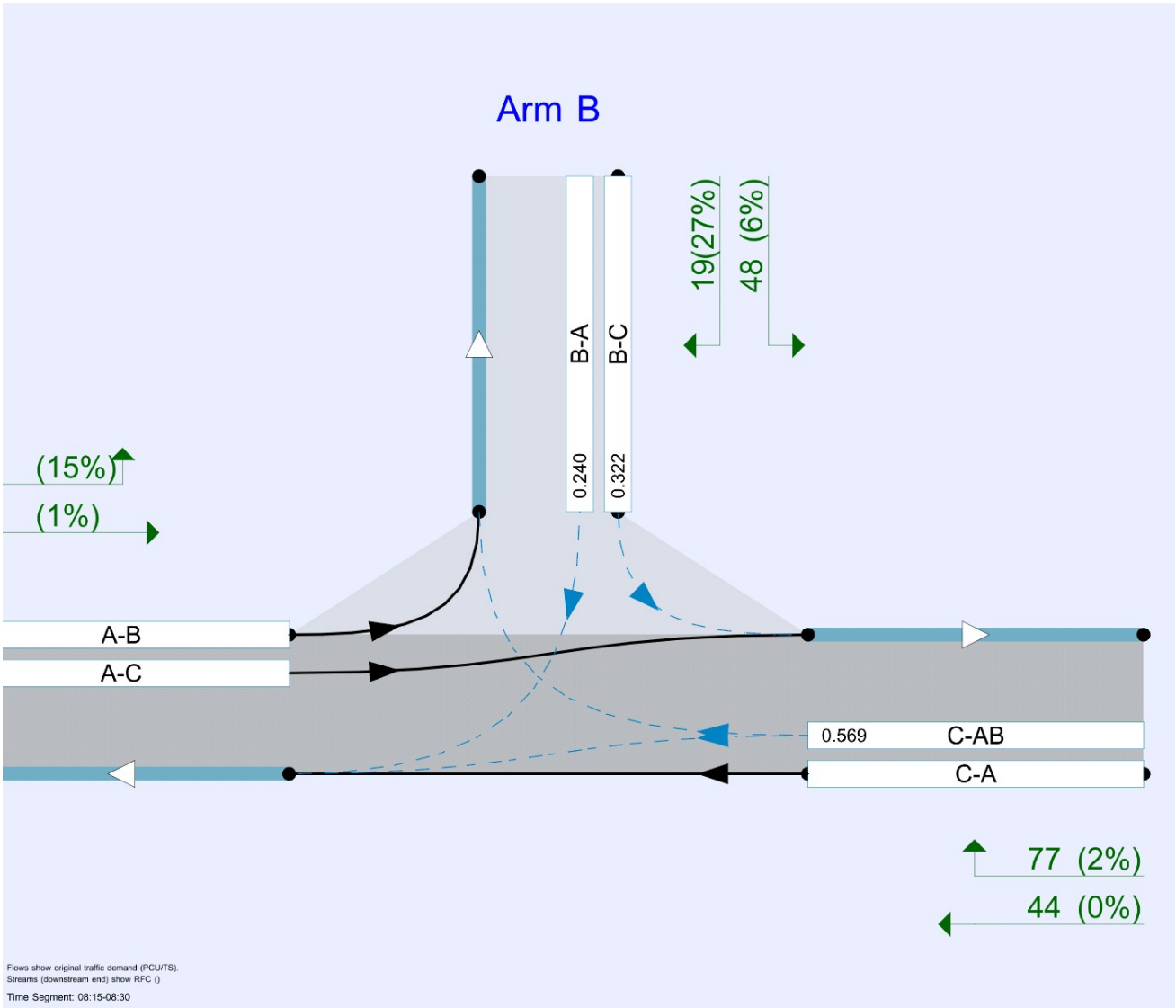
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓
D2	2024	PM	DIRECT	15:45	17:15	90	15	✓
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓
D4	FB WD	PM	DIRECT	15:45	17:15	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓
D6	FB+CD WD	PM	DIRECT	15:45	17:15	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	15:45	17:15	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		11.03	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B1113 (W)		Major
B	B1135 Wymondham Road (N)		Minor
C	B1113 (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50		✓	2.20	109.2	✓	3.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.90	3.70	3.10	3.00		1.00	69	89

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	142.214	0.101	0.256	0.161	0.366
B-C	182.998	0.110	0.277	-	-
C-B	159.301	0.242	0.242	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	27.70	56.40
	B	8.90	0.00	18.90
	C	21.40	66.90	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	24.90	93.70
	B	7.80	0.00	34.50
	C	35.80	83.40	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	23.00	58.00
	B	11.00	0.00	33.00
	C	25.00	114.60	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	18.00	69.90
	B	9.00	0.00	40.90
	C	42.00	69.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	24.50	67.90
	B	15.00	0.00	56.80
	C	32.50	51.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	15.00	68.30
	B	11.00	0.00	42.70
	C	39.90	53.90	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:30 - 07:45

		To		
		A	B	C
From	A	0	13	4
	B	14	0	6
	C	0	2	0

Heavy Vehicle Percentages

07:45 - 08:00

		To		
		A	B	C
From	A	0	4	3
	B	33	0	3
	C	6	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	1
	B	0	0	3
	C	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	4	1
	B	0	0	4
	C	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	1
	B	0	0	8
	C	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.37	9.33	0.6	A	37.80	226.80
B-A	0.17	16.20	0.2	C	10.45	62.70
C-AB	0.82	28.40	4.2	D	76.93	461.59
C-A					28.97	173.81
A-B					22.18	133.10
A-C					69.03	414.20

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18.90	18.90	160.36	0.118	18.76	0.0	0.1	6.701	A
B-A	8.90	8.90	96.84	0.092	8.79	0.0	0.1	11.665	B
C-AB	68.09	68.09	141.45	0.481	67.15	0.0	0.9	12.155	B
C-A	20.21	20.21			20.21				
A-B	27.70	27.70			27.70				
A-C	56.40	56.40			56.40				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34.50	34.50	152.10	0.227	34.34	0.1	0.3	7.950	A
B-A	7.80	7.80	75.20	0.104	7.78	0.1	0.1	16.198	C
C-AB	89.56	89.56	140.03	0.640	88.68	0.9	1.8	17.576	C
C-A	29.64	29.64			29.64				
A-B	24.90	24.90			24.90				
A-C	93.70	93.70			93.70				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33.00	33.00	158.93	0.208	33.03	0.3	0.3	7.287	A
B-A	11.00	11.00	76.17	0.144	10.95	0.1	0.2	15.667	C
C-AB	125.91	125.91	153.77	0.819	123.54	1.8	4.2	28.397	D
C-A	13.69	13.69			13.69				
A-B	23.00	23.00			23.00				
A-C	58.00	58.00			58.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.90	40.90	159.23	0.257	40.82	0.3	0.3	7.670	A
B-A	9.00	9.00	84.21	0.107	9.07	0.2	0.1	11.987	B
C-AB	71.62	71.62	143.31	0.500	74.73	4.2	1.1	13.697	B
C-A	39.38	39.38			39.38				
A-B	18.00	18.00			18.00				
A-C	69.90	69.90			69.90				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56.80	56.80	155.55	0.365	56.56	0.3	0.6	9.330	A
B-A	15.00	15.00	90.70	0.165	14.93	0.1	0.2	11.863	B
C-AB	51.62	51.62	138.63	0.372	52.08	1.1	0.6	10.454	B
C-A	31.88	31.88			31.88				
A-B	24.50	24.50			24.50				
A-C	67.90	67.90			67.90				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.70	42.70	158.91	0.269	42.89	0.6	0.4	8.127	A
B-A	11.00	11.00	91.86	0.120	11.06	0.2	0.1	11.147	B
C-AB	54.79	54.79	141.50	0.387	54.76	0.6	0.6	10.421	B
C-A	39.01	39.01			39.01				
A-B	15.00	15.00			15.00				
A-C	68.30	68.30			68.30				

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.40	31.90
	B	9.00	0.00	34.80
	C	39.00	34.90	0.00

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.90	35.30
	B	24.30	0.00	89.40
	C	42.00	32.00	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.00	40.00
	B	16.00	0.00	71.60
	C	39.00	31.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.90	44.30
	B	13.00	0.00	105.80
	C	43.00	28.50	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	10.00	34.90
	B	12.00	0.00	83.50
	C	48.50	28.50	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.50	36.00
	B	20.90	0.00	87.20
	C	45.00	17.00	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	22	3
	B	0	0	6
	C	0	3	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	14	3
	B	13	0	0
	C	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	17	2
	B	0	0	0
	C	0	4	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A	B	C
From	A	0	0	3
	B	0	0	1
	C	2	4	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	17	0
	B	5	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.64	14.45	1.7	B	78.72	472.30
B-A	0.26	13.77	0.4	B	15.87	95.20
C-AB	0.23	8.07	0.3	A	28.73	172.36
C-A					42.67	256.04
A-B					8.95	53.70
A-C					37.07	222.40

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34.80	34.80	171.14	0.203	34.53	0.0	0.3	6.975	A
B-A	9.00	9.00	109.13	0.082	8.91	0.0	0.1	8.974	A
C-AB	35.03	35.03	149.17	0.235	34.72	0.0	0.3	8.073	A
C-A	38.87	38.87			38.87				
A-B	12.40	12.40			12.40				
A-C	31.90	31.90			31.90				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89.40	89.40	160.71	0.556	88.41	0.3	1.3	12.729	B
B-A	24.30	24.30	94.32	0.258	24.02	0.1	0.4	13.773	B
C-AB	32.10	32.10	149.33	0.215	32.13	0.3	0.3	7.828	A
C-A	41.90	41.90			41.90				
A-B	7.90	7.90			7.90				
A-C	35.30	35.30			35.30				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71.60	71.60	165.51	0.433	72.08	1.3	0.8	9.683	A
B-A	16.00	16.00	100.96	0.158	16.16	0.4	0.2	11.581	B
C-AB	31.08	31.08	147.83	0.210	31.09	0.3	0.3	7.710	A
C-A	38.92	38.92			38.92				
A-B	9.00	9.00			9.00				
A-C	40.00	40.00			40.00				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105.80	105.80	166.32	0.636	104.90	0.8	1.7	14.447	B
B-A	13.00	13.00	82.83	0.157	13.02	0.2	0.2	12.896	B
C-AB	28.56	28.56	147.26	0.194	28.58	0.3	0.2	7.684	A
C-A	42.94	42.94			42.94				
A-B	6.90	6.90			6.90				
A-C	44.30	44.30			44.30				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83.50	83.50	169.50	0.493	84.18	1.7	1.0	10.623	B
B-A	12.00	12.00	96.48	0.124	12.05	0.2	0.1	10.665	B
C-AB	28.58	28.58	148.86	0.192	28.58	0.2	0.2	7.760	A
C-A	48.42	48.42			48.42				
A-B	10.00	10.00			10.00				
A-C	34.90	34.90			34.90				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87.20	87.20	163.91	0.532	87.07	1.0	1.1	11.829	B
B-A	20.90	20.90	99.35	0.210	20.77	0.1	0.3	11.738	B
C-AB	17.01	17.01	148.88	0.114	17.12	0.2	0.1	7.012	A
C-A	44.99	44.99			44.99				
A-B	7.50	7.50			7.50				
A-C	36.00	36.00			36.00				

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		12.55	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	28.75	58.54
	B	9.24	0.00	19.62
	C	22.21	69.44	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.85	97.26
	B	8.10	0.00	35.81
	C	37.16	86.57	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	23.87	60.20
	B	11.42	0.00	34.25
	C	25.95	118.95	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	18.68	72.55
	B	9.34	0.00	42.45
	C	43.59	71.62	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.43	70.48
	B	15.57	0.00	58.96
	C	33.73	52.94	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	15.57	70.89
	B	11.42	0.00	44.32
	C	41.42	55.95	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	13	4
	B	14	0	6
	C	0	2	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	3
	B	33	0	3
	C	6	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	3
	C	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	4	1
	B	0	0	4
	C	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	1
	B	0	0	8
	C	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.38	9.68	0.6	A	39.24	235.41
B-A	0.18	16.86	0.2	C	10.85	65.08
C-AB	0.85	32.68	5.2	D	80.60	483.60
C-A					29.32	175.93
A-B					23.03	138.15
A-C					71.65	429.93

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19.62	19.62	159.42	0.123	19.47	0.0	0.1	6.781	A
B-A	9.24	9.24	95.10	0.097	9.12	0.0	0.1	11.945	B
C-AB	70.90	70.90	141.12	0.502	69.88	0.0	1.0	12.657	B
C-A	20.75	20.75			20.75				
A-B	28.75	28.75			28.75				
A-C	58.54	58.54			58.54				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35.81	35.81	150.66	0.238	35.64	0.1	0.3	8.152	A
B-A	8.10	8.10	72.78	0.111	8.07	0.1	0.1	16.863	C
C-AB	94.23	94.23	140.72	0.670	93.17	1.0	2.1	18.934	C
C-A	29.49	29.49			29.49				
A-B	25.85	25.85			25.85				
A-C	97.26	97.26			97.26				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34.25	34.25	157.67	0.217	34.29	0.3	0.3	7.440	A
B-A	11.42	11.42	73.66	0.155	11.36	0.1	0.2	16.428	C
C-AB	132.87	132.87	155.55	0.854	129.79	2.1	5.2	32.682	D
C-A	12.03	12.03			12.03				
A-B	23.87	23.87			23.87				
A-C	60.20	60.20			60.20				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.45	42.45	158.05	0.269	42.37	0.3	0.4	7.850	A
B-A	9.34	9.34	81.86	0.114	9.42	0.2	0.1	12.437	B
C-AB	74.85	74.85	143.46	0.522	78.82	5.2	1.2	14.754	B
C-A	40.36	40.36			40.36				
A-B	18.68	18.68			18.68				
A-C	72.55	72.55			72.55				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58.96	58.96	154.17	0.382	58.70	0.4	0.6	9.675	A
B-A	15.57	15.57	88.53	0.176	15.49	0.1	0.2	12.308	B
C-AB	53.71	53.71	138.08	0.389	54.23	1.2	0.7	10.802	B
C-A	32.96	32.96			32.96				
A-B	25.43	25.43			25.43				
A-C	70.48	70.48			70.48				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44.32	44.32	157.76	0.281	44.53	0.6	0.4	8.327	A
B-A	11.42	11.42	89.97	0.127	11.48	0.2	0.1	11.475	B
C-AB	57.04	57.04	141.15	0.404	57.01	0.7	0.7	10.739	B
C-A	40.32	40.32			40.32				
A-B	15.57	15.57			15.57				
A-C	70.89	70.89			70.89				

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		8.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.88	33.15
	B	9.35	0.00	36.16
	C	40.52	36.26	0.00

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.21	36.68
	B	25.25	0.00	92.89
	C	43.64	33.25	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.35	41.56
	B	16.63	0.00	74.40
	C	40.52	32.21	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.17	46.03
	B	13.51	0.00	109.93
	C	44.68	29.61	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	10.39	36.26
	B	12.47	0.00	86.76
	C	50.40	29.61	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.79	37.41
	B	21.72	0.00	90.61
	C	46.76	17.66	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	22	3
	B	0	0	6
	C	0	3	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	14	3
	B	13	0	0
	C	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	17	2
	B	0	0	0
	C	0	4	0

16:45 - 17:00

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	3
B	0	0	1
C	2	4	0

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	17	0
B	5	0	0
C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.66	15.66	1.9	C	81.79	490.76
B-A	0.28	14.59	0.4	B	16.49	98.92
C-AB	0.24	8.19	0.3	A	29.86	179.18
C-A					44.33	265.96
A-B					9.30	55.80
A-C					38.52	231.09

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36.16	36.16	170.53	0.212	35.88	0.0	0.3	7.074	A
B-A	9.35	9.35	107.94	0.087	9.26	0.0	0.1	9.112	A
C-AB	36.43	36.43	148.85	0.245	36.10	0.0	0.3	8.192	A
C-A	40.36	40.36			40.36				
A-B	12.88	12.88			12.88				
A-C	33.15	33.15			33.15				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92.89	92.89	159.26	0.583	91.77	0.3	1.4	13.630	B
B-A	25.25	25.25	91.18	0.277	24.94	0.1	0.4	14.589	B
C-AB	33.38	33.38	149.01	0.224	33.41	0.3	0.3	7.940	A
C-A	43.52	43.52			43.52				
A-B	8.21	8.21			8.21				
A-C	36.68	36.68			36.68				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74.40	74.40	164.50	0.452	74.96	1.4	0.8	10.114	B
B-A	16.63	16.63	98.83	0.168	16.80	0.4	0.2	11.988	B
C-AB	32.30	32.30	147.43	0.219	32.32	0.3	0.3	7.819	A
C-A	40.43	40.43			40.43				
A-B	9.35	9.35			9.35				
A-C	41.56	41.56			41.56				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109.93	109.93	165.33	0.665	108.89	0.8	1.9	15.661	C
B-A	13.51	13.51	78.62	0.172	13.52	0.2	0.2	13.830	B
C-AB	29.69	29.69	146.83	0.202	29.71	0.3	0.3	7.785	A
C-A	44.61	44.61			44.61				
A-B	7.17	7.17			7.17				
A-C	46.03	46.03			46.03				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86.76	86.76	168.69	0.514	87.57	1.9	1.1	11.186	B
B-A	12.47	12.47	93.87	0.133	12.52	0.2	0.2	11.072	B
C-AB	29.71	29.71	148.51	0.200	29.71	0.3	0.3	7.857	A
C-A	50.30	50.30			50.30				
A-B	10.39	10.39			10.39				
A-C	36.26	36.26			36.26				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90.61	90.61	162.74	0.557	90.45	1.1	1.2	12.573	B
B-A	21.72	21.72	96.49	0.225	21.58	0.2	0.3	12.305	B
C-AB	17.68	17.68	148.48	0.119	17.80	0.3	0.1	7.073	A
C-A	46.75	46.75			46.75				
A-B	7.79	7.79			7.79				
A-C	37.41	37.41			37.41				

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		12.55	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	28.75	58.54
	B	9.24	0.00	19.62
	C	22.21	69.44	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.85	97.26
	B	8.10	0.00	35.81
	C	37.16	86.57	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	23.87	60.20
	B	11.42	0.00	34.25
	C	25.95	118.95	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	18.68	72.55
	B	9.34	0.00	42.45
	C	43.59	71.62	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.43	70.48
	B	15.57	0.00	58.96
	C	33.73	52.94	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	15.57	70.89
	B	11.42	0.00	44.32
	C	41.42	55.95	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	13	4
	B	14	0	6
	C	0	2	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	3
	B	33	0	3
	C	6	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	3
	C	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	4	1
	B	0	0	4
	C	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	1
	B	0	0	8
	C	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.38	9.68	0.6	A	39.24	235.41
B-A	0.18	16.86	0.2	C	10.85	65.08
C-AB	0.85	32.68	5.2	D	80.60	483.60
C-A					29.32	175.93
A-B					23.03	138.15
A-C					71.65	429.93

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19.62	19.62	159.42	0.123	19.47	0.0	0.1	6.781	A
B-A	9.24	9.24	95.10	0.097	9.12	0.0	0.1	11.945	B
C-AB	70.90	70.90	141.12	0.502	69.88	0.0	1.0	12.657	B
C-A	20.75	20.75			20.75				
A-B	28.75	28.75			28.75				
A-C	58.54	58.54			58.54				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35.81	35.81	150.66	0.238	35.64	0.1	0.3	8.152	A
B-A	8.10	8.10	72.78	0.111	8.07	0.1	0.1	16.863	C
C-AB	94.23	94.23	140.72	0.670	93.17	1.0	2.1	18.934	C
C-A	29.49	29.49			29.49				
A-B	25.85	25.85			25.85				
A-C	97.26	97.26			97.26				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34.25	34.25	157.67	0.217	34.29	0.3	0.3	7.440	A
B-A	11.42	11.42	73.66	0.155	11.36	0.1	0.2	16.428	C
C-AB	132.87	132.87	155.55	0.854	129.79	2.1	5.2	32.682	D
C-A	12.03	12.03			12.03				
A-B	23.87	23.87			23.87				
A-C	60.20	60.20			60.20				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.45	42.45	158.05	0.269	42.37	0.3	0.4	7.850	A
B-A	9.34	9.34	81.86	0.114	9.42	0.2	0.1	12.437	B
C-AB	74.85	74.85	143.46	0.522	78.82	5.2	1.2	14.754	B
C-A	40.36	40.36			40.36				
A-B	18.68	18.68			18.68				
A-C	72.55	72.55			72.55				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58.96	58.96	154.17	0.382	58.70	0.4	0.6	9.675	A
B-A	15.57	15.57	88.53	0.176	15.49	0.1	0.2	12.308	B
C-AB	53.71	53.71	138.08	0.389	54.23	1.2	0.7	10.802	B
C-A	32.96	32.96			32.96				
A-B	25.43	25.43			25.43				
A-C	70.48	70.48			70.48				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44.32	44.32	157.76	0.281	44.53	0.6	0.4	8.327	A
B-A	11.42	11.42	89.97	0.127	11.48	0.2	0.1	11.475	B
C-AB	57.04	57.04	141.15	0.404	57.01	0.7	0.7	10.739	B
C-A	40.32	40.32			40.32				
A-B	15.57	15.57			15.57				
A-C	70.89	70.89			70.89				

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		8.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.88	33.15
	B	9.35	0.00	36.16
	C	40.52	36.26	0.00

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.21	36.68
	B	25.25	0.00	92.89
	C	43.64	33.25	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.35	41.56
	B	16.63	0.00	74.40
	C	40.52	32.21	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.17	46.03
	B	13.51	0.00	109.93
	C	44.68	29.61	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	10.39	36.26
	B	12.47	0.00	86.76
	C	50.40	29.61	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.79	37.41
	B	21.72	0.00	90.61
	C	46.76	17.66	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	22	3
	B	0	0	6
	C	0	3	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	14	3
	B	13	0	0
	C	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	17	2
	B	0	0	0
	C	0	4	0

16:45 - 17:00

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	3
B	0	0	1
C	2	4	0

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	17	0
B	5	0	0
C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.66	15.66	1.9	C	81.79	490.76
B-A	0.28	14.59	0.4	B	16.49	98.92
C-AB	0.24	8.19	0.3	A	29.86	179.18
C-A					44.33	265.96
A-B					9.30	55.80
A-C					38.52	231.09

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36.16	36.16	170.53	0.212	35.88	0.0	0.3	7.074	A
B-A	9.35	9.35	107.94	0.087	9.26	0.0	0.1	9.112	A
C-AB	36.43	36.43	148.85	0.245	36.10	0.0	0.3	8.192	A
C-A	40.36	40.36			40.36				
A-B	12.88	12.88			12.88				
A-C	33.15	33.15			33.15				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92.89	92.89	159.26	0.583	91.77	0.3	1.4	13.630	B
B-A	25.25	25.25	91.18	0.277	24.94	0.1	0.4	14.589	B
C-AB	33.38	33.38	149.01	0.224	33.41	0.3	0.3	7.940	A
C-A	43.52	43.52			43.52				
A-B	8.21	8.21			8.21				
A-C	36.68	36.68			36.68				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74.40	74.40	164.50	0.452	74.96	1.4	0.8	10.114	B
B-A	16.63	16.63	98.83	0.168	16.80	0.4	0.2	11.988	B
C-AB	32.30	32.30	147.43	0.219	32.32	0.3	0.3	7.819	A
C-A	40.43	40.43			40.43				
A-B	9.35	9.35			9.35				
A-C	41.56	41.56			41.56				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109.93	109.93	165.33	0.665	108.89	0.8	1.9	15.661	C
B-A	13.51	13.51	78.62	0.172	13.52	0.2	0.2	13.830	B
C-AB	29.69	29.69	146.83	0.202	29.71	0.3	0.3	7.785	A
C-A	44.61	44.61			44.61				
A-B	7.17	7.17			7.17				
A-C	46.03	46.03			46.03				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86.76	86.76	168.69	0.514	87.57	1.9	1.1	11.186	B
B-A	12.47	12.47	93.87	0.133	12.52	0.2	0.2	11.072	B
C-AB	29.71	29.71	148.51	0.200	29.71	0.3	0.3	7.857	A
C-A	50.30	50.30			50.30				
A-B	10.39	10.39			10.39				
A-C	36.26	36.26			36.26				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90.61	90.61	162.74	0.557	90.45	1.1	1.2	12.573	B
B-A	21.72	21.72	96.49	0.225	21.58	0.2	0.3	12.305	B
C-AB	17.68	17.68	148.48	0.119	17.80	0.3	0.1	7.073	A
C-A	46.75	46.75			46.75				
A-B	7.79	7.79			7.79				
A-C	37.41	37.41			37.41				

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		16.79	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	38.54	58.54
	B	19.03	0.00	24.75
	C	22.21	74.58	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.63	97.26
	B	17.88	0.00	40.95
	C	37.16	91.70	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	33.66	60.20
	B	21.21	0.00	39.39
	C	25.95	124.09	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	28.47	72.55
	B	19.13	0.00	47.59
	C	43.59	76.76	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.22	70.48
	B	25.36	0.00	64.09
	C	33.73	58.07	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.36	70.89
	B	21.21	0.00	49.46
	C	41.42	61.08	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	24	4
	B	41	0	14
	C	0	4	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	16	3
	B	57	0	8
	C	6	2	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	12	0
	B	23	0	5
	C	0	1	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	15	1
	B	27	0	6
	C	0	2	0

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	16	1
B	18	0	7
C	3	3	0

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	18	1
B	23	0	11
C	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.45	11.94	0.8	B	44.37	266.22
B-A	0.30	25.23	0.6	D	20.63	123.81
C-AB	0.91	42.63	7.3	E	87.44	524.66
C-A					27.61	165.68
A-B					32.81	196.88
A-C					71.65	429.93

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.75	24.75	158.61	0.156	24.54	0.0	0.2	7.624	A
B-A	19.03	19.03	94.82	0.201	18.68	0.0	0.3	16.649	C
C-AB	76.74	76.74	139.79	0.549	75.48	0.0	1.3	14.293	B
C-A	20.05	20.05			20.05				
A-B	38.54	38.54			38.54				
A-C	58.54	58.54			58.54				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.95	40.95	139.72	0.293	40.70	0.2	0.5	10.051	B
B-A	17.88	17.88	71.26	0.251	17.76	0.3	0.5	24.518	C
C-AB	102.38	102.38	141.66	0.723	100.91	1.3	2.7	22.520	C
C-A	26.49	26.49			26.49				
A-B	35.63	35.63			35.63				
A-C	97.26	97.26			97.26				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.39	39.39	145.53	0.271	39.44	0.5	0.4	9.074	A
B-A	21.21	21.21	71.69	0.296	21.10	0.5	0.6	25.232	D
C-AB	141.98	141.98	156.70	0.906	137.35	2.7	7.3	42.628	E
C-A	8.05	8.05			8.05				
A-B	33.66	33.66			33.66				
A-C	60.20	60.20			60.20				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47.59	47.59	147.65	0.322	47.50	0.4	0.5	9.466	A
B-A	19.13	19.13	79.55	0.240	19.30	0.6	0.4	18.577	C
C-AB	81.36	81.36	142.92	0.569	87.23	7.3	1.5	17.939	C
C-A	38.99	38.99			38.99				
A-B	28.47	28.47			28.47				
A-C	72.55	72.55			72.55				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64.09	64.09	143.73	0.446	63.75	0.5	0.8	11.944	B
B-A	25.36	25.36	84.70	0.299	25.25	0.4	0.5	18.563	C
C-AB	59.33	59.33	136.56	0.434	59.99	1.5	0.8	12.128	B
C-A	32.48	32.48			32.48				
A-B	35.22	35.22			35.22				
A-C	70.48	70.48			70.48				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49.46	49.46	148.13	0.334	49.75	0.8	0.5	9.861	A
B-A	21.21	21.21	87.94	0.241	21.33	0.5	0.4	16.143	C
C-AB	62.87	62.87	140.10	0.449	62.84	0.8	0.9	12.054	B
C-A	39.62	39.62			39.62				
A-B	25.36	25.36			25.36				
A-C	70.89	70.89			70.89				

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		11.00	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	22.67	33.15
	B	19.14	0.00	41.30
	C	40.52	41.40	0.00

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	18.00	36.68
	B	35.04	0.00	98.03
	C	43.64	38.39	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	19.14	41.56
	B	26.41	0.00	79.53
	C	40.52	37.35	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	16.96	46.03
	B	23.30	0.00	115.07
	C	44.68	34.75	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	20.18	36.26
	B	22.26	0.00	91.90
	C	50.40	34.75	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	17.58	37.41
	B	31.50	0.00	95.74
	C	46.76	22.80	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	43	3
	B	27	0	11
	C	0	8	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	41	3
	B	24	0	2
	C	0	5	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	27	0
	B	17	0	2
	C	0	5	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	46	2
	B	20	0	2
	C	0	9	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A	B	C
From	A	0	25	3
	B	21	0	3
	C	2	9	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	46	0
	B	18	0	2
	C	0	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.74	21.07	2.7	C	86.93	521.57
B-A	0.42	22.84	0.9	C	26.27	157.65
C-AB	0.28	9.13	0.4	A	35.12	210.74
C-A					44.20	265.22
A-B					19.09	114.52
A-C					38.52	231.09

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41.30	41.30	162.39	0.254	40.92	0.0	0.4	8.176	A
B-A	19.14	19.14	107.61	0.178	18.87	0.0	0.3	12.794	B
C-AB	41.74	41.74	147.03	0.284	41.32	0.0	0.4	9.125	A
C-A	40.18	40.18			40.18				
A-B	22.67	22.67			22.67				
A-C	33.15	33.15			33.15				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98.03	98.03	147.64	0.664	96.37	0.4	2.0	18.576	C
B-A	35.04	35.04	83.26	0.421	34.43	0.3	0.9	22.837	C
C-AB	38.66	38.66	147.13	0.263	38.70	0.4	0.4	8.863	A
C-A	43.36	43.36			43.36				
A-B	18.00	18.00			18.00				
A-C	36.68	36.68			36.68				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79.53	79.53	154.82	0.514	80.46	2.0	1.1	12.471	B
B-A	26.41	26.41	93.95	0.281	26.80	0.9	0.5	16.466	C
C-AB	37.57	37.57	145.48	0.258	37.58	0.4	0.4	8.765	A
C-A	40.31	40.31			40.31				
A-B	19.14	19.14			19.14				
A-C	41.56	41.56			41.56				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115.07	115.07	155.85	0.738	113.51	1.1	2.7	21.069	C
B-A	23.30	23.30	69.53	0.335	23.21	0.5	0.6	22.792	C
C-AB	34.94	34.94	144.87	0.241	34.96	0.4	0.3	8.723	A
C-A	44.49	44.49			44.49				
A-B	16.96	16.96			16.96				
A-C	46.03	46.03			46.03				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91.90	91.90	159.72	0.575	93.15	2.7	1.4	13.915	B
B-A	22.26	22.26	87.64	0.254	22.41	0.6	0.4	16.655	C
C-AB	34.99	34.99	146.66	0.239	34.99	0.3	0.3	8.815	A
C-A	50.16	50.16			50.16				
A-B	20.18	20.18			20.18				
A-C	36.26	36.26			36.26				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95.74	95.74	152.53	0.628	95.48	1.4	1.7	16.228	C
B-A	31.50	31.50	89.30	0.353	31.29	0.4	0.6	18.567	C
C-AB	22.84	22.84	146.28	0.156	22.98	0.3	0.2	7.986	A
C-A	46.71	46.71			46.71				
A-B	17.58	17.58			17.58				
A-C	37.41	37.41			37.41				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 6 (three arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 25/03/2025 16:42:47

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM
»Baseline WE, 11:15-12:45
»FB WE, 11:15-12:45
»FB+CD WE, 11:15-12:45
»FB+CD+N2T WE, 11:15-12:45

Summary of junction performance

	AM							PM							11:15-12:4				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2024																			
Stream B-C	D1	7.3	57.15	0.91	F	24.02	C	D2	4.6	36.46	0.84	E	13.23	B					
Stream B-A		1.0	108.19	0.56	F				0.4	64.05	0.26	F							
Stream C-AB		5.4	28.21	0.83	D				1.9	14.49	0.63	B							
FB WD																			
Stream B-C	D3	11.4	81.20	0.98	F	35.45	E	D4	6.5	47.57	0.90	E	17.01	C					
Stream B-A		2.6	275.87	0.96	F				0.6	108.52	0.37	F							
Stream C-AB		7.4	35.47	0.88	E				2.3	15.52	0.66	C							
FB+CD WD																			
Stream B-C	D5	11.4	81.20	0.98	F	35.45	E	D6	6.5	47.57	0.90	E	17.01	C					
Stream B-A		2.6	275.87	0.96	F				0.6	108.52	0.37	F							
Stream C-AB		7.4	35.47	0.88	E				2.3	15.52	0.66	C							
FB+CD+N2T WD																			
Stream B-C	D7	14.1	98.81	1.01	F	39.84	E	D8	7.6	55.10	0.92	F	18.92	C					
Stream B-A		2.7	300.04	0.97	F				0.8	162.75	0.48	F							
Stream C-AB		8.8	39.69	0.90	E				2.5	16.09	0.68	C							
Baseline WE																			
Stream B-C															D9	2.5	24.01	0.71	C
Stream B-A																0.5	35.13	0.32	E
Stream C-AB																1.6	14.10	0.57	B
FB WE																			
Stream B-C															D10	3.2	29.42	0.77	D
Stream B-A																0.6	45.35	0.40	E
Stream C-AB																1.8	15.05	0.60	C
FB+CD WE																			
Stream B-C															D11	3.2	29.42	0.77	D
Stream B-A																0.6	45.35	0.40	E
Stream C-AB																1.8	15.05	0.60	C
FB+CD+N2T WE																			
Stream B-C															D12	3.7	33.25	0.80	D
Stream B-A																0.7	55.05	0.45	F
Stream C-AB																2.0	15.54	0.62	C

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

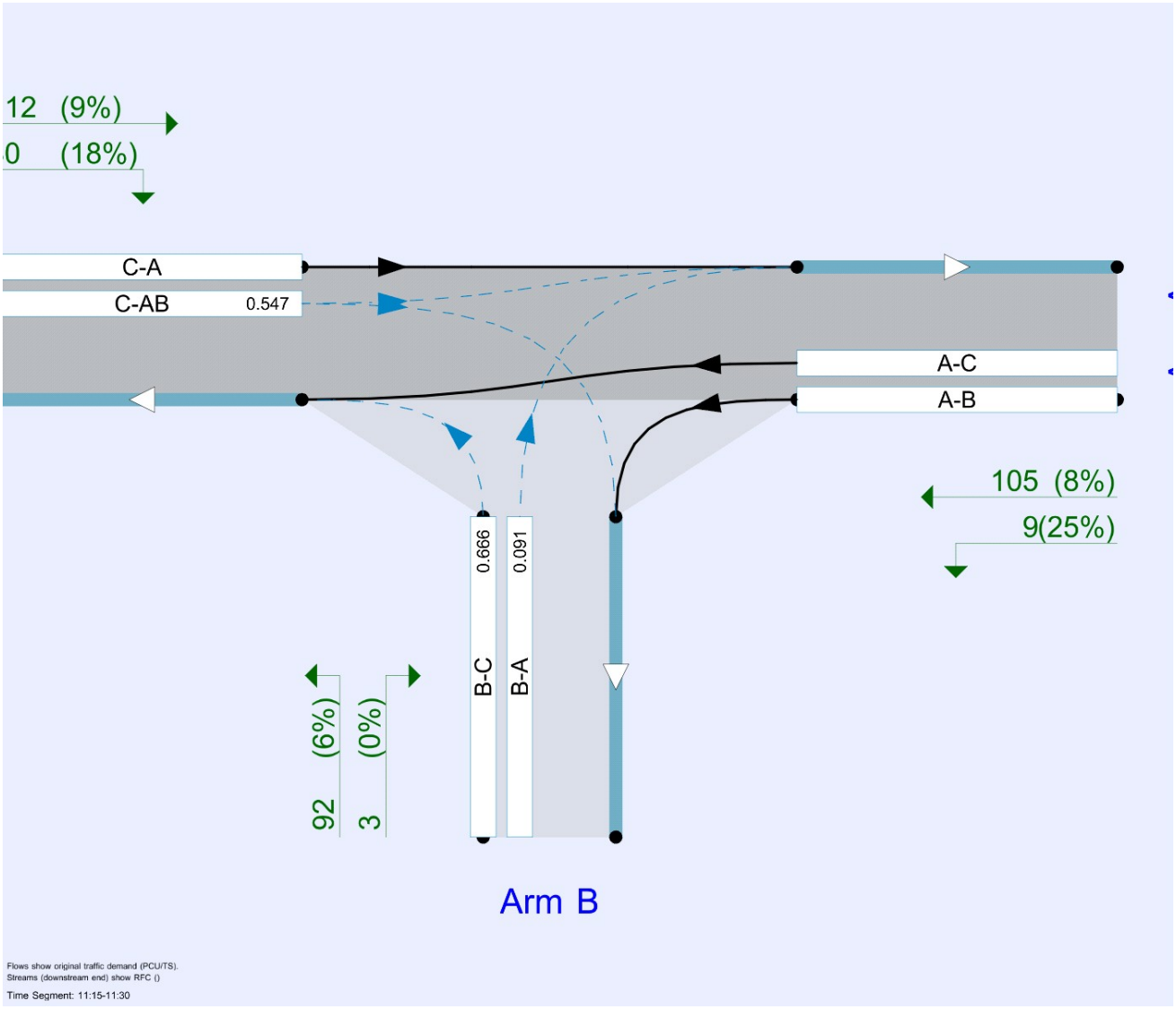
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓
D2	2024	PM	DIRECT	16:00	17:30	90	15	✓
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓
D4	FB WD	PM	DIRECT	16:00	17:30	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:00	17:30	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:00	17:30	90	15	✓
D9	Baseline WE	11:15-12:45	DIRECT	11:15	12:45	90	15	✓
D10	FB WE	11:15-12:45	DIRECT	11:15	12:45	90	15	✓
D11	FB+CD WE	11:15-12:45	DIRECT	11:15	12:45	90	15	✓
D12	FB+CD+N2T WE	11:15-12:45	DIRECT	11:15	12:45	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		24.02	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A1066 (E)		Major
B	B1077 Stuston Road (S)		Minor
C	A1066 Victoria Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.27		✓	2.31	218.0	✓	4.08

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	6.23	3.83	3.05	3.05	3.05		1.00	56	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	103.572	0.075	0.188	0.119	0.269
B-C	167.976	0.102	0.257	-	-
C-B	177.186	0.271	0.271	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.50	91.90
	B	7.00	0.00	94.40
	C	78.10	112.30	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.00	113.30
	B	4.00	0.00	87.30
	C	77.80	122.30	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.00	120.80
	B	10.00	0.00	91.50
	C	65.70	106.20	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.00	123.80
	B	7.00	0.00	94.90
	C	70.50	91.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.00	110.70
	B	7.20	0.00	102.40
	C	89.90	89.20	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.00	113.60
	B	9.00	0.00	116.10
	C	64.50	85.30	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	1
	B	0	0	7
	C	13	9	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	9
	B	0	0	9
	C	3	18	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	0	0	6
	C	5	11	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	6
	C	8	13	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	11
	C	9	10	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	12
	B	0	0	9
	C	9	16	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.91	57.15	7.3	F	97.77	586.60
B-A	0.56	108.19	1.0	F	7.37	44.20
C-AB	0.83	28.21	5.4	D	117.03	702.20
C-A					58.43	350.60
A-B					10.25	61.50
A-C					112.35	674.10

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94.40	94.40	135.25	0.698	92.12	0.0	2.3	21.336	C
B-A	7.00	7.00	32.16	0.218	6.74	0.0	0.3	35.071	E
C-AB	133.04	133.04	176.02	0.756	129.57	0.0	3.5	20.287	C
C-A	57.36	57.36			57.36				
A-B	13.50	13.50			13.50				
A-C	91.90	91.90			91.90				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87.30	87.30	133.03	0.656	87.47	2.3	2.1	21.078	C
B-A	4.00	4.00	27.88	0.143	4.09	0.3	0.2	37.972	E
C-AB	153.06	153.06	183.80	0.833	151.13	3.5	5.4	28.212	D
C-A	47.04	47.04			47.04				
A-B	8.00	8.00			8.00				
A-C	113.30	113.30			113.30				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91.50	91.50	122.64	0.746	90.66	2.1	3.0	30.444	D
B-A	10.00	10.00	27.28	0.367	9.64	0.2	0.5	50.100	F
C-AB	126.32	126.32	167.45	0.754	126.86	5.4	4.9	28.165	D
C-A	45.58	45.58			45.58				
A-B	8.00	8.00			8.00				
A-C	120.80	120.80			120.80				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94.90	94.90	126.39	0.751	94.81	3.0	3.0	29.996	D
B-A	7.00	7.00	27.28	0.257	7.17	0.5	0.4	45.111	E
C-AB	100.04	100.04	153.27	0.653	102.50	4.9	2.4	20.156	C
C-A	61.46	61.46			61.46				
A-B	14.00	14.00			14.00				
A-C	123.80	123.80			123.80				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102.40	102.40	129.76	0.789	101.99	3.0	3.4	31.910	D
B-A	7.20	7.20	25.12	0.287	7.18	0.4	0.4	50.043	F
C-AB	99.48	99.48	160.22	0.621	99.71	2.4	2.2	17.042	C
C-A	79.62	79.62			79.62				
A-B	12.00	12.00			12.00				
A-C	110.70	110.70			110.70				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116.10	116.10	127.41	0.911	112.23	3.4	7.3	57.146	F
B-A	9.00	9.00	16.19	0.556	8.39	0.4	1.0	108.190	F
C-AB	90.27	90.27	153.24	0.589	90.71	2.2	1.7	15.832	C
C-A	59.53	59.53			59.53				
A-B	6.00	6.00			6.00				
A-C	113.60	113.60			113.60				

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		13.23	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	10.70	81.80
	B	10.00	0.00	94.80
	C	98.40	69.90	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.40	71.70
	B	3.00	0.00	111.30
	C	127.00	83.90	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.00	77.50
	B	9.50	0.00	95.00
	C	123.20	76.10	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.90	84.30
	B	5.00	0.00	117.70
	C	140.40	85.10	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	11.00	72.90
	B	5.40	0.00	77.60
	C	122.80	96.80	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	16.30	65.20
	B	7.00	0.00	83.50
	C	132.60	76.70	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	3
	B	0	0	2
	C	2	8	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	3
	C	3	6	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	13	0	4
	C	3	4	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	11	4
	B	0	0	3
	C	6	6	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	3
	C	2	4	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	0	0	7
	C	2	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.84	36.46	4.6	E	96.65	579.90
B-A	0.26	64.05	0.4	F	6.65	39.90
C-AB	0.63	14.49	1.9	B	87.85	527.11
C-A					117.63	705.79
A-B					10.38	62.30
A-C					75.57	453.40

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94.80	94.80	136.74	0.693	92.65	0.0	2.1	20.003	C
B-A	10.00	10.00	40.92	0.244	9.69	0.0	0.3	28.558	D
C-AB	72.28	72.28	157.26	0.460	71.36	0.0	0.9	11.155	B
C-A	96.02	96.02			96.02				
A-B	10.70	10.70			10.70				
A-C	81.80	81.80			81.80				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111.30	111.30	145.82	0.763	110.46	2.1	3.0	25.188	D
B-A	3.00	3.00	28.89	0.104	3.19	0.3	0.1	35.247	E
C-AB	90.60	90.60	167.87	0.540	90.21	0.9	1.3	12.409	B
C-A	120.30	120.30			120.30				
A-B	8.40	8.40			8.40				
A-C	71.70	71.70			71.70				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95.00	95.00	137.72	0.690	95.59	3.0	2.4	22.079	C
B-A	9.50	9.50	37.00	0.257	9.27	0.1	0.4	34.855	D
C-AB	80.22	80.22	162.76	0.493	80.42	1.3	1.1	11.659	B
C-A	119.08	119.08			119.08				
A-B	6.00	6.00			6.00				
A-C	77.50	77.50			77.50				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	117.70	117.70	139.63	0.843	115.45	2.4	4.6	36.461	E
B-A	5.00	5.00	20.47	0.244	5.02	0.4	0.3	64.046	F
C-AB	93.10	93.10	165.90	0.561	92.82	1.1	1.4	12.798	B
C-A	132.40	132.40			132.40				
A-B	9.90	9.90			9.90				
A-C	84.30	84.30			84.30				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77.60	77.60	142.57	0.544	80.98	4.6	1.3	15.760	C
B-A	5.40	5.40	39.88	0.135	5.58	0.3	0.2	26.366	D
C-AB	110.01	110.01	175.69	0.626	109.48	1.4	1.9	14.491	B
C-A	109.59	109.59			109.59				
A-B	11.00	11.00			11.00				
A-C	72.90	72.90			72.90				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83.50	83.50	143.01	0.584	83.38	1.3	1.4	15.378	C
B-A	7.00	7.00	43.41	0.161	6.97	0.2	0.2	24.663	C
C-AB	80.90	80.90	163.39	0.495	81.71	1.9	1.1	11.591	B
C-A	128.40	128.40			128.40				
A-B	16.30	16.30			16.30				
A-C	65.20	65.20			65.20				

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		35.45	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.14	96.23
	B	7.33	0.00	98.85
	C	81.78	117.59	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.38	118.64
	B	4.19	0.00	91.41
	C	81.47	128.06	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.38	126.49
	B	10.47	0.00	95.81
	C	68.80	111.20	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.66	129.63
	B	7.33	0.00	99.37
	C	73.82	95.29	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.57	115.92
	B	7.54	0.00	107.23
	C	94.14	93.40	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.28	118.95
	B	9.42	0.00	121.57
	C	67.54	89.32	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	1
	B	0	0	7
	C	13	9	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	9
	B	0	0	9
	C	3	18	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	0	0	6
	C	5	11	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	6
	C	8	13	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	11
	C	9	10	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	12
	B	0	0	9
	C	9	16	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.98	81.20	11.4	F	102.37	614.24
B-A	0.96	275.87	2.6	F	7.71	46.28
C-AB	0.88	35.47	7.4	E	127.59	765.55
C-A					56.14	336.86
A-B					10.73	64.40
A-C					117.64	705.87

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98.85	98.85	132.86	0.744	96.06	0.0	2.8	24.602	C
B-A	7.33	7.33	27.85	0.263	6.99	0.0	0.3	42.541	E
C-AB	145.79	145.79	182.54	0.799	141.40	0.0	4.4	22.635	C
C-A	53.58	53.58			53.58				
A-B	14.14	14.14			14.14				
A-C	96.23	96.23			96.23				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91.41	91.41	130.61	0.700	91.61	2.8	2.6	24.604	C
B-A	4.19	4.19	23.53	0.178	4.30	0.3	0.2	47.043	E
C-AB	169.90	169.90	193.47	0.878	166.85	4.4	7.4	34.044	D
C-A	39.63	39.63			39.63				
A-B	8.38	8.38			8.38				
A-C	118.64	118.64			118.64				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95.81	95.81	118.23	0.810	94.35	2.6	4.1	39.907	E
B-A	10.47	10.47	21.95	0.477	9.91	0.2	0.8	71.839	F
C-AB	138.63	138.63	173.08	0.801	139.24	7.4	6.8	35.466	E
C-A	41.38	41.38			41.38				
A-B	8.38	8.38			8.38				
A-C	126.49	126.49			126.49				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99.37	99.37	122.91	0.808	99.25	4.1	4.2	39.655	E
B-A	7.33	7.33	21.38	0.343	7.55	0.8	0.6	66.144	F
C-AB	107.74	107.74	155.55	0.693	111.57	6.8	3.0	23.900	C
C-A	61.37	61.37			61.37				
A-B	14.66	14.66			14.66				
A-C	129.63	129.63			129.63				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107.23	107.23	126.61	0.847	106.67	4.2	4.7	42.278	E
B-A	7.54	7.54	19.01	0.397	7.50	0.6	0.6	77.523	F
C-AB	107.44	107.44	163.38	0.658	107.77	3.0	2.7	18.715	C
C-A	80.10	80.10			80.10				
A-B	12.57	12.57			12.57				
A-C	115.92	115.92			115.92				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	121.57	121.57	124.14	0.979	114.93	4.7	11.4	81.199	F
B-A	9.42	9.42	9.86	0.956	7.46	0.6	2.6	275.867	F
C-AB	96.07	96.07	154.14	0.623	96.70	2.7	2.0	17.233	C
C-A	60.79	60.79			60.79				
A-B	6.28	6.28			6.28				
A-C	118.95	118.95			118.95				

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		17.01	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	11.22	85.77
	B	10.49	0.00	99.41
	C	103.18	73.30	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.81	75.18
	B	3.15	0.00	116.71
	C	133.17	87.98	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.29	81.27
	B	9.96	0.00	99.62
	C	129.19	79.80	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	10.38	88.40
	B	5.24	0.00	123.42
	C	147.22	89.23	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	11.53	76.44
	B	5.66	0.00	81.37
	C	128.77	101.50	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	17.09	68.37
	B	7.34	0.00	87.56
	C	139.04	80.43	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	3
	B	0	0	2
	C	2	8	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	3
	C	3	6	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	13	0	4
	C	3	4	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	11	4
	B	0	0	3
	C	6	6	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	1
	B	0	0	3
	C	2	4	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	6	3
	B	0	0	7
	C	2	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.90	47.57	6.5	E	101.35	608.07
B-A	0.37	108.52	0.6	F	6.97	41.84
C-AB	0.66	15.52	2.3	C	94.18	565.07
C-A					121.29	727.72
A-B					10.89	65.33
A-C					79.24	475.43

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99.41	99.41	134.46	0.739	96.78	0.0	2.6	23.049	C
B-A	10.49	10.49	36.35	0.288	10.10	0.0	0.4	33.836	D
C-AB	76.55	76.55	157.56	0.486	75.52	0.0	1.0	11.658	B
C-A	99.93	99.93			99.93				
A-B	11.22	11.22			11.22				
A-C	85.77	85.77			85.77				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116.71	116.71	144.46	0.808	115.59	2.6	3.7	30.274	D
B-A	3.15	3.15	23.42	0.134	3.37	0.4	0.2	45.316	E
C-AB	97.10	97.10	170.41	0.570	96.62	1.0	1.5	13.056	B
C-A	124.05	124.05			124.05				
A-B	8.81	8.81			8.81				
A-C	75.18	75.18			75.18				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99.62	99.62	135.23	0.737	100.30	3.7	3.1	26.715	D
B-A	9.96	9.96	32.01	0.311	9.67	0.2	0.5	43.009	E
C-AB	85.44	85.44	164.09	0.521	85.67	1.5	1.3	12.263	B
C-A	123.55	123.55			123.55				
A-B	6.29	6.29			6.29				
A-C	81.27	81.27			81.27				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123.42	123.42	137.51	0.898	120.02	3.1	6.5	47.566	E
B-A	5.24	5.24	14.21	0.369	5.13	0.5	0.6	108.525	F
C-AB	100.24	100.24	168.95	0.593	99.89	1.3	1.6	13.521	B
C-A	136.22	136.22			136.22				
A-B	10.38	10.38			10.38				
A-C	88.40	88.40			88.40				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81.37	81.37	140.51	0.579	86.35	6.5	1.5	18.491	C
B-A	5.66	5.66	35.66	0.159	6.04	0.6	0.2	30.729	D
C-AB	119.58	119.58	180.87	0.661	118.91	1.6	2.3	15.525	C
C-A	110.69	110.69			110.69				
A-B	11.53	11.53			11.53				
A-C	76.44	76.44			76.44				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87.56	87.56	141.22	0.620	87.42	1.5	1.6	16.974	C
B-A	7.34	7.34	39.61	0.185	7.32	0.2	0.2	27.843	D
C-AB	86.18	86.18	164.79	0.523	87.21	2.3	1.3	12.241	B
C-A	133.29	133.29			133.29				
A-B	17.09	17.09			17.09				
A-C	68.37	68.37			68.37				

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		35.45	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.14	96.23
	B	7.33	0.00	98.85
	C	81.78	117.59	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.38	118.64
	B	4.19	0.00	91.41
	C	81.47	128.06	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.38	126.49
	B	10.47	0.00	95.81
	C	68.80	111.20	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.66	129.63
	B	7.33	0.00	99.37
	C	73.82	95.29	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.57	115.92
	B	7.54	0.00	107.23
	C	94.14	93.40	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.28	118.95
	B	9.42	0.00	121.57
	C	67.54	89.32	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	1
	B	0	0	7
	C	13	9	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	9
	B	0	0	9
	C	3	18	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	0	0	6
	C	5	11	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	6
	C	8	13	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	11
	C	9	10	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	12
	B	0	0	9
	C	9	16	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.98	81.20	11.4	F	102.37	614.24
B-A	0.96	275.87	2.6	F	7.71	46.28
C-AB	0.88	35.47	7.4	E	127.59	765.55
C-A					56.14	336.86
A-B					10.73	64.40
A-C					117.64	705.87

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98.85	98.85	132.86	0.744	96.06	0.0	2.8	24.602	C
B-A	7.33	7.33	27.85	0.263	6.99	0.0	0.3	42.541	E
C-AB	145.79	145.79	182.54	0.799	141.40	0.0	4.4	22.635	C
C-A	53.58	53.58			53.58				
A-B	14.14	14.14			14.14				
A-C	96.23	96.23			96.23				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91.41	91.41	130.61	0.700	91.61	2.8	2.6	24.604	C
B-A	4.19	4.19	23.53	0.178	4.30	0.3	0.2	47.043	E
C-AB	169.90	169.90	193.47	0.878	166.85	4.4	7.4	34.044	D
C-A	39.63	39.63			39.63				
A-B	8.38	8.38			8.38				
A-C	118.64	118.64			118.64				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95.81	95.81	118.23	0.810	94.35	2.6	4.1	39.907	E
B-A	10.47	10.47	21.95	0.477	9.91	0.2	0.8	71.839	F
C-AB	138.63	138.63	173.08	0.801	139.24	7.4	6.8	35.466	E
C-A	41.38	41.38			41.38				
A-B	8.38	8.38			8.38				
A-C	126.49	126.49			126.49				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99.37	99.37	122.91	0.808	99.25	4.1	4.2	39.655	E
B-A	7.33	7.33	21.38	0.343	7.55	0.8	0.6	66.144	F
C-AB	107.74	107.74	155.55	0.693	111.57	6.8	3.0	23.900	C
C-A	61.37	61.37			61.37				
A-B	14.66	14.66			14.66				
A-C	129.63	129.63			129.63				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107.23	107.23	126.61	0.847	106.67	4.2	4.7	42.278	E
B-A	7.54	7.54	19.01	0.397	7.50	0.6	0.6	77.523	F
C-AB	107.44	107.44	163.38	0.658	107.77	3.0	2.7	18.715	C
C-A	80.10	80.10			80.10				
A-B	12.57	12.57			12.57				
A-C	115.92	115.92			115.92				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	121.57	121.57	124.14	0.979	114.93	4.7	11.4	81.199	F
B-A	9.42	9.42	9.86	0.956	7.46	0.6	2.6	275.867	F
C-AB	96.07	96.07	154.14	0.623	96.70	2.7	2.0	17.233	C
C-A	60.79	60.79			60.79				
A-B	6.28	6.28			6.28				
A-C	118.95	118.95			118.95				

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		17.01	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	11.22	85.77
	B	10.49	0.00	99.41
	C	103.18	73.30	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.81	75.18
	B	3.15	0.00	116.71
	C	133.17	87.98	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.29	81.27
	B	9.96	0.00	99.62
	C	129.19	79.80	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	10.38	88.40
	B	5.24	0.00	123.42
	C	147.22	89.23	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	11.53	76.44
	B	5.66	0.00	81.37
	C	128.77	101.50	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	17.09	68.37
	B	7.34	0.00	87.56
	C	139.04	80.43	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	3
	B	0	0	2
	C	2	8	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	3
	C	3	6	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	13	0	4
	C	3	4	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	11	4
	B	0	0	3
	C	6	6	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	1
	B	0	0	3
	C	2	4	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	6	3
	B	0	0	7
	C	2	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.90	47.57	6.5	E	101.35	608.07
B-A	0.37	108.52	0.6	F	6.97	41.84
C-AB	0.66	15.52	2.3	C	94.18	565.07
C-A					121.29	727.72
A-B					10.89	65.33
A-C					79.24	475.43

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99.41	99.41	134.46	0.739	96.78	0.0	2.6	23.049	C
B-A	10.49	10.49	36.35	0.288	10.10	0.0	0.4	33.836	D
C-AB	76.55	76.55	157.56	0.486	75.52	0.0	1.0	11.658	B
C-A	99.93	99.93			99.93				
A-B	11.22	11.22			11.22				
A-C	85.77	85.77			85.77				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116.71	116.71	144.46	0.808	115.59	2.6	3.7	30.274	D
B-A	3.15	3.15	23.42	0.134	3.37	0.4	0.2	45.316	E
C-AB	97.10	97.10	170.41	0.570	96.62	1.0	1.5	13.056	B
C-A	124.05	124.05			124.05				
A-B	8.81	8.81			8.81				
A-C	75.18	75.18			75.18				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99.62	99.62	135.23	0.737	100.30	3.7	3.1	26.715	D
B-A	9.96	9.96	32.01	0.311	9.67	0.2	0.5	43.009	E
C-AB	85.44	85.44	164.09	0.521	85.67	1.5	1.3	12.263	B
C-A	123.55	123.55			123.55				
A-B	6.29	6.29			6.29				
A-C	81.27	81.27			81.27				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123.42	123.42	137.51	0.898	120.02	3.1	6.5	47.566	E
B-A	5.24	5.24	14.21	0.369	5.13	0.5	0.6	108.525	F
C-AB	100.24	100.24	168.95	0.593	99.89	1.3	1.6	13.521	B
C-A	136.22	136.22			136.22				
A-B	10.38	10.38			10.38				
A-C	88.40	88.40			88.40				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81.37	81.37	140.51	0.579	86.35	6.5	1.5	18.491	C
B-A	5.66	5.66	35.66	0.159	6.04	0.6	0.2	30.729	D
C-AB	119.58	119.58	180.87	0.661	118.91	1.6	2.3	15.525	C
C-A	110.69	110.69			110.69				
A-B	11.53	11.53			11.53				
A-C	76.44	76.44			76.44				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87.56	87.56	141.22	0.620	87.42	1.5	1.6	16.974	C
B-A	7.34	7.34	39.61	0.185	7.32	0.2	0.2	27.843	D
C-AB	86.18	86.18	164.79	0.523	87.21	2.3	1.3	12.241	B
C-A	133.29	133.29			133.29				
A-B	17.09	17.09			17.09				
A-C	68.37	68.37			68.37				

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		39.84	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.14	107.59
	B	7.33	0.00	98.85
	C	93.14	117.59	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.38	130.00
	B	4.19	0.00	91.41
	C	92.82	128.06	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.38	137.85
	B	10.47	0.00	95.81
	C	80.15	111.20	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.66	140.99
	B	7.33	0.00	99.37
	C	85.18	95.29	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.57	127.27
	B	7.54	0.00	107.23
	C	105.49	93.40	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.28	130.31
	B	9.42	0.00	121.57
	C	78.90	89.32	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	5
	B	0	0	7
	C	18	9	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	12
	B	0	0	9
	C	7	18	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	10
	B	0	0	6
	C	10	11	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	6
	C	13	13	0

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	6
B	0	0	11
C	13	10	0

09:00 - 09:15

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	15
B	0	0	9
C	14	16	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	1.01	98.81	14.1	F	102.37	614.24
B-A	0.97	300.04	2.7	F	7.71	46.28
C-AB	0.90	39.69	8.8	E	133.42	800.50
C-A					61.68	370.06
A-B					10.73	64.40
A-C					129.00	774.02

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98.85	98.85	129.03	0.766	95.77	0.0	3.1	26.920	D
B-A	7.33	7.33	24.56	0.298	6.94	0.0	0.4	50.094	F
C-AB	153.09	153.09	187.67	0.816	148.11	0.0	5.0	23.680	C
C-A	57.64	57.64			57.64				
A-B	14.14	14.14			14.14				
A-C	107.59	107.59			107.59				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91.41	91.41	126.82	0.721	91.61	3.1	2.9	27.250	D
B-A	4.19	4.19	20.24	0.207	4.30	0.4	0.3	56.881	F
C-AB	180.76	180.76	201.69	0.896	176.96	5.0	8.8	36.885	E
C-A	40.13	40.13			40.13				
A-B	8.38	8.38			8.38				
A-C	130.00	130.00			130.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95.81	95.81	112.85	0.849	93.74	2.9	5.0	48.454	E
B-A	10.47	10.47	18.21	0.575	9.67	0.3	1.1	98.272	F
C-AB	146.56	146.56	178.70	0.820	147.14	8.8	8.2	39.693	E
C-A	44.80	44.80			44.80				
A-B	8.38	8.38			8.38				
A-C	137.85	137.85			137.85				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99.37	99.37	118.17	0.841	99.21	5.0	5.1	48.885	E
B-A	7.33	7.33	17.29	0.424	7.58	1.1	0.8	95.137	F
C-AB	111.24	111.24	157.45	0.707	116.06	8.2	3.4	26.381	D
C-A	69.23	69.23			69.23				
A-B	14.66	14.66			14.66				
A-C	140.99	140.99			140.99				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107.23	107.23	122.03	0.879	106.55	5.1	5.8	51.973	F
B-A	7.54	7.54	14.99	0.503	7.46	0.8	0.9	117.044	F
C-AB	110.82	110.82	164.87	0.672	111.23	3.4	3.0	19.651	C
C-A	88.08	88.08			88.08				
A-B	12.57	12.57			12.57				
A-C	127.27	127.27			127.27				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	121.57	121.57	120.09	1.012	113.26	5.8	14.1	98.812	F
B-A	9.42	9.42	9.74	0.968	7.60	0.9	2.7	300.043	F
C-AB	98.04	98.04	154.06	0.636	98.79	3.0	2.2	18.051	C
C-A	70.18	70.18			70.18				
A-B	6.28	6.28			6.28				
A-C	130.31	130.31			130.31				

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		18.92	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	11.22	97.13
	B	10.49	0.00	99.41
	C	114.54	73.30	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.81	86.54
	B	3.15	0.00	116.71
	C	144.53	87.98	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.29	92.62
	B	9.96	0.00	99.62
	C	140.54	79.80	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	10.38	99.75
	B	5.24	0.00	123.42
	C	158.58	89.23	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	11.53	87.80
	B	5.66	0.00	81.37
	C	140.12	101.50	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	17.09	79.73
	B	7.34	0.00	87.56
	C	150.40	80.43	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	7
	B	0	0	2
	C	6	8	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	13
	B	0	0	3
	C	6	6	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	9
	B	13	0	4
	C	6	4	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	11	8
	B	0	0	3
	C	9	6	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	6
	B	0	0	3
	C	5	4	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	6	9
	B	0	0	7
	C	4	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.92	55.10	7.6	F	101.35	608.07
B-A	0.48	162.75	0.8	F	6.97	41.84
C-AB	0.68	16.09	2.5	C	95.93	575.60
C-A					130.89	785.35
A-B					10.89	65.33
A-C					90.60	543.58

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99.41	99.41	130.74	0.760	96.52	0.0	2.9	25.127	D
B-A	10.49	10.49	32.78	0.320	10.04	0.0	0.4	38.910	E
C-AB	77.28	77.28	155.82	0.496	76.20	0.0	1.1	12.023	B
C-A	110.55	110.55			110.55				
A-B	11.22	11.22			11.22				
A-C	97.13	97.13			97.13				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116.71	116.71	141.22	0.826	115.46	2.9	4.1	33.506	D
B-A	3.15	3.15	20.09	0.157	3.39	0.4	0.2	54.570	F
C-AB	98.88	98.88	169.99	0.582	98.36	1.1	1.6	13.474	B
C-A	133.62	133.62			133.62				
A-B	8.81	8.81			8.81				
A-C	86.54	86.54			86.54				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99.62	99.62	131.26	0.759	100.28	4.1	3.5	30.156	D
B-A	9.96	9.96	28.30	0.352	9.62	0.2	0.5	51.131	F
C-AB	86.57	86.57	162.98	0.531	86.82	1.6	1.4	12.680	B
C-A	133.77	133.77			133.77				
A-B	6.29	6.29			6.29				
A-C	92.62	92.62			92.62				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123.42	123.42	133.79	0.922	119.33	3.5	7.6	55.103	F
B-A	5.24	5.24	10.88	0.482	4.95	0.5	0.8	162.750	F
C-AB	102.35	102.35	168.90	0.606	101.96	1.4	1.7	13.975	B
C-A	145.47	145.47			145.47				
A-B	10.38	10.38			10.38				
A-C	99.75	99.75			99.75				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81.37	81.37	136.61	0.596	87.34	7.6	1.6	20.804	C
B-A	5.66	5.66	31.88	0.178	6.27	0.8	0.2	35.853	E
C-AB	123.22	123.22	182.50	0.675	122.46	1.7	2.5	16.088	C
C-A	118.41	118.41			118.41				
A-B	11.53	11.53			11.53				
A-C	87.80	87.80			87.80				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87.56	87.56	137.67	0.636	87.42	1.6	1.7	18.135	C
B-A	7.34	7.34	36.10	0.203	7.32	0.2	0.2	31.237	D
C-AB	87.29	87.29	163.85	0.533	88.45	2.5	1.3	12.687	B
C-A	143.53	143.53			143.53				
A-B	17.09	17.09			17.09				
A-C	79.73	79.73			79.73				

Baseline WE, 11:15-12:45

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		9.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	Baseline WE	11:15-12:45	DIRECT	11:15	12:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

11:15 - 11:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.50	89.00
	B	3.00	0.00	86.90
	C	95.80	75.90	0.00

11:30 - 11:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.00	91.40
	B	1.00	0.00	96.70
	C	88.00	80.20	0.00

11:45 - 12:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.00	113.80
	B	3.00	0.00	93.00
	C	112.30	47.90	0.00

12:00 - 12:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.40	86.80
	B	7.00	0.00	78.00
	C	96.90	85.40	0.00

12:15 - 12:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.00	72.90
	B	12.00	0.00	96.40
	C	91.20	87.90	0.00

12:30 - 12:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.00	82.40
	B	4.00	0.00	85.40
	C	83.40	83.30	0.00

Vehicle Mix

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	25	4
	B	0	0	6
	C	4	18	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	11
	B	0	0	8
	C	0	7	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	20	4
	B	0	0	5
	C	5	15	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	9
	C	6	10	0

Heavy Vehicle Percentages

12:15 - 12:30

		To		
		A	B	C
From	A	0	20	5
	B	0	0	10
	C	8	8	0

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	4
	C	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.71	24.01	2.5	C	89.40	536.40
B-A	0.32	35.13	0.5	E	5.00	30.00
C-AB	0.57	14.10	1.6	B	81.75	490.53
C-A					89.61	537.67
A-B					8.98	53.90
A-C					89.38	536.30

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86.90	86.90	141.93	0.612	85.30	0.0	1.6	16.479	C
B-A	3.00	3.00	42.44	0.071	2.93	0.0	0.1	22.737	C
C-AB	80.39	80.39	159.65	0.504	79.17	0.0	1.2	12.925	B
C-A	91.31	91.31			91.31				
A-B	8.50	8.50			8.50				
A-C	89.00	89.00			89.00				

11:30 - 11:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96.70	96.70	143.08	0.676	96.22	1.6	2.1	20.070	C
B-A	1.00	1.00	36.22	0.028	1.04	0.1	0.0	25.618	D
C-AB	86.04	86.04	161.47	0.533	85.87	1.2	1.4	13.925	B
C-A	82.16	82.16			82.16				
A-B	6.00	6.00			6.00				
A-C	91.40	91.40			91.40				

11:45 - 12:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93.00	93.00	135.87	0.684	92.82	2.1	2.3	22.781	C
B-A	3.00	3.00	37.09	0.081	2.94	0.0	0.1	26.316	D
C-AB	48.39	48.39	145.67	0.332	49.23	1.4	0.5	10.042	B
C-A	111.81	111.81			111.81				
A-B	6.00	6.00			6.00				
A-C	113.80	113.80			113.80				

12:00 - 12:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78.00	78.00	137.90	0.566	78.86	2.3	1.4	16.057	C
B-A	7.00	7.00	42.54	0.165	6.89	0.1	0.2	25.178	D
C-AB	92.85	92.85	163.40	0.568	91.85	0.5	1.6	14.096	B
C-A	89.45	89.45			89.45				
A-B	12.40	12.40			12.40				
A-C	86.80	86.80			86.80				

12:15 - 12:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96.40	96.40	134.92	0.714	95.30	1.4	2.5	24.012	C
B-A	12.00	12.00	37.10	0.323	11.74	0.2	0.5	35.134	E
C-AB	94.36	94.36	166.11	0.568	94.37	1.6	1.5	13.825	B
C-A	84.74	84.74			84.74				
A-B	9.00	9.00			9.00				
A-C	72.90	72.90			72.90				

12:30 - 12:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85.40	85.40	141.94	0.602	86.13	2.5	1.8	18.249	C
B-A	4.00	4.00	42.35	0.094	4.35	0.5	0.1	23.877	C
C-AB	88.50	88.50	161.14	0.549	88.60	1.5	1.4	13.589	B
C-A	78.20	78.20			78.20				
A-B	12.00	12.00			12.00				
A-C	82.40	82.40			82.40				

FB WE, 11:15-12:45

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		11.29	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	FB WE	11:15-12:45	DIRECT	11:15	12:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

11:15 - 11:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.95	93.72
	B	3.16	0.00	91.51
	C	100.88	79.92	0.00

11:30 - 11:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.32	96.25
	B	1.05	0.00	101.83
	C	92.67	84.45	0.00

11:45 - 12:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.32	119.83
	B	3.16	0.00	97.93
	C	118.25	50.44	0.00

12:00 - 12:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.06	91.40
	B	7.37	0.00	82.14
	C	102.04	89.93	0.00

12:15 - 12:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.48	76.76
	B	12.64	0.00	101.51
	C	96.03	92.56	0.00

12:30 - 12:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.64	86.77
	B	4.21	0.00	89.93
	C	87.82	87.72	0.00

Vehicle Mix

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	25	4
	B	0	0	6
	C	4	18	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	11
	B	0	0	8
	C	0	7	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	20	4
	B	0	0	5
	C	5	15	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	9
	C	6	10	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	20	5
	B	0	0	10
	C	8	8	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	4
	C	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.77	29.42	3.2	D	94.14	564.84
B-A	0.40	45.35	0.6	E	5.27	31.59
C-AB	0.60	15.05	1.8	C	87.81	526.88
C-A					92.64	555.83
A-B					9.46	56.76
A-C					94.12	564.73

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91.51	91.51	140.40	0.652	89.63	0.0	1.9	18.252	C
B-A	3.16	3.16	38.16	0.083	3.07	0.0	0.1	25.588	D
C-AB	86.13	86.13	160.93	0.535	84.73	0.0	1.4	13.596	B
C-A	94.67	94.67			94.67				
A-B	8.95	8.95			8.95				
A-C	93.72	93.72			93.72				

11:30 - 11:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101.83	101.83	141.71	0.719	101.20	1.9	2.5	23.012	C
B-A	1.05	1.05	31.09	0.034	1.10	0.1	0.0	30.060	D
C-AB	92.61	92.61	163.45	0.567	92.39	1.4	1.6	14.890	B
C-A	84.51	84.51			84.51				
A-B	6.32	6.32			6.32				
A-C	96.25	96.25			96.25				

11:45 - 12:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97.93	97.93	134.01	0.731	97.64	2.5	2.8	26.973	D
B-A	3.16	3.16	31.58	0.100	3.09	0.0	0.1	31.512	D
C-AB	51.14	51.14	144.30	0.354	52.16	1.6	0.6	10.488	B
C-A	117.56	117.56			117.56				
A-B	6.32	6.32			6.32				
A-C	119.83	119.83			119.83				

12:00 - 12:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	82.14	82.14	135.66	0.605	83.28	2.8	1.7	18.126	C
B-A	7.37	7.37	38.33	0.192	7.25	0.1	0.2	28.846	D
C-AB	100.36	100.36	166.13	0.604	99.14	0.6	1.8	15.046	C
C-A	91.60	91.60			91.60				
A-B	13.06	13.06			13.06				
A-C	91.40	91.40			91.40				

12:15 - 12:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101.51	101.51	131.57	0.772	99.93	1.7	3.2	29.419	D
B-A	12.64	12.64	31.74	0.398	12.25	0.2	0.6	45.346	E
C-AB	101.56	101.56	168.43	0.603	101.58	1.8	1.8	14.860	B
C-A	87.03	87.03			87.03				
A-B	9.48	9.48			9.48				
A-C	76.76	76.76			76.76				

12:30 - 12:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89.93	89.93	140.14	0.642	91.02	3.2	2.1	21.065	C
B-A	4.21	4.21	37.75	0.112	4.69	0.6	0.1	27.580	D
C-AB	95.08	95.08	162.95	0.583	95.19	1.8	1.7	14.654	B
C-A	80.46	80.46			80.46				
A-B	12.64	12.64			12.64				
A-C	86.77	86.77			86.77				

FB+CD WE, 11:15-12:45

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		11.29	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	FB+CD WE	11:15-12:45	DIRECT	11:15	12:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

11:15 - 11:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.95	93.72
	B	3.16	0.00	91.51
	C	100.88	79.92	0.00

11:30 - 11:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.32	96.25
	B	1.05	0.00	101.83
	C	92.67	84.45	0.00

11:45 - 12:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.32	119.83
	B	3.16	0.00	97.93
	C	118.25	50.44	0.00

12:00 - 12:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.06	91.40
	B	7.37	0.00	82.14
	C	102.04	89.93	0.00

12:15 - 12:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.48	76.76
	B	12.64	0.00	101.51
	C	96.03	92.56	0.00

12:30 - 12:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.64	86.77
	B	4.21	0.00	89.93
	C	87.82	87.72	0.00

Vehicle Mix

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	25	4
	B	0	0	6
	C	4	18	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	11
	B	0	0	8
	C	0	7	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	20	4
	B	0	0	5
	C	5	15	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	9
	C	6	10	0

Heavy Vehicle Percentages

12:15 - 12:30

		To		
		A	B	C
From	A	0	20	5
	B	0	0	10
	C	8	8	0

Heavy Vehicle Percentages

12:30 - 12:45

		To		
		A	B	C
From	A	0	0	5
	B	0	0	4
	C	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.77	29.42	3.2	D	94.14	564.84
B-A	0.40	45.35	0.6	E	5.27	31.59
C-AB	0.60	15.05	1.8	C	87.81	526.88
C-A					92.64	555.83
A-B					9.46	56.76
A-C					94.12	564.73

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91.51	91.51	140.40	0.652	89.63	0.0	1.9	18.252	C
B-A	3.16	3.16	38.16	0.083	3.07	0.0	0.1	25.588	D
C-AB	86.13	86.13	160.93	0.535	84.73	0.0	1.4	13.596	B
C-A	94.67	94.67			94.67				
A-B	8.95	8.95			8.95				
A-C	93.72	93.72			93.72				

11:30 - 11:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101.83	101.83	141.71	0.719	101.20	1.9	2.5	23.012	C
B-A	1.05	1.05	31.09	0.034	1.10	0.1	0.0	30.060	D
C-AB	92.61	92.61	163.45	0.567	92.39	1.4	1.6	14.890	B
C-A	84.51	84.51			84.51				
A-B	6.32	6.32			6.32				
A-C	96.25	96.25			96.25				

11:45 - 12:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97.93	97.93	134.01	0.731	97.64	2.5	2.8	26.973	D
B-A	3.16	3.16	31.58	0.100	3.09	0.0	0.1	31.512	D
C-AB	51.14	51.14	144.30	0.354	52.16	1.6	0.6	10.488	B
C-A	117.56	117.56			117.56				
A-B	6.32	6.32			6.32				
A-C	119.83	119.83			119.83				

12:00 - 12:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	82.14	82.14	135.66	0.605	83.28	2.8	1.7	18.126	C
B-A	7.37	7.37	38.33	0.192	7.25	0.1	0.2	28.846	D
C-AB	100.36	100.36	166.13	0.604	99.14	0.6	1.8	15.046	C
C-A	91.60	91.60			91.60				
A-B	13.06	13.06			13.06				
A-C	91.40	91.40			91.40				

12:15 - 12:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101.51	101.51	131.57	0.772	99.93	1.7	3.2	29.419	D
B-A	12.64	12.64	31.74	0.398	12.25	0.2	0.6	45.346	E
C-AB	101.56	101.56	168.43	0.603	101.58	1.8	1.8	14.860	B
C-A	87.03	87.03			87.03				
A-B	9.48	9.48			9.48				
A-C	76.76	76.76			76.76				

12:30 - 12:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89.93	89.93	140.14	0.642	91.02	3.2	2.1	21.065	C
B-A	4.21	4.21	37.75	0.112	4.69	0.6	0.1	27.580	D
C-AB	95.08	95.08	162.95	0.583	95.19	1.8	1.7	14.654	B
C-A	80.46	80.46			80.46				
A-B	12.64	12.64			12.64				
A-C	86.77	86.77			86.77				

FB+CD+N2T WE, 11:15-12:45

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		11.84	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	FB+CD+N2T WE	11:15-12:45	DIRECT	11:15	12:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

11:15 - 11:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.95	105.08
	B	3.16	0.00	91.51
	C	112.24	79.92	0.00

11:30 - 11:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.32	107.60
	B	1.05	0.00	101.83
	C	104.02	84.45	0.00

11:45 - 12:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.32	131.19
	B	3.16	0.00	97.93
	C	129.61	50.44	0.00

12:00 - 12:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.06	102.76
	B	7.37	0.00	82.14
	C	113.40	89.93	0.00

12:15 - 12:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.48	88.12
	B	12.64	0.00	101.51
	C	107.39	92.56	0.00

12:30 - 12:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.64	98.13
	B	4.21	0.00	89.93
	C	99.18	87.72	0.00

Vehicle Mix

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	25	8
	B	0	0	6
	C	9	18	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	15
	B	0	0	8
	C	5	7	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	20	8
	B	0	0	5
	C	9	15	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	0	0	9
	C	10	10	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	20	10
	B	0	0	10
	C	12	8	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	10
	B	0	0	4
	C	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.80	33.25	3.7	D	94.14	564.84
B-A	0.45	55.05	0.7	F	5.27	31.59
C-AB	0.62	15.54	2.0	C	89.43	536.59
C-A					102.38	614.27
A-B					9.46	56.76
A-C					105.48	632.88

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91.51	91.51	137.31	0.666	89.51	0.0	2.0	19.317	C
B-A	3.16	3.16	34.78	0.091	3.06	0.0	0.1	28.286	D
C-AB	87.51	87.51	160.12	0.547	86.02	0.0	1.5	14.004	B
C-A	104.66	104.66			104.66				
A-B	8.95	8.95			8.95				
A-C	105.08	105.08			105.08				

11:30 - 11:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101.83	101.83	138.73	0.734	101.14	2.0	2.7	24.687	C
B-A	1.05	1.05	27.73	0.038	1.11	0.1	0.0	33.867	D
C-AB	94.54	94.54	163.28	0.579	94.29	1.5	1.7	15.417	C
C-A	93.93	93.93			93.93				
A-B	6.32	6.32			6.32				
A-C	107.60	107.60			107.60				

11:45 - 12:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97.93	97.93	130.93	0.748	97.57	2.7	3.0	29.387	D
B-A	3.16	3.16	28.06	0.113	3.08	0.0	0.1	35.918	E
C-AB	51.29	51.29	141.90	0.361	52.40	1.7	0.6	10.842	B
C-A	128.76	128.76			128.76				
A-B	6.32	6.32			6.32				
A-C	131.19	131.19			131.19				

12:00 - 12:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	82.14	82.14	132.11	0.622	83.39	3.0	1.8	19.520	C
B-A	7.37	7.37	34.80	0.212	7.24	0.1	0.3	32.491	D
C-AB	102.71	102.71	166.29	0.618	101.37	0.6	2.0	15.539	C
C-A	100.61	100.61			100.61				
A-B	13.06	13.06			13.06				
A-C	102.76	102.76			102.76				

12:15 - 12:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101.51	101.51	127.16	0.798	99.63	1.8	3.7	33.252	D
B-A	12.64	12.64	28.07	0.450	12.15	0.3	0.7	55.050	F
C-AB	103.64	103.64	168.40	0.615	103.65	2.0	1.9	15.420	C
C-A	96.32	96.32			96.32				
A-B	9.48	9.48			9.48				
A-C	88.12	88.12			88.12				

12:30 - 12:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89.93	89.93	136.77	0.658	91.27	3.7	2.3	22.958	C
B-A	4.21	4.21	34.14	0.123	4.80	0.7	0.1	31.227	D
C-AB	96.91	96.91	162.77	0.595	97.03	1.9	1.8	15.220	C
C-A	89.99	89.99			89.99				
A-B	12.64	12.64			12.64				
A-C	98.13	98.13			98.13				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 6 (three arm)_V3_WITHREDUCEDFLOWS.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\1 Reduced Flow Models
Report generation date: 09/04/2025 14:46:34

»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM
»FB+CD+N2T WE, 11:15-12:45

Summary of junction performance

	AM							PM							11:15-12:4				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
FB+CD+N2T WD																			
Stream B-C	D7	12.6	89.08	1.00	F	37.39	E	D8	7.0	51.07	0.91	F	17.85	C					
Stream B-A		2.6	286.71	0.96	F				0.7	130.79	0.42	F							
Stream C-AB		8.1	37.44	0.89	E				2.4	15.80	0.67	C							
FB+CD+N2T WE																			
Stream B-C															D12	3.4	31.20	0.78	D
Stream B-A																0.7	49.76	0.42	E
Stream C-AB																1.9	15.29	0.61	C

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

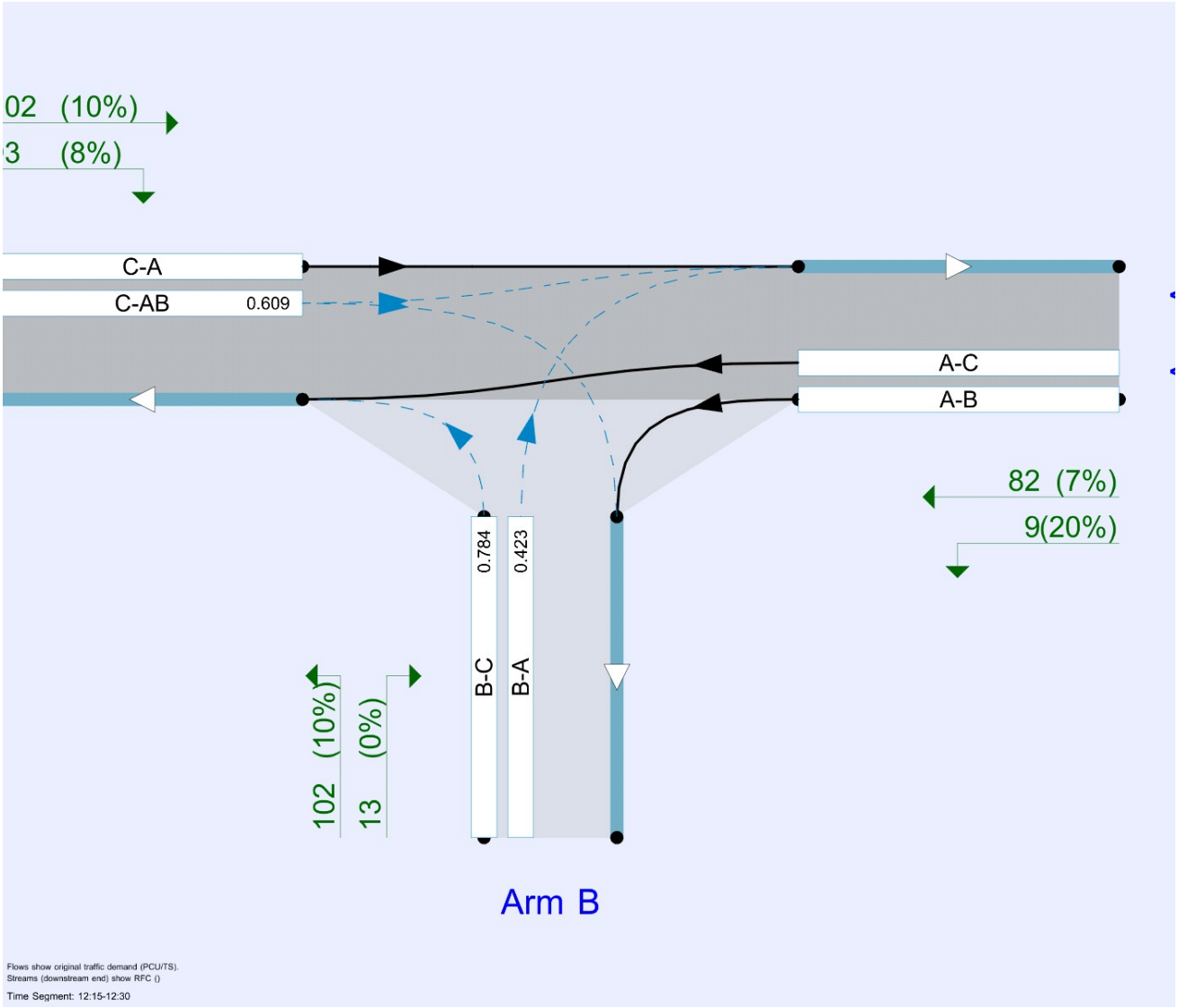
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:00	17:30	90	15	✓
D12	FB+CD+N2T WE	11:15-12:45	DIRECT	11:15	12:45	90	15	✓

Analysis Set Details

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

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		37.39	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A1066 (E)		Major
B	B1077 Stuston Road (S)		Minor
C	A1066 Victoria Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.27		✓	2.31	218.0	✓	4.08

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	6.23	3.83	3.05	3.05	3.05		1.00	56	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	103.572	0.075	0.188	0.119	0.269
B-C	167.976	0.102	0.257	-	-
C-B	177.186	0.271	0.271	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.14	101.91
	B	7.33	0.00	98.85
	C	87.46	117.59	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.38	124.32
	B	4.19	0.00	91.41
	C	87.15	128.06	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.38	132.17
	B	10.47	0.00	95.81
	C	74.48	111.20	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.66	135.31
	B	7.33	0.00	99.37
	C	79.50	95.29	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.57	121.60
	B	7.54	0.00	107.23
	C	99.82	93.40	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.28	124.63
	B	9.42	0.00	121.57
	C	73.22	89.32	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	3
	B	0	0	7
	C	16	9	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	11
	B	0	0	9
	C	5	18	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	9
	B	0	0	6
	C	8	11	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	0	0	6
	C	10	13	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	11
	C	11	10	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	14
	B	0	0	9
	C	11	16	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	1.00	89.08	12.6	F	102.37	614.24
B-A	0.96	286.71	2.6	F	7.71	46.28
C-AB	0.89	37.44	8.1	E	130.38	782.29
C-A					59.03	354.20
A-B					10.73	64.40
A-C					123.32	739.94

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98.85	98.85	130.97	0.755	95.92	0.0	2.9	25.701	D
B-A	7.33	7.33	26.20	0.280	6.97	0.0	0.4	46.032	E
C-AB	149.29	149.29	184.96	0.807	144.62	0.0	4.7	23.145	C
C-A	55.76	55.76			55.76				
A-B	14.14	14.14			14.14				
A-C	101.91	101.91			101.91				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91.41	91.41	128.75	0.710	91.61	2.9	2.7	25.837	D
B-A	4.19	4.19	21.88	0.191	4.30	0.4	0.3	51.508	F
C-AB	175.10	175.10	197.39	0.887	171.71	4.7	8.1	35.394	E
C-A	40.11	40.11			40.11				
A-B	8.38	8.38			8.38				
A-C	124.32	124.32			124.32				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95.81	95.81	115.64	0.829	94.09	2.7	4.4	43.713	E
B-A	10.47	10.47	20.09	0.521	9.81	0.3	0.9	83.151	F
C-AB	142.42	142.42	175.74	0.810	143.02	8.1	7.5	37.436	E
C-A	43.26	43.26			43.26				
A-B	8.38	8.38			8.38				
A-C	132.17	132.17			132.17				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99.37	99.37	120.64	0.824	99.23	4.4	4.6	43.638	E
B-A	7.33	7.33	19.37	0.378	7.57	0.9	0.7	77.829	F
C-AB	109.41	109.41	156.40	0.700	113.70	7.5	3.2	25.052	D
C-A	65.38	65.38			65.38				
A-B	14.66	14.66			14.66				
A-C	135.31	135.31			135.31				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107.23	107.23	124.42	0.862	106.62	4.6	5.2	46.456	E
B-A	7.54	7.54	17.04	0.442	7.48	0.7	0.7	92.964	F
C-AB	109.06	109.06	164.05	0.665	109.42	3.2	2.8	19.169	C
C-A	84.16	84.16			84.16				
A-B	12.57	12.57			12.57				
A-C	121.60	121.60			121.60				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	121.57	121.57	122.17	0.995	114.16	5.2	12.6	89.082	F
B-A	9.42	9.42	9.78	0.963	7.51	0.7	2.6	286.709	F
C-AB	97.01	97.01	154.05	0.630	97.70	2.8	2.1	17.631	C
C-A	65.53	65.53			65.53				
A-B	6.28	6.28			6.28				
A-C	124.63	124.63			124.63				

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		17.85	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	11.22	91.45
	B	10.49	0.00	99.41
	C	108.86	73.30	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.81	80.86
	B	3.15	0.00	116.71
	C	138.85	87.98	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.29	86.94
	B	9.96	0.00	99.62
	C	134.86	79.80	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	10.38	94.07
	B	5.24	0.00	123.42
	C	152.90	89.23	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	11.53	82.12
	B	5.66	0.00	81.37
	C	134.45	101.50	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	17.09	74.05
	B	7.34	0.00	87.56
	C	144.72	80.43	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	5
	B	0	0	2
	C	4	8	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	10
	B	0	0	3
	C	5	6	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	13	0	4
	C	5	4	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	11	6
	B	0	0	3
	C	8	6	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	4
	B	0	0	3
	C	3	4	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	6	6
	B	0	0	7
	C	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.91	51.07	7.0	F	101.35	608.07
B-A	0.42	130.79	0.7	F	6.97	41.84
C-AB	0.67	15.80	2.4	C	95.02	570.13
C-A					126.12	756.74
A-B					10.89	65.33
A-C					84.92	509.50

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99.41	99.41	132.62	0.750	96.66	0.0	2.7	24.039	C
B-A	10.49	10.49	34.56	0.303	10.07	0.0	0.4	36.205	E
C-AB	76.90	76.90	156.67	0.491	75.85	0.0	1.1	11.838	B
C-A	105.25	105.25			105.25				
A-B	11.22	11.22			11.22				
A-C	91.45	91.45			91.45				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116.71	116.71	142.85	0.817	115.53	2.7	3.9	31.813	D
B-A	3.15	3.15	21.74	0.145	3.38	0.4	0.2	49.537	E
C-AB	97.96	97.96	170.15	0.576	97.46	1.1	1.6	13.263	B
C-A	128.87	128.87			128.87				
A-B	8.81	8.81			8.81				
A-C	80.86	80.86			80.86				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99.62	99.62	133.27	0.747	100.30	3.9	3.2	28.315	D
B-A	9.96	9.96	30.16	0.330	9.65	0.2	0.5	46.718	E
C-AB	85.98	85.98	163.50	0.526	86.22	1.6	1.3	12.471	B
C-A	128.68	128.68			128.68				
A-B	6.29	6.29			6.29				
A-C	86.94	86.94			86.94				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123.42	123.42	135.68	0.910	119.70	3.2	7.0	51.071	F
B-A	5.24	5.24	12.54	0.418	5.06	0.5	0.7	130.794	F
C-AB	101.25	101.25	168.88	0.600	100.89	1.3	1.7	13.747	B
C-A	140.88	140.88			140.88				
A-B	10.38	10.38			10.38				
A-C	94.07	94.07			94.07				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81.37	81.37	138.62	0.587	86.81	7.0	1.5	19.531	C
B-A	5.66	5.66	33.79	0.168	6.13	0.7	0.2	33.032	D
C-AB	121.33	121.33	181.61	0.668	120.61	1.7	2.4	15.802	C
C-A	114.62	114.62			114.62				
A-B	11.53	11.53			11.53				
A-C	82.12	82.12			82.12				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87.56	87.56	139.46	0.628	87.42	1.5	1.7	17.528	C
B-A	7.34	7.34	37.85	0.194	7.32	0.2	0.2	29.442	D
C-AB	86.71	86.71	164.28	0.528	87.80	2.4	1.3	12.461	B
C-A	138.43	138.43			138.43				
A-B	17.09	17.09			17.09				
A-C	74.05	74.05			74.05				

FB+CD+N2T WE, 11:15-12:45

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		11.54	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	FB+CD+N2T WE	11:15-12:45	DIRECT	11:15	12:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

11:15 - 11:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.95	99.40
	B	3.16	0.00	91.51
	C	106.56	79.92	0.00

11:30 - 11:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.32	101.92
	B	1.05	0.00	101.83
	C	98.34	84.45	0.00

11:45 - 12:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.32	125.51
	B	3.16	0.00	97.93
	C	123.93	50.44	0.00

12:00 - 12:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.06	97.08
	B	7.37	0.00	82.14
	C	107.72	89.93	0.00

12:15 - 12:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.48	82.44
	B	12.64	0.00	101.51
	C	101.71	92.56	0.00

12:30 - 12:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.64	92.45
	B	4.21	0.00	89.93
	C	93.50	87.72	0.00

Vehicle Mix

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	25	6
	B	0	0	6
	C	7	18	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	13
	B	0	0	8
	C	2	7	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	20	6
	B	0	0	5
	C	7	15	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	9
	C	8	10	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	20	7
	B	0	0	10
	C	10	8	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	4
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.78	31.20	3.4	D	94.14	564.84
B-A	0.42	49.76	0.7	E	5.27	31.59
C-AB	0.61	15.29	1.9	C	88.59	531.54
C-A					97.54	585.24
A-B					9.46	56.76
A-C					99.80	598.81

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91.51	91.51	138.86	0.659	89.57	0.0	1.9	18.768	C
B-A	3.16	3.16	36.47	0.087	3.07	0.0	0.1	26.877	D
C-AB	86.79	86.79	160.48	0.541	85.35	0.0	1.4	13.797	B
C-A	99.69	99.69			99.69				
A-B	8.95	8.95			8.95				
A-C	99.40	99.40			99.40				

11:30 - 11:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101.83	101.83	140.22	0.726	101.17	1.9	2.6	23.821	C
B-A	1.05	1.05	29.40	0.036	1.11	0.1	0.0	31.860	D
C-AB	93.54	93.54	163.32	0.573	93.30	1.4	1.7	15.151	C
C-A	89.26	89.26			89.26				
A-B	6.32	6.32			6.32				
A-C	101.92	101.92			101.92				

11:45 - 12:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97.93	97.93	132.47	0.739	97.61	2.6	2.9	28.126	D
B-A	3.16	3.16	29.81	0.106	3.08	0.0	0.1	33.578	D
C-AB	51.21	51.21	143.09	0.358	52.27	1.7	0.6	10.662	B
C-A	123.16	123.16			123.16				
A-B	6.32	6.32			6.32				
A-C	125.51	125.51			125.51				

12:00 - 12:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	82.14	82.14	133.90	0.613	83.33	2.9	1.7	18.789	C
B-A	7.37	7.37	36.56	0.202	7.24	0.1	0.2	30.563	D
C-AB	101.49	101.49	166.16	0.611	100.21	0.6	1.9	15.291	C
C-A	96.16	96.16			96.16				
A-B	13.06	13.06			13.06				
A-C	97.08	97.08			97.08				

12:15 - 12:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101.51	101.51	129.40	0.784	99.79	1.7	3.4	31.203	D
B-A	12.64	12.64	29.90	0.423	12.21	0.2	0.7	49.757	E
C-AB	102.56	102.56	168.37	0.609	102.57	1.9	1.9	15.137	C
C-A	91.72	91.72			91.72				
A-B	9.48	9.48			9.48				
A-C	82.44	82.44			82.44				

12:30 - 12:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89.93	89.93	138.47	0.649	91.13	3.4	2.2	21.953	C
B-A	4.21	4.21	35.95	0.117	4.74	0.7	0.1	29.282	D
C-AB	95.95	95.95	162.81	0.589	96.07	1.9	1.8	14.933	B
C-A	85.26	85.26			85.26				
A-B	12.64	12.64			12.64				
A-C	92.45	92.45			92.45				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 7 (three-arm)_V3.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 24/03/2025 14:57:34

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM
»Baseline (Weekend), AM
»FB (Weekend), AM
»FB+CD (Weekend), AM
»FB+CD+N2T (Weekend), AM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2024														
Arm 1	D1	35.7	73.52	1.10	F	41.18	E	D2	70.1	132.12	1.24	F	71.20	F
Arm 2		0.6	12.22	0.39	B				1.4	17.78	0.60	C		
Arm 3		2.2	11.95	0.68	B				3.7	17.96	0.80	C		
FB WD														
Arm 1	D3	48.2	93.07	1.15	F	51.07	F	D4	86.4	159.62	1.31	F	86.35	F
Arm 2		0.7	12.69	0.41	B				2.0	23.85	0.68	C		
Arm 3		2.6	13.27	0.72	B				4.7	21.74	0.84	C		
FB+CD WD														
Arm 1	D5	48.2	93.07	1.15	F	51.07	F	D6	86.4	159.62	1.31	F	86.35	F
Arm 2		0.7	12.69	0.41	B				2.0	23.85	0.68	C		
Arm 3		2.6	13.27	0.72	B				4.7	21.74	0.84	C		
FB+CD+N2T WD														
Arm 1	D7	69.6	126.75	1.23	F	68.70	F	D8	109.2	237.39	1.39	F	126.39	F
Arm 2		0.7	13.23	0.42	B				2.1	25.14	0.70	D		
Arm 3		3.3	15.99	0.76	C				6.5	28.75	0.88	D		
Baseline (Weekend)														
Arm 1	D9	80.2	151.03	1.28	F	76.60	F							
Arm 2		1.5	17.97	0.61	C									
Arm 3		4.1	20.00	0.82	C									
FB (Weekend)														
Arm 1	D10	98.8	230.62	1.35	F	113.63	F							
Arm 2		1.7	19.37	0.64	C									
Arm 3		5.5	25.56	0.86	D									
FB+CD (Weekend)														
Arm 1	D11	98.8	230.62	1.35	F	113.63	F							
Arm 2		1.7	19.37	0.64	C									
Arm 3		5.5	25.56	0.86	D									
FB+CD+N2T (Weekend)														
Arm 1	D12	121.6	325.99	1.44	F	161.09	F							
Arm 2		1.8	20.26	0.65	C									
Arm 3		8.1	36.39	0.91	E									

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

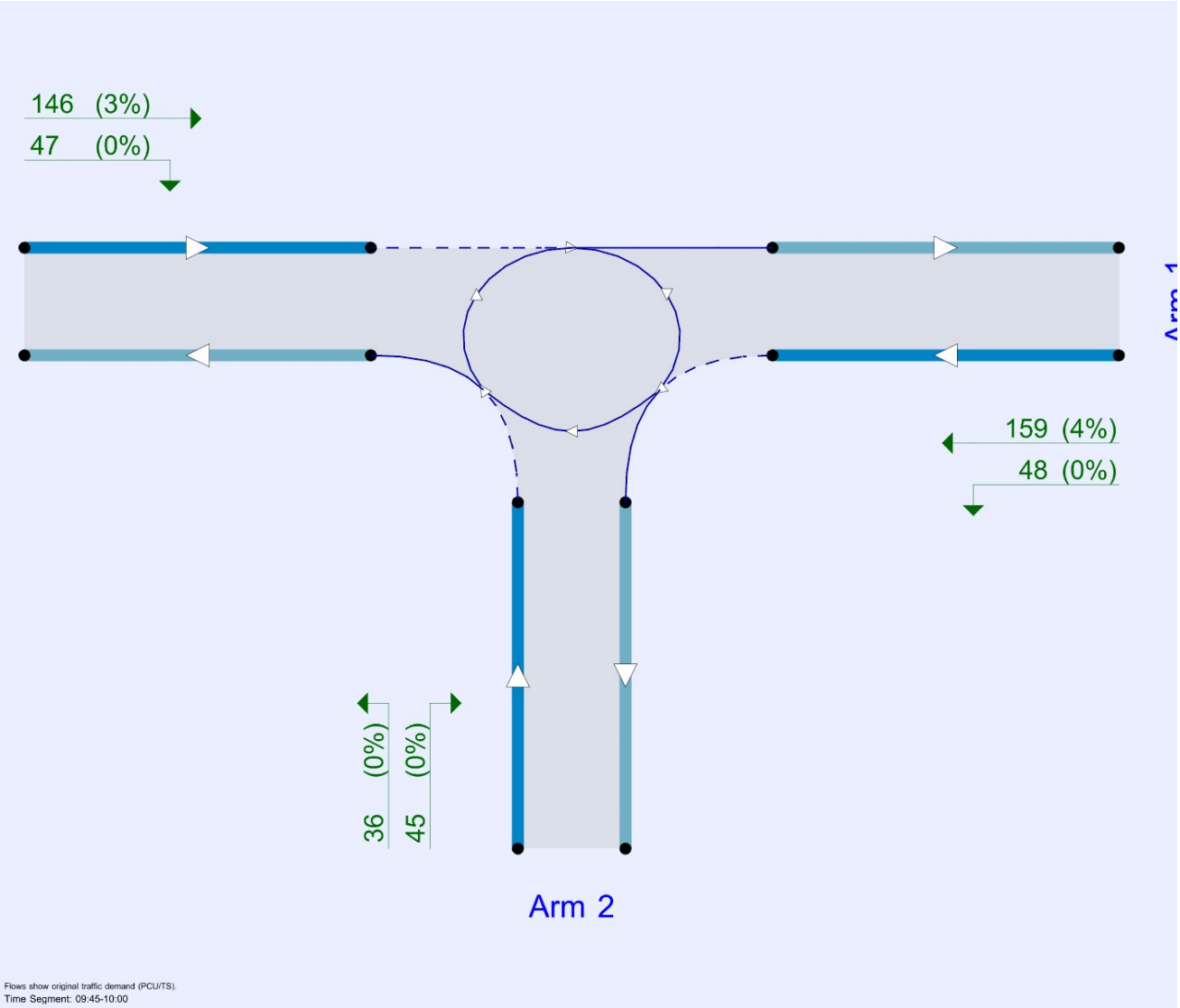
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	08:30	10:00	90	15	✓
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓
D3	FB WD	AM	DIRECT	08:30	10:00	90	15	✓
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓
D5	FB+CD WD	AM	DIRECT	08:30	10:00	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	08:30	10:00	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓
D9	Baseline (Weekend)	AM	DIRECT	08:30	10:00	90	15	✓
D10	FB (Weekend)	AM	DIRECT	08:30	10:00	90	15	✓
D11	FB+CD (Weekend)	AM	DIRECT	08:30	10:00	90	15	✓
D12	FB+CD+N2T (Weekend)	AM	DIRECT	08:30	10:00	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 92% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	41.18	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	A1066 (E)	
2	Tesco Superstore	
3	A1066 (W)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.94	3.94	5.39	3.9	14.78	12.88	-3.0	✓
2	3.68	3.58	8.49	3.6	10.72	6.90	0.0	✓
3	4.29	4.07	5.18	2.5	18.06	17.01	3.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.585	292.311
2	0.536	233.193
3	0.569	261.430

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	08:30	10:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

08:30 - 08:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	11.00	129.80
	2	14.00	0.00	10.00
	3	159.20	14.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.00	20.00	143.80
	2	9.00	0.00	14.00
	3	133.40	23.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	35.00	128.50
	2	17.00	0.00	14.00
	3	142.10	27.00	0.00

09:15 - 09:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.00	28.00	134.30
	2	25.00	0.00	25.20
	3	144.60	20.00	1.00

09:30 - 09:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	67.60	238.20
	2	18.40	0.00	28.00
	3	146.30	23.00	0.00

09:45 - 10:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	24.00	116.40
	2	22.00	0.00	17.00
	3	126.10	22.00	1.00

Vehicle Mix

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	11
	2	0	0	0
	3	8	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	6
	2	0	0	0
	3	10	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	16
	2	0	0	0
	3	11	0	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	15
	2	0	0	0
	3	8	0	0

09:30 - 09:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	13
	2	0	0	0
	3	10	0	0

09:45 - 10:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	8
	2	0	0	0
	3	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.10	73.52	35.7	F	179.93	1079.60
2	0.39	12.22	0.6	B	35.60	213.60
3	0.68	11.95	2.2	B	163.78	982.70

Main Results for each time segment

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	140.80	140.80	13.82	284.23	0.495	139.74	171.05	0.0	1.1	6.797	A
2	24.00	24.00	128.82	164.16	0.146	23.83	24.74	0.0	0.2	6.405	A
3	173.20	173.20	13.90	253.52	0.683	170.97	138.75	0.0	2.2	11.447	B

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	165.80	165.80	22.92	278.91	0.594	165.35	144.96	1.1	1.5	8.297	A
2	23.00	23.00	145.45	155.25	0.148	23.00	42.82	0.2	0.2	6.804	A
3	156.40	156.40	11.01	255.16	0.613	156.86	157.44	2.2	1.8	10.009	B

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	163.50	163.50	26.92	276.58	0.591	163.39	158.76	1.5	1.6	8.935	A
2	31.00	31.00	128.56	164.30	0.189	30.94	61.75	0.2	0.2	6.745	A
3	169.10	169.10	16.96	251.78	0.672	168.71	142.54	1.8	2.2	11.746	B

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	163.30	163.30	21.07	279.99	0.583	163.32	170.43	1.6	1.6	8.672	A
2	50.20	50.20	136.24	160.19	0.313	49.98	48.16	0.2	0.5	8.169	A
3	165.60	165.60	25.89	246.69	0.671	165.62	160.32	2.2	2.1	11.823	B

09:30 - 09:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	305.80	305.80	22.97	278.88	1.097	271.72	164.65	1.6	35.7	73.524	F
2	46.40	46.40	211.75	119.73	0.388	46.23	82.95	0.5	0.6	12.216	B
3	169.30	169.30	18.39	250.96	0.675	169.23	239.59	2.1	2.2	11.954	B

09:45 - 10:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	140.40	140.40	23.04	278.84	0.504	174.95	148.66	35.7	1.1	13.053	B
2	39.00	39.00	144.25	155.90	0.250	39.28	53.75	0.6	0.3	7.737	A
3	149.10	149.10	22.06	248.87	0.599	149.65	161.47	2.2	1.7	9.882	A

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 86% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	71.20	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	32.00	143.90
	2	34.00	0.00	19.00
	3	157.80	13.40	1.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.00	33.00	141.00
	2	33.40	0.00	26.00
	3	152.60	24.00	2.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	25.00	146.50
	2	31.00	0.00	23.00
	3	157.30	30.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	33.00	162.80
	2	34.80	0.00	23.00
	3	142.80	25.40	2.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.00	58.00	271.00
	2	35.00	0.00	20.00
	3	146.00	44.40	1.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.00	33.00	147.80
	2	44.00	0.00	29.40
	3	134.40	22.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	5
	2	0	0	0
	3	10	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	3
	2	0	0	0
	3	6	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	4
	2	0	0	0
	3	5	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	4
	2	0	0	0
	3	3	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		1	2	3
From	1	0	0	8
	2	0	0	0
	3	4	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		1	2	3
From	1	0	0	4
	2	0	0	0
	3	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.24	132.12	70.1	F	205.33	1232.00
2	0.60	17.78	1.4	C	58.77	352.60
3	0.80	17.96	3.7	C	176.02	1056.10

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	175.90	175.90	14.19	284.02	0.619	174.24	189.14	0.0	1.7	8.428	A
2	53.00	53.00	143.53	156.28	0.339	52.49	44.90	0.0	0.5	8.632	A
3	172.20	172.20	33.68	242.26	0.711	169.65	162.35	0.0	2.6	13.117	B

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	175.00	175.00	25.80	277.23	0.631	174.94	186.90	1.7	1.7	8.994	A
2	59.40	59.40	143.94	156.06	0.381	59.30	56.80	0.5	0.6	9.290	A
3	178.60	178.60	34.37	241.86	0.738	178.32	168.87	2.6	2.8	14.728	B

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	171.50	171.50	29.89	274.84	0.624	171.49	188.02	1.7	1.7	8.974	A
2	54.00	54.00	146.45	154.71	0.349	54.06	54.93	0.6	0.5	8.947	A
3	187.30	187.30	31.04	243.76	0.768	186.87	169.48	2.8	3.3	16.256	C

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	195.80	195.80	27.51	276.23	0.709	195.11	178.12	1.7	2.4	11.343	B
2	57.80	57.80	164.23	145.19	0.398	57.69	58.39	0.5	0.7	10.272	B
3	170.20	170.20	34.72	241.66	0.704	170.92	187.21	3.3	2.5	13.168	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	331.00	331.00	44.93	266.04	1.244	263.37	181.73	2.4	70.1	132.123	F
2	55.00	55.00	218.24	116.25	0.473	54.78	90.06	0.7	0.9	14.584	B
3	191.40	191.40	36.41	240.70	0.795	190.25	236.61	2.5	3.7	17.963	C

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	182.80	182.80	22.57	279.12	0.655	250.65	181.46	70.1	2.2	88.891	F
2	73.40	73.40	205.79	122.92	0.597	72.86	67.43	0.9	1.4	17.777	C
3	156.40	156.40	46.11	235.18	0.665	157.92	232.54	3.7	2.2	12.539	B

FB WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 92% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	51.07	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	08:30	10:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

08:30 - 08:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	11.50	135.69
	2	14.64	0.00	10.45
	3	166.43	14.64	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.09	20.91	150.33
	2	9.41	0.00	14.64
	3	139.46	24.04	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	36.59	134.33
	2	17.77	0.00	14.64
	3	148.55	28.23	0.00

09:15 - 09:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	29.27	140.40
	2	26.14	0.00	26.34
	3	151.17	20.91	1.05

09:30 - 09:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	70.67	249.01
	2	19.24	0.00	29.27
	3	152.94	24.04	0.00

09:45 - 10:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	25.09	121.68
	2	23.00	0.00	17.77
	3	131.83	23.00	1.05

Vehicle Mix

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	11
	2	0	0	0
	3	8	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	6
	2	0	0	0
	3	10	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	16
	2	0	0	0
	3	11	0	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	15
	2	0	0	0
	3	8	0	0

09:30 - 09:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	13
	2	0	0	0
	3	10	0	0

09:45 - 10:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	8
	2	0	0	0
	3	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.15	93.07	48.2	F	188.10	1128.62
2	0.41	12.69	0.7	B	37.22	223.30
3	0.72	13.27	2.6	B	171.22	1027.32

Main Results for each time segment

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	147.19	147.19	14.43	283.88	0.519	146.03	178.59	0.0	1.2	7.115	A
2	25.09	25.09	134.62	161.06	0.156	24.91	25.84	0.0	0.2	6.602	A
3	181.06	181.06	14.53	253.16	0.715	178.49	145.00	0.0	2.6	12.574	B

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	173.33	173.33	23.96	278.31	0.623	172.80	151.62	1.2	1.7	8.919	A
2	24.04	24.04	152.00	151.74	0.158	24.04	44.75	0.2	0.2	7.047	A
3	163.50	163.50	11.51	254.88	0.641	164.07	164.53	2.6	2.0	10.853	B

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	170.92	170.92	28.12	275.87	0.620	170.80	165.90	1.7	1.8	9.624	A
2	32.41	32.41	134.40	161.18	0.201	32.35	64.53	0.2	0.2	6.982	A
3	176.78	176.78	17.73	251.34	0.703	176.30	149.01	2.0	2.5	12.975	B

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	170.71	170.71	22.04	279.43	0.611	170.74	178.15	1.8	1.8	9.312	A
2	52.48	52.48	142.42	156.88	0.335	52.23	50.36	0.2	0.5	8.574	A
3	173.12	173.12	27.06	246.03	0.704	173.12	167.59	2.5	2.5	13.140	B

09:30 - 09:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	319.68	319.68	24.01	278.27	1.149	273.27	172.12	1.8	48.2	93.073	F
2	48.51	48.51	212.96	119.08	0.407	48.33	84.31	0.5	0.7	12.687	B
3	176.99	176.99	19.23	250.48	0.707	176.90	242.07	2.5	2.6	13.271	B

09:45 - 10:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	146.77	146.77	24.10	278.22	0.528	193.74	155.50	48.2	1.2	20.689	C
2	40.77	40.77	159.24	147.86	0.276	41.06	58.60	0.7	0.4	8.450	A
3	155.87	155.87	23.05	248.31	0.628	156.55	177.25	2.6	1.9	10.706	B

FB WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 86% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	86.35	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	33.50	150.64
	2	35.59	0.00	19.89
	3	165.19	14.03	1.05

16:30 - 16:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	34.55	147.61
	2	34.97	0.00	27.22
	3	159.75	25.12	2.09

16:45 - 17:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	26.17	153.36
	2	32.45	0.00	24.08
	3	164.67	31.41	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	34.55	170.43
	2	36.43	0.00	24.08
	3	149.49	26.59	2.09

17:15 - 17:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.09	60.72	283.70
	2	36.64	0.00	20.94
	3	152.84	46.48	1.05

17:30 - 17:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.09	34.55	154.73
	2	46.06	0.00	30.78
	3	140.70	23.03	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	5
	2	0	0	0
	3	10	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	3
	2	0	0	0
	3	6	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	4
	2	0	0	0
	3	5	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	4
	2	0	0	0
	3	3	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		1	2	3
From	1	0	0	8
	2	0	0	0
	3	4	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		1	2	3
From	1	0	0	4
	2	0	0	0
	3	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.31	159.62	86.4	F	214.96	1289.73
2	0.68	23.85	2.0	C	61.52	369.12
3	0.84	21.74	4.7	C	184.26	1105.59

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	184.14	184.14	14.82	283.65	0.649	182.27	197.66	0.0	1.9	9.096	A
2	55.48	55.48	150.14	152.74	0.363	54.92	46.95	0.0	0.6	9.150	A
3	180.27	180.27	35.23	241.37	0.747	177.25	169.83	0.0	3.0	14.713	B

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	183.20	183.20	26.97	276.54	0.662	183.11	195.58	1.9	2.0	9.841	A
2	62.18	62.18	150.67	152.46	0.408	62.07	59.42	0.6	0.7	9.943	A
3	186.97	186.97	35.98	240.95	0.776	186.57	176.76	3.0	3.4	17.120	C

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	179.54	179.54	31.26	274.04	0.655	179.53	196.71	2.0	2.0	9.813	A
2	56.53	56.53	153.31	151.04	0.374	56.60	57.47	0.7	0.6	9.539	A
3	196.08	196.08	32.50	242.93	0.807	195.47	177.42	3.4	4.0	19.332	C

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	204.98	204.98	28.83	275.45	0.744	204.09	186.63	2.0	2.9	12.841	B
2	60.51	60.51	171.80	141.13	0.429	60.38	61.13	0.6	0.7	11.124	B
3	178.18	178.18	36.34	240.75	0.740	179.13	195.84	4.0	3.1	15.200	C

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	346.51	346.51	46.92	264.88	1.308	262.96	189.92	2.9	86.4	159.622	F
2	57.58	57.58	217.96	116.40	0.495	57.36	91.92	0.7	0.9	15.183	C
3	200.37	200.37	38.05	239.77	0.836	198.78	237.27	3.1	4.7	21.740	C

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	191.37	191.37	23.78	278.41	0.687	274.22	190.10	86.4	3.6	149.714	F
2	76.84	76.84	225.19	112.52	0.683	75.80	72.80	0.9	2.0	23.845	C
3	163.73	163.73	48.05	234.08	0.699	165.83	252.94	4.7	2.6	14.333	B

FB+CD WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 92% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	51.07	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	08:30	10:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:30 - 08:45

		To		
		1	2	3
From	1	0.00	11.50	135.69
	2	14.64	0.00	10.45
	3	166.43	14.64	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		1	2	3
From	1	2.09	20.91	150.33
	2	9.41	0.00	14.64
	3	139.46	24.04	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	36.59	134.33
	2	17.77	0.00	14.64
	3	148.55	28.23	0.00

09:15 - 09:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	29.27	140.40
	2	26.14	0.00	26.34
	3	151.17	20.91	1.05

09:30 - 09:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	70.67	249.01
	2	19.24	0.00	29.27
	3	152.94	24.04	0.00

09:45 - 10:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	25.09	121.68
	2	23.00	0.00	17.77
	3	131.83	23.00	1.05

Vehicle Mix

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	11
	2	0	0	0
	3	8	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	6
	2	0	0	0
	3	10	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	16
	2	0	0	0
	3	11	0	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	15
	2	0	0	0
	3	8	0	0

09:30 - 09:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	13
	2	0	0	0
	3	10	0	0

09:45 - 10:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	8
	2	0	0	0
	3	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.15	93.07	48.2	F	188.10	1128.62
2	0.41	12.69	0.7	B	37.22	223.30
3	0.72	13.27	2.6	B	171.22	1027.32

Main Results for each time segment

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	147.19	147.19	14.43	283.88	0.519	146.03	178.59	0.0	1.2	7.115	A
2	25.09	25.09	134.62	161.06	0.156	24.91	25.84	0.0	0.2	6.602	A
3	181.06	181.06	14.53	253.16	0.715	178.49	145.00	0.0	2.6	12.574	B

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	173.33	173.33	23.96	278.31	0.623	172.80	151.62	1.2	1.7	8.919	A
2	24.04	24.04	152.00	151.74	0.158	24.04	44.75	0.2	0.2	7.047	A
3	163.50	163.50	11.51	254.88	0.641	164.07	164.53	2.6	2.0	10.853	B

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	170.92	170.92	28.12	275.87	0.620	170.80	165.90	1.7	1.8	9.624	A
2	32.41	32.41	134.40	161.18	0.201	32.35	64.53	0.2	0.2	6.982	A
3	176.78	176.78	17.73	251.34	0.703	176.30	149.01	2.0	2.5	12.975	B

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	170.71	170.71	22.04	279.43	0.611	170.74	178.15	1.8	1.8	9.312	A
2	52.48	52.48	142.42	156.88	0.335	52.23	50.36	0.2	0.5	8.574	A
3	173.12	173.12	27.06	246.03	0.704	173.12	167.59	2.5	2.5	13.140	B

09:30 - 09:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	319.68	319.68	24.01	278.27	1.149	273.27	172.12	1.8	48.2	93.073	F
2	48.51	48.51	212.96	119.08	0.407	48.33	84.31	0.5	0.7	12.687	B
3	176.99	176.99	19.23	250.48	0.707	176.90	242.07	2.5	2.6	13.271	B

09:45 - 10:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	146.77	146.77	24.10	278.22	0.528	193.74	155.50	48.2	1.2	20.689	C
2	40.77	40.77	159.24	147.86	0.276	41.06	58.60	0.7	0.4	8.450	A
3	155.87	155.87	23.05	248.31	0.628	156.55	177.25	2.6	1.9	10.706	B

FB+CD WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 86% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	86.35	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	33.50	150.64
	2	35.59	0.00	19.89
	3	165.19	14.03	1.05

16:30 - 16:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	34.55	147.61
	2	34.97	0.00	27.22
	3	159.75	25.12	2.09

16:45 - 17:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	26.17	153.36
	2	32.45	0.00	24.08
	3	164.67	31.41	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	34.55	170.43
	2	36.43	0.00	24.08
	3	149.49	26.59	2.09

17:15 - 17:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.09	60.72	283.70
	2	36.64	0.00	20.94
	3	152.84	46.48	1.05

17:30 - 17:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.09	34.55	154.73
	2	46.06	0.00	30.78
	3	140.70	23.03	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	5
	2	0	0	0
	3	10	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	3
	2	0	0	0
	3	6	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	4
	2	0	0	0
	3	5	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	4
	2	0	0	0
	3	3	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		1	2	3
From	1	0	0	8
	2	0	0	0
	3	4	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		1	2	3
From	1	0	0	4
	2	0	0	0
	3	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.31	159.62	86.4	F	214.96	1289.73
2	0.68	23.85	2.0	C	61.52	369.12
3	0.84	21.74	4.7	C	184.26	1105.59

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	184.14	184.14	14.82	283.65	0.649	182.27	197.66	0.0	1.9	9.096	A
2	55.48	55.48	150.14	152.74	0.363	54.92	46.95	0.0	0.6	9.150	A
3	180.27	180.27	35.23	241.37	0.747	177.25	169.83	0.0	3.0	14.713	B

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	183.20	183.20	26.97	276.54	0.662	183.11	195.58	1.9	2.0	9.841	A
2	62.18	62.18	150.67	152.46	0.408	62.07	59.42	0.6	0.7	9.943	A
3	186.97	186.97	35.98	240.95	0.776	186.57	176.76	3.0	3.4	17.120	C

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	179.54	179.54	31.26	274.04	0.655	179.53	196.71	2.0	2.0	9.813	A
2	56.53	56.53	153.31	151.04	0.374	56.60	57.47	0.7	0.6	9.539	A
3	196.08	196.08	32.50	242.93	0.807	195.47	177.42	3.4	4.0	19.332	C

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	204.98	204.98	28.83	275.45	0.744	204.09	186.63	2.0	2.9	12.841	B
2	60.51	60.51	171.80	141.13	0.429	60.38	61.13	0.6	0.7	11.124	B
3	178.18	178.18	36.34	240.75	0.740	179.13	195.84	4.0	3.1	15.200	C

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	346.51	346.51	46.92	264.88	1.308	262.96	189.92	2.9	86.4	159.622	F
2	57.58	57.58	217.96	116.40	0.495	57.36	91.92	0.7	0.9	15.183	C
3	200.37	200.37	38.05	239.77	0.836	198.78	237.27	3.1	4.7	21.740	C

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	191.37	191.37	23.78	278.41	0.687	274.22	190.10	86.4	3.6	149.714	F
2	76.84	76.84	225.19	112.52	0.683	75.80	72.80	0.9	2.0	23.845	C
3	163.73	163.73	48.05	234.08	0.699	165.83	252.94	4.7	2.6	14.333	B

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 93% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	68.70	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	08:30	10:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

08:30 - 08:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	11.50	147.05
	2	14.64	0.00	10.45
	3	177.79	14.64	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.09	20.91	161.69
	2	9.41	0.00	14.64
	3	150.81	24.04	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	36.59	145.69
	2	17.77	0.00	14.64
	3	159.91	28.23	0.00

09:15 - 09:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	29.27	151.76
	2	26.14	0.00	26.34
	3	162.52	20.91	1.05

09:30 - 09:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	70.67	271.73
	2	19.24	0.00	29.27
	3	164.30	24.04	0.00

09:45 - 10:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	25.09	133.04
	2	23.00	0.00	17.77
	3	143.18	23.00	1.05

Vehicle Mix

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	14
	2	0	0	0
	3	11	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	9
	2	0	0	0
	3	13	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	19
	2	0	0	0
	3	14	0	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	18
	2	0	0	0
	3	10	0	0

09:30 - 09:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	19
	2	0	0	0
	3	13	0	0

09:45 - 10:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	11
	2	0	0	0
	3	13	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.23	126.75	69.6	F	201.35	1208.12
2	0.42	13.23	0.7	B	37.22	223.30
3	0.76	15.99	3.3	C	182.58	1095.47

Main Results for each time segment

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	158.55	158.55	14.39	283.90	0.558	157.15	189.31	0.0	1.4	7.912	A
2	25.09	25.09	145.76	155.09	0.162	24.90	25.79	0.0	0.2	6.903	A
3	192.42	192.42	14.52	253.16	0.760	189.18	156.13	0.0	3.2	14.777	B

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	184.69	184.69	23.94	278.31	0.664	184.03	163.15	1.4	2.1	10.173	B
2	24.04	24.04	163.25	145.71	0.165	24.04	44.72	0.2	0.2	7.396	A
3	174.86	174.86	11.51	254.88	0.686	175.58	175.78	3.2	2.5	12.752	B

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	182.28	182.28	28.10	275.88	0.661	182.13	177.15	2.1	2.2	11.012	B
2	32.41	32.41	145.75	155.09	0.209	32.34	64.48	0.2	0.3	7.329	A
3	188.14	188.14	17.73	251.34	0.749	187.52	160.36	2.5	3.1	15.517	C

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	182.07	182.07	22.05	279.42	0.652	182.10	189.45	2.2	2.2	10.621	B
2	52.48	52.48	153.76	150.80	0.348	52.21	50.38	0.3	0.5	9.105	A
3	184.48	184.48	27.05	246.03	0.750	184.45	178.93	3.1	3.2	15.854	C

09:30 - 09:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	342.40	342.40	24.00	278.28	1.230	275.01	183.46	2.2	69.6	126.747	F
2	48.51	48.51	218.37	116.18	0.418	48.33	80.65	0.5	0.7	13.228	B
3	188.34	188.34	19.23	250.48	0.752	188.23	247.47	3.2	3.3	15.994	C

09:45 - 10:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	158.13	158.13	24.12	278.21	0.568	226.14	167.03	69.6	1.6	58.781	F
2	40.77	40.77	187.97	132.47	0.308	41.02	62.29	0.7	0.5	9.869	A
3	167.23	167.23	23.02	248.32	0.673	168.13	205.97	3.3	2.4	12.588	B

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	126.39	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	33.50	162.00
	2	35.59	0.00	19.89
	3	176.55	14.03	1.05

16:30 - 16:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	34.55	158.97
	2	34.97	0.00	27.22
	3	171.11	25.12	2.09

16:45 - 17:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	26.17	164.72
	2	32.45	0.00	24.08
	3	176.03	31.41	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	34.55	181.79
	2	36.43	0.00	24.08
	3	160.85	26.59	2.09

17:15 - 17:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.09	60.72	306.42
	2	36.64	0.00	20.94
	3	164.20	46.48	1.05

17:30 - 17:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.09	34.55	166.08
	2	46.06	0.00	30.78
	3	152.06	23.03	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	8
	2	0	0	0
	3	13	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	6
	2	0	0	0
	3	8	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	6
	2	0	0	0
	3	7	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	6
	2	0	0	0
	3	5	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	13
	2	0	0	0
	3	7	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	7
	2	0	0	0
	3	9	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.39	237.39	109.2	F	228.21	1369.24
2	0.70	25.14	2.1	D	61.52	369.12
3	0.88	28.75	6.5	D	195.62	1173.74

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	195.50	195.50	14.77	283.68	0.689	193.23	208.17	0.0	2.3	10.346	B
2	55.48	55.48	161.14	146.84	0.378	54.89	46.85	0.0	0.6	9.727	A
3	191.63	191.63	35.21	241.39	0.794	187.73	180.82	0.0	3.9	17.601	C

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	194.56	194.56	26.90	276.58	0.703	194.43	206.75	2.3	2.4	11.408	B
2	62.18	62.18	161.98	146.39	0.425	62.06	59.34	0.6	0.7	10.653	B
3	198.33	198.33	35.97	240.95	0.823	197.68	188.07	3.9	4.5	21.670	C

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	190.89	190.89	31.20	274.07	0.697	190.88	207.80	2.4	2.4	11.383	B
2	56.53	56.53	164.66	144.96	0.390	56.61	57.42	0.7	0.6	10.198	B
3	207.44	207.44	32.50	242.93	0.854	206.50	188.77	4.5	5.5	25.160	D

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	216.33	216.33	28.88	275.43	0.785	215.16	198.29	2.4	3.6	15.367	C
2	60.51	60.51	182.91	135.18	0.448	60.37	61.14	0.6	0.8	12.004	B
3	189.53	189.53	36.33	240.75	0.787	190.85	206.95	5.5	4.2	19.383	C

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	369.23	369.23	46.70	265.01	1.393	263.65	200.68	3.6	109.2	197.359	F
2	57.58	57.58	221.38	114.57	0.503	57.39	88.98	0.8	1.0	15.681	C
3	211.73	211.73	37.97	239.82	0.883	209.41	240.80	4.2	6.5	28.749	D

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	202.72	202.72	24.04	278.26	0.729	275.32	201.90	109.2	36.6	237.392	F
2	76.84	76.84	229.09	110.43	0.696	75.72	70.28	1.0	2.1	25.138	D
3	175.09	175.09	47.76	234.24	0.747	178.18	257.05	6.5	3.4	18.215	C

Baseline (Weekend), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	76.60	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	Baseline (Weekend)	AM	DIRECT	08:30	10:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:30 - 08:45

		To		
		1	2	3
From	1	3.00	43.00	120.90
	2	37.40	0.00	39.00
	3	142.70	39.20	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		1	2	3
From	1	1.00	41.00	127.40
	2	47.00	0.00	36.00
	3	157.00	32.00	2.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.00	34.40	125.90
	2	45.00	0.00	43.00
	3	146.60	40.00	0.00

09:15 - 09:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.00	49.00	131.70
	2	44.00	0.00	32.40
	3	143.20	34.00	2.00

09:30 - 09:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.00	84.00	259.40
	2	42.00	0.00	30.00
	3	153.10	38.00	1.00

09:45 - 10:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.00	46.00	140.20
	2	43.00	0.00	34.00
	3	128.40	45.00	1.00

Vehicle Mix

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	1
	2	0	0	0
	3	4	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	2
	2	0	0	0
	3	1	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	1
	2	0	0	0
	3	3	0	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	2
	2	0	0	0
	3	3	0	0

09:30 - 09:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	5
	2	0	0	0
	3	2	0	0

09:45 - 10:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	1
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.28	151.03	80.2	F	202.15	1212.90
2	0.61	17.97	1.5	C	78.80	472.80
3	0.82	20.00	4.1	C	184.20	1105.20

Main Results for each time segment

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	166.90	166.90	38.54	269.78	0.619	165.31	180.26	0.0	1.6	8.542	A
2	76.40	76.40	122.72	167.43	0.456	75.58	81.13	0.0	0.8	9.714	A
3	181.90	181.90	39.97	238.68	0.762	178.83	158.33	0.0	3.1	14.799	B

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	169.40	169.40	33.94	272.47	0.622	169.35	203.91	1.6	1.6	8.826	A
2	83.00	83.00	130.30	163.37	0.508	82.81	72.99	0.8	1.0	11.142	B
3	191.00	191.00	47.85	234.19	0.816	190.00	165.26	3.1	4.1	20.005	C

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	161.30	161.30	39.86	269.01	0.600	161.40	192.77	1.6	1.5	8.428	A
2	88.00	88.00	126.98	165.15	0.533	87.89	74.28	1.0	1.1	11.628	B
3	186.60	186.60	46.00	235.24	0.793	186.62	168.87	4.1	4.1	19.019	C

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	182.70	182.70	36.17	271.16	0.674	182.20	189.64	1.5	2.0	10.224	B
2	76.40	76.40	135.38	160.65	0.476	76.59	82.99	1.1	0.9	10.754	B
3	179.20	179.20	46.02	235.23	0.762	179.79	165.94	4.1	3.5	16.837	C

09:30 - 09:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	345.40	345.40	38.88	269.58	1.281	267.23	195.97	2.0	80.2	147.371	F
2	72.00	72.00	203.21	124.30	0.579	71.61	102.90	0.9	1.3	16.940	C
3	192.10	192.10	43.32	236.77	0.811	191.52	231.49	3.5	4.0	19.807	C

09:45 - 10:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187.20	187.20	46.03	265.40	0.705	261.98	173.80	80.2	5.4	151.034	F
2	77.00	77.00	198.81	126.66	0.608	76.83	109.20	1.3	1.5	17.974	C
3	174.40	174.40	44.37	236.17	0.738	175.46	231.27	4.0	3.0	15.085	C

FB (Weekend), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	113.63	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	FB (Weekend)	AM	DIRECT	08:30	10:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:30 - 08:45

		To		
		1	2	3
From	1	3.15	45.21	127.10
	2	39.32	0.00	41.00
	3	150.02	41.21	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	43.10	133.93
	2	49.41	0.00	37.85
	3	165.05	33.64	2.10

09:00 - 09:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	36.16	132.36
	2	47.31	0.00	45.21
	3	154.12	42.05	0.00

09:15 - 09:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.10	51.51	138.45
	2	46.26	0.00	34.06
	3	150.54	35.74	2.10

09:30 - 09:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.10	88.31	272.70
	2	44.15	0.00	31.54
	3	160.95	39.95	1.05

09:45 - 10:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	48.36	147.39
	2	45.21	0.00	35.74
	3	134.98	47.31	1.05

Vehicle Mix

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	1
	2	0	0	0
	3	4	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	2
	2	0	0	0
	3	1	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	1
	2	0	0	0
	3	3	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To		
		1	2	3
From	1	0	0	2
	2	0	0	0
	3	3	0	0

Heavy Vehicle Percentages

09:30 - 09:45

		To		
		1	2	3
From	1	0	0	5
	2	0	0	0
	3	2	0	0

Heavy Vehicle Percentages

09:45 - 10:00

		To		
		1	2	3
From	1	0	0	1
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.35	230.62	98.8	F	212.52	1275.10
2	0.64	19.37	1.7	C	82.84	497.05
3	0.86	25.56	5.5	D	193.65	1161.88

Main Results for each time segment

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	175.46	175.46	40.38	268.70	0.653	173.62	188.98	0.0	1.8	9.353	A
2	80.32	80.32	128.89	164.13	0.489	79.38	85.11	0.0	0.9	10.509	B
3	191.23	191.23	41.98	237.53	0.805	187.38	166.29	0.0	3.8	17.340	C

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	178.09	178.09	35.60	271.50	0.656	178.03	213.87	1.8	1.9	9.732	A
2	87.26	87.26	136.96	159.80	0.546	87.02	76.67	0.9	1.2	12.320	B
3	200.80	200.80	50.28	232.81	0.862	199.19	173.70	3.8	5.5	25.565	D

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	169.57	169.57	41.85	267.85	0.633	169.69	202.66	1.9	1.8	9.242	A
2	92.51	92.51	133.51	161.65	0.572	92.38	78.04	1.2	1.3	12.957	B
3	196.17	196.17	48.36	233.90	0.839	196.15	177.53	5.5	5.5	24.536	C

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	192.07	192.07	38.10	270.04	0.711	191.44	199.57	1.8	2.4	11.540	B
2	80.32	80.32	142.24	156.97	0.512	80.55	87.29	1.3	1.1	11.840	B
3	188.39	188.39	48.39	233.88	0.805	189.28	174.40	5.5	4.6	21.168	C

09:30 - 09:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	363.11	363.11	40.82	268.45	1.353	266.74	205.76	2.4	98.8	179.097	F
2	75.69	75.69	202.89	124.47	0.608	75.28	104.68	1.1	1.5	18.127	C
3	201.95	201.95	45.47	235.55	0.857	201.12	232.71	4.6	5.4	25.540	D

09:45 - 10:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	196.80	196.80	48.45	263.99	0.745	261.20	183.05	98.8	34.4	230.623	F
2	80.95	80.95	198.33	126.92	0.638	80.75	111.33	1.5	1.7	19.369	C
3	183.34	183.34	46.57	234.92	0.780	184.93	232.51	5.4	3.8	18.558	C

FB+CD (Weekend), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	113.63	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	FB+CD (Weekend)	AM	DIRECT	08:30	10:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

08:30 - 08:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	3.15	45.21	127.10
	2	39.32	0.00	41.00
	3	150.02	41.21	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	43.10	133.93
	2	49.41	0.00	37.85
	3	165.05	33.64	2.10

09:00 - 09:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	36.16	132.36
	2	47.31	0.00	45.21
	3	154.12	42.05	0.00

09:15 - 09:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.10	51.51	138.45
	2	46.26	0.00	34.06
	3	150.54	35.74	2.10

09:30 - 09:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.10	88.31	272.70
	2	44.15	0.00	31.54
	3	160.95	39.95	1.05

09:45 - 10:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	48.36	147.39
	2	45.21	0.00	35.74
	3	134.98	47.31	1.05

Vehicle Mix

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	1
	2	0	0	0
	3	4	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	2
	2	0	0	0
	3	1	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	1
	2	0	0	0
	3	3	0	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	2
	2	0	0	0
	3	3	0	0

09:30 - 09:45

Heavy Vehicle Percentages

From \ To	1	2	3
1	0	0	5
2	0	0	0
3	2	0	0

09:45 - 10:00

Heavy Vehicle Percentages

From \ To	1	2	3
1	0	0	1
2	0	0	0
3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.35	230.62	98.8	F	212.52	1275.10
2	0.64	19.37	1.7	C	82.84	497.05
3	0.86	25.56	5.5	D	193.65	1161.88

Main Results for each time segment

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	175.46	175.46	40.38	268.70	0.653	173.62	188.98	0.0	1.8	9.353	A
2	80.32	80.32	128.89	164.13	0.489	79.38	85.11	0.0	0.9	10.509	B
3	191.23	191.23	41.98	237.53	0.805	187.38	166.29	0.0	3.8	17.340	C

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	178.09	178.09	35.60	271.50	0.656	178.03	213.87	1.8	1.9	9.732	A
2	87.26	87.26	136.96	159.80	0.546	87.02	76.67	0.9	1.2	12.320	B
3	200.80	200.80	50.28	232.81	0.862	199.19	173.70	3.8	5.5	25.565	D

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	169.57	169.57	41.85	267.85	0.633	169.69	202.66	1.9	1.8	9.242	A
2	92.51	92.51	133.51	161.65	0.572	92.38	78.04	1.2	1.3	12.957	B
3	196.17	196.17	48.36	233.90	0.839	196.15	177.53	5.5	5.5	24.536	C

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	192.07	192.07	38.10	270.04	0.711	191.44	199.57	1.8	2.4	11.540	B
2	80.32	80.32	142.24	156.97	0.512	80.55	87.29	1.3	1.1	11.840	B
3	188.39	188.39	48.39	233.88	0.805	189.28	174.40	5.5	4.6	21.168	C

09:30 - 09:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	363.11	363.11	40.82	268.45	1.353	266.74	205.76	2.4	98.8	179.097	F
2	75.69	75.69	202.89	124.47	0.608	75.28	104.68	1.1	1.5	18.127	C
3	201.95	201.95	45.47	235.55	0.857	201.12	232.71	4.6	5.4	25.540	D

09:45 - 10:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	196.80	196.80	48.45	263.99	0.745	261.20	183.05	98.8	34.4	230.623	F
2	80.95	80.95	198.33	126.92	0.638	80.75	111.33	1.5	1.7	19.369	C
3	183.34	183.34	46.57	234.92	0.780	184.93	232.51	5.4	3.8	18.558	C

FB+CD+N2T (Weekend), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	161.09	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	FB+CD+N2T (Weekend)	AM	DIRECT	08:30	10:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

08:30 - 08:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	3.15	45.21	138.46
	2	39.32	0.00	41.00
	3	161.38	41.21	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	43.10	145.29
	2	49.41	0.00	37.85
	3	176.41	33.64	2.10

09:00 - 09:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	36.16	143.71
	2	47.31	0.00	45.21
	3	165.48	42.05	0.00

09:15 - 09:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.10	51.51	149.81
	2	46.26	0.00	34.06
	3	161.90	35.74	2.10

09:30 - 09:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.10	88.31	295.42
	2	44.15	0.00	31.54
	3	172.31	39.95	1.05

09:45 - 10:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	48.36	158.75
	2	45.21	0.00	35.74
	3	146.34	47.31	1.05

Vehicle Mix

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	4
	2	0	0	0
	3	6	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	4
	2	0	0	0
	3	4	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	4
	2	0	0	0
	3	5	0	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	5
	2	0	0	0
	3	5	0	0

09:30 - 09:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	10
	2	0	0	0
	3	4	0	0

09:45 - 10:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	4
	2	0	0	0
	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.44	325.99	121.6	F	225.77	1354.61
2	0.65	20.26	1.8	C	82.84	497.05
3	0.91	36.39	8.1	E	205.00	1230.03

Main Results for each time segment

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	186.82	186.82	40.16	268.83	0.695	184.57	199.21	0.0	2.3	10.716	B
2	80.32	80.32	139.91	158.22	0.508	79.31	84.82	0.0	1.0	11.269	B
3	202.59	202.59	41.94	237.55	0.853	197.42	177.28	0.0	5.2	21.389	C

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	189.45	189.45	35.46	271.58	0.698	189.37	224.20	2.3	2.3	11.295	B
2	87.26	87.26	148.27	153.74	0.568	86.99	76.55	1.0	1.3	13.422	B
3	212.15	212.15	50.26	232.82	0.911	209.40	185.01	5.2	7.9	35.019	E

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	180.93	180.93	41.76	267.90	0.675	181.06	214.02	2.3	2.2	10.692	B
2	92.51	92.51	144.89	155.55	0.595	92.36	77.94	1.3	1.4	14.194	B
3	207.53	207.53	48.35	233.90	0.887	207.43	188.90	7.9	8.0	35.170	E

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	203.43	203.43	38.17	270.00	0.753	202.62	211.13	2.2	3.0	13.668	B
2	80.32	80.32	153.46	150.96	0.532	80.57	87.33	1.4	1.2	12.862	B
3	199.75	199.75	48.39	233.88	0.854	200.91	185.63	8.0	6.9	29.821	D

09:30 - 09:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	385.83	385.83	40.75	268.49	1.437	267.24	216.75	3.0	121.6	217.518	F
2	75.69	75.69	207.09	122.22	0.619	75.31	100.91	1.2	1.6	19.007	C
3	213.31	213.31	45.39	235.59	0.905	212.10	237.01	6.9	8.1	36.392	E

09:45 - 10:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	208.16	208.16	48.54	263.93	0.789	261.46	195.21	121.6	68.3	325.995	F
2	80.95	80.95	202.19	124.85	0.648	80.74	107.80	1.6	1.8	20.263	C
3	194.70	194.70	46.50	234.96	0.829	197.25	236.44	8.1	5.5	25.782	D

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 7 (three-arm)_V3_WITHREDUCEDFLOWS.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\1 Reduced Flow Models
Report generation date: 09/04/2025 14:49:10

»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM
»FB+CD+N2T (Weekend), AM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	FB+CD+N2T WD													
Arm 1	D7	58.7	109.64	1.19	F	59.69	F	D8	97.7	192.78	1.35	F	103.48	F
Arm 2		0.7	12.97	0.41	B				2.1	24.61	0.69	C		
Arm 3		2.9	14.52	0.74	B				5.5	24.85	0.86	C		
	FB+CD+N2T (Weekend)													
Arm 1	D12	110.1	277.75	1.39	F	136.67	F							
Arm 2		1.7	19.82	0.64	C									
Arm 3		6.6	30.14	0.89	D									

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

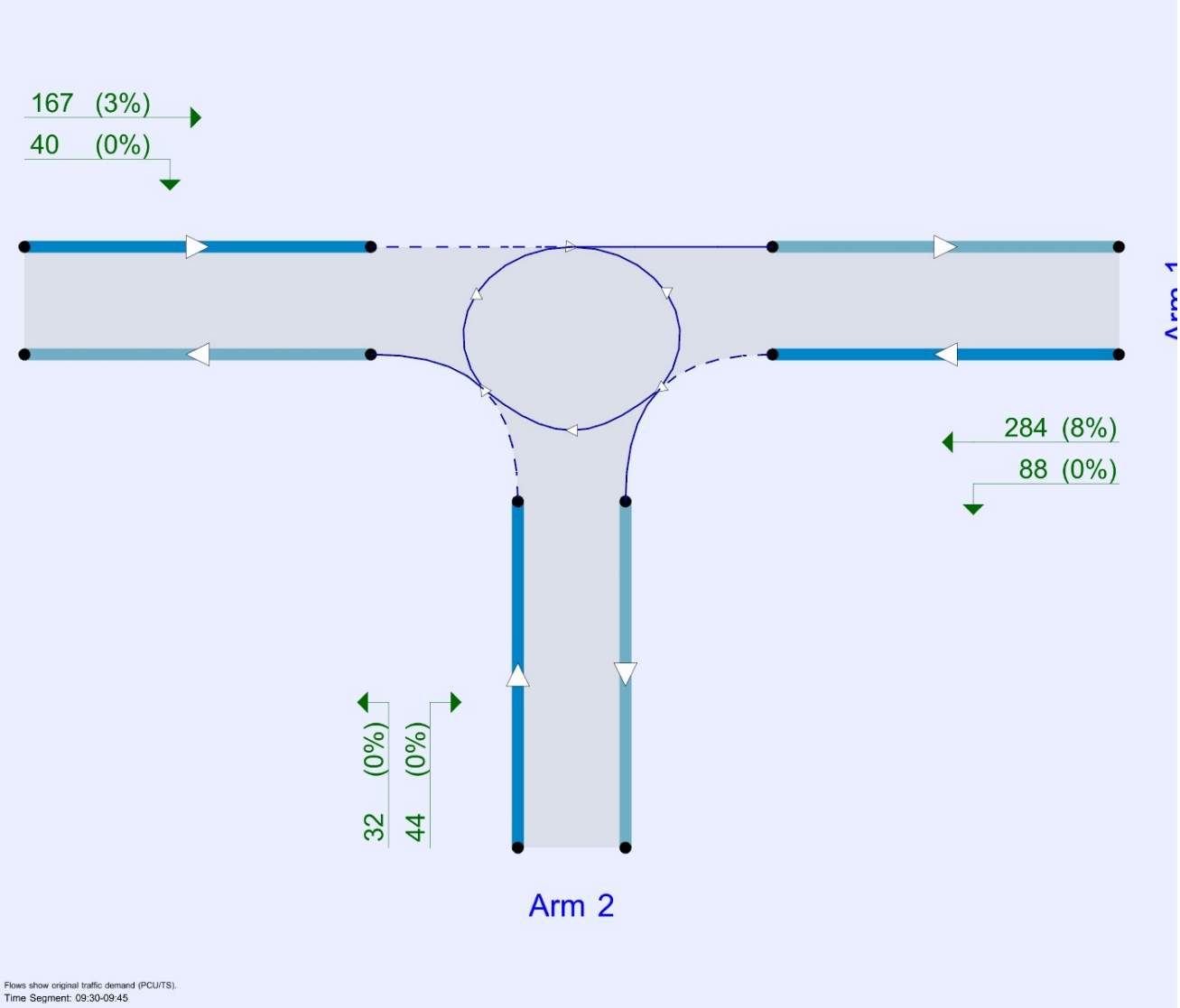
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	08:30	10:00	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓
D12	FB+CD+N2T (Weekend)	AM	DIRECT	08:30	10:00	90	15	✓

Analysis Set Details

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

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 93% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	59.69	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	A1066 (E)	
2	Tesco Superstore	
3	A1066 (W)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.94	3.94	5.39	3.9	14.78	12.88	-3.0	✓
2	3.68	3.58	8.49	3.6	10.72	6.90	0.0	✓
3	4.29	4.07	5.18	2.5	18.06	17.01	3.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.585	292.311
2	0.536	233.193
3	0.569	261.430

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	08:30	10:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

08:30 - 08:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	11.50	141.37
	2	14.64	0.00	10.45
	3	172.11	14.64	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.09	20.91	156.01
	2	9.41	0.00	14.64
	3	145.14	24.04	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	36.59	140.01
	2	17.77	0.00	14.64
	3	154.23	28.23	0.00

09:15 - 09:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	29.27	146.08
	2	26.14	0.00	26.34
	3	156.84	20.91	1.05

09:30 - 09:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	70.67	260.37
	2	19.24	0.00	29.27
	3	158.62	24.04	0.00

09:45 - 10:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	25.09	127.36
	2	23.00	0.00	17.77
	3	137.50	23.00	1.05

Vehicle Mix

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	12
	2	0	0	0
	3	10	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	7
	2	0	0	0
	3	12	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	18
	2	0	0	0
	3	12	0	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	17
	2	0	0	0
	3	9	0	0

09:30 - 09:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	16
	2	0	0	0
	3	12	0	0

09:45 - 10:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	9
	2	0	0	0
	3	12	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.19	109.64	58.7	F	194.73	1168.37
2	0.41	12.97	0.7	B	37.22	223.30
3	0.74	14.52	2.9	B	176.90	1061.39

Main Results for each time segment

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	152.87	152.87	14.41	283.89	0.538	151.60	183.98	0.0	1.3	7.498	A
2	25.09	25.09	140.19	158.07	0.159	24.90	25.81	0.0	0.2	6.748	A
3	186.74	186.74	14.53	253.16	0.738	183.86	150.57	0.0	2.9	13.606	B

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	179.01	179.01	23.95	278.31	0.643	178.42	157.38	1.3	1.9	9.513	A
2	24.04	24.04	157.63	148.73	0.162	24.04	44.74	0.2	0.2	7.217	A
3	169.18	169.18	11.51	254.88	0.664	169.82	170.16	2.9	2.2	11.739	B

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	176.60	176.60	28.11	275.88	0.640	176.47	171.53	1.9	2.0	10.280	B
2	32.41	32.41	140.07	158.13	0.205	32.34	64.51	0.2	0.3	7.151	A
3	182.46	182.46	17.73	251.34	0.726	181.92	154.69	2.2	2.8	14.152	B

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	176.39	176.39	22.04	279.43	0.631	176.42	183.80	2.0	2.0	9.930	A
2	52.48	52.48	148.09	153.84	0.341	52.22	50.37	0.3	0.5	8.835	A
3	178.80	178.80	27.05	246.03	0.727	178.79	173.26	2.8	2.8	14.387	B

09:30 - 09:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	331.04	331.04	24.01	278.28	1.190	274.28	177.79	2.0	58.7	109.640	F
2	48.51	48.51	215.83	117.54	0.413	48.33	82.45	0.5	0.7	12.968	B
3	182.67	182.67	19.23	250.48	0.729	182.57	244.94	2.8	2.9	14.524	B

09:45 - 10:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	152.45	152.45	24.11	278.22	0.548	209.80	161.25	58.7	1.4	34.218	D
2	40.77	40.77	173.44	140.26	0.291	41.04	60.48	0.7	0.4	9.095	A
3	161.55	161.55	23.04	248.32	0.651	162.33	191.44	2.9	2.1	11.583	B

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	103.48	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	33.50	156.32
	2	35.59	0.00	19.89
	3	170.87	14.03	1.05

16:30 - 16:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	34.55	153.29
	2	34.97	0.00	27.22
	3	165.43	25.12	2.09

16:45 - 17:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	26.17	159.04
	2	32.45	0.00	24.08
	3	170.35	31.41	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	34.55	176.11
	2	36.43	0.00	24.08
	3	155.17	26.59	2.09

17:15 - 17:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.09	60.72	295.06
	2	36.64	0.00	20.94
	3	158.52	46.48	1.05

17:30 - 17:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.09	34.55	160.40
	2	46.06	0.00	30.78
	3	146.38	23.03	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	7
	2	0	0	0
	3	11	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	4
	2	0	0	0
	3	7	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	5
	2	0	0	0
	3	6	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	5
	2	0	0	0
	3	4	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		1	2	3
From	1	0	0	10
	2	0	0	0
	3	6	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		1	2	3
From	1	0	0	6
	2	0	0	0
	3	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.35	192.78	97.7	F	221.58	1329.48
2	0.69	24.61	2.1	C	61.52	369.12
3	0.86	24.85	5.5	C	189.94	1139.66

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	189.82	189.82	14.80	283.66	0.669	187.76	202.95	0.0	2.1	9.691	A
2	55.48	55.48	155.65	149.79	0.370	54.90	46.91	0.0	0.6	9.429	A
3	185.95	185.95	35.22	241.38	0.770	182.53	175.33	0.0	3.4	16.059	C

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	188.88	188.88	26.94	276.56	0.683	188.77	201.18	2.1	2.2	10.576	B
2	62.18	62.18	156.33	149.42	0.416	62.06	59.38	0.6	0.7	10.285	B
3	192.65	192.65	35.98	240.95	0.800	192.14	182.41	3.4	3.9	19.170	C

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	185.22	185.22	31.23	274.05	0.676	185.20	202.27	2.2	2.2	10.549	B
2	56.53	56.53	158.99	148.00	0.382	56.60	57.45	0.7	0.6	9.856	A
3	201.76	201.76	32.50	242.93	0.831	201.01	183.09	3.9	4.7	21.924	C

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	210.65	210.65	28.86	275.44	0.765	209.64	192.44	2.2	3.2	14.010	B
2	60.51	60.51	177.36	138.15	0.438	60.37	61.13	0.6	0.8	11.547	B
3	183.85	183.85	36.33	240.75	0.764	184.97	201.41	4.7	3.6	17.051	C

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	357.87	357.87	46.82	264.94	1.351	263.33	195.33	3.2	97.7	178.369	F
2	57.58	57.58	219.73	115.45	0.499	57.38	90.42	0.8	1.0	15.436	C
3	206.05	206.05	38.01	239.79	0.859	204.14	239.10	3.6	5.5	24.850	C

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	197.05	197.05	23.89	278.34	0.708	275.21	195.94	97.7	19.6	192.783	F
2	76.84	76.84	227.54	111.26	0.691	75.75	71.56	1.0	2.1	24.607	C
3	169.41	169.41	47.90	234.16	0.723	171.94	255.39	5.5	2.9	16.039	C

FB+CD+N2T (Weekend), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	136.67	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	FB+CD+N2T (Weekend)	AM	DIRECT	08:30	10:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:30 - 08:45

		To		
		1	2	3
From	1	3.15	45.21	132.78
	2	39.32	0.00	41.00
	3	155.70	41.21	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		1	2	3
From	1	1.05	43.10	139.61
	2	49.41	0.00	37.85
	3	170.73	33.64	2.10

09:00 - 09:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	36.16	138.04
	2	47.31	0.00	45.21
	3	159.80	42.05	0.00

09:15 - 09:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.10	51.51	144.13
	2	46.26	0.00	34.06
	3	156.22	35.74	2.10

09:30 - 09:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.10	88.31	284.06
	2	44.15	0.00	31.54
	3	166.63	39.95	1.05

09:45 - 10:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	48.36	153.07
	2	45.21	0.00	35.74
	3	140.66	47.31	1.05

Vehicle Mix

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	2
	2	0	0	0
	3	5	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	3
	2	0	0	0
	3	2	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	2
	2	0	0	0
	3	4	0	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	4
	2	0	0	0
	3	4	0	0

09:30 - 09:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	8
	2	0	0	0
	3	3	0	0

09:45 - 10:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	3
	2	0	0	0
	3	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.39	277.75	110.1	F	219.14	1314.86
2	0.64	19.82	1.7	C	82.84	497.05
3	0.89	30.14	6.6	D	199.33	1195.95

Main Results for each time segment

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	181.14	181.14	40.28	268.76	0.674	179.11	194.15	0.0	2.0	9.998	A
2	80.32	80.32	134.41	161.17	0.498	79.35	84.98	0.0	1.0	10.876	B
3	196.91	196.91	41.96	237.54	0.829	192.47	171.79	0.0	4.4	19.206	C

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	183.77	183.77	35.54	271.53	0.677	183.70	219.12	2.0	2.1	10.467	B
2	87.26	87.26	142.62	156.77	0.557	87.01	76.62	1.0	1.2	12.847	B
3	206.47	206.47	50.27	232.81	0.887	204.39	179.36	4.4	6.5	29.745	D

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	175.25	175.25	41.81	267.87	0.654	175.38	208.33	2.1	2.0	9.923	A
2	92.51	92.51	139.20	158.60	0.583	92.37	77.99	1.2	1.4	13.550	B
3	201.85	201.85	48.35	233.90	0.863	201.78	183.21	6.5	6.6	29.043	D

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	197.75	197.75	38.14	270.01	0.732	197.03	205.37	2.0	2.7	12.528	B
2	80.32	80.32	147.86	153.96	0.522	80.56	87.32	1.4	1.1	12.331	B
3	194.07	194.07	48.39	233.88	0.830	195.11	180.02	6.6	5.5	24.824	C

09:30 - 09:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	374.47	374.47	40.79	268.46	1.395	267.01	211.28	2.7	110.1	198.191	F
2	75.69	75.69	205.06	123.31	0.614	75.30	102.75	1.1	1.5	18.573	C
3	207.63	207.63	45.43	235.57	0.881	206.64	234.93	5.5	6.5	30.141	D

09:45 - 10:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	202.48	202.48	48.49	263.97	0.767	261.36	189.05	110.1	51.3	277.746	F
2	80.95	80.95	200.33	125.84	0.643	80.74	109.52	1.5	1.7	19.823	C
3	189.02	189.02	46.53	234.94	0.805	191.01	234.54	6.5	4.5	21.568	C

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 8 (four_arm)_V4.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 24/03/2025 13:05:42

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM
»Baseline WE, 10:45-12:15
»FB WE , 10:45-12:15
»FB+CD WE, 10:45-12:15
»FB+CD+N2T WE, 10:45-12:15

Summary of junction performance

	AM							PM							10:45-12:15					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay
2024																				
Arm B	D1	1.1	6.56	0.50	A	7.14	A	D2	1.3	6.94	0.56	A	6.86	A						
Arm C		0.3	4.47	0.21	A				0.5	5.59	0.35	A								
Arm D		2.1	8.14	0.67	A				1.7	7.23	0.62	A								
FB WD																				
Arm B	D3	1.3	6.94	0.53	A	7.72	A	D4	1.5	7.48	0.59	A	7.41	A						
Arm C		0.3	4.61	0.23	A				0.6	5.88	0.37	A								
Arm D		2.4	8.96	0.70	A				1.9	7.89	0.65	A								
FB+CD WD																				
Arm B	D5	1.3	6.94	0.53	A	7.72	A	D6	1.5	7.48	0.59	A	7.41	A						
Arm C		0.3	4.61	0.23	A				0.6	5.88	0.37	A								
Arm D		2.4	8.96	0.70	A				1.9	7.89	0.65	A								
FB+CD+N2T WD																				
Arm B	D7	1.5	7.66	0.57	A	8.26	A	D8	1.7	8.41	0.62	A	8.07	A						
Arm C		0.4	5.26	0.27	A				0.7	6.62	0.42	A								
Arm D		2.6	9.53	0.72	A				2.0	8.35	0.67	A								
Baseline WE																				
Arm B															D9	1.5	7.86	0.60	A	
Arm C																0.6	5.72	0.39	A	8.42
Arm D																2.6	9.99	0.72	A	
FB WE																				
Arm B															D10	1.7	8.73	0.63	A	
Arm C																0.7	6.07	0.41	A	9.58
Arm D																3.1	11.70	0.76	B	
FB+CD WE																				
Arm B															D11	1.7	8.73	0.63	A	
Arm C																0.7	6.07	0.41	A	9.58
Arm D																3.1	11.70	0.76	B	
FB+CD+N2T WE																				
Arm B															D12	2.1	9.98	0.67	A	
Arm C																0.9	6.81	0.46	A	10.5
Arm D																3.4	12.74	0.78	B	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

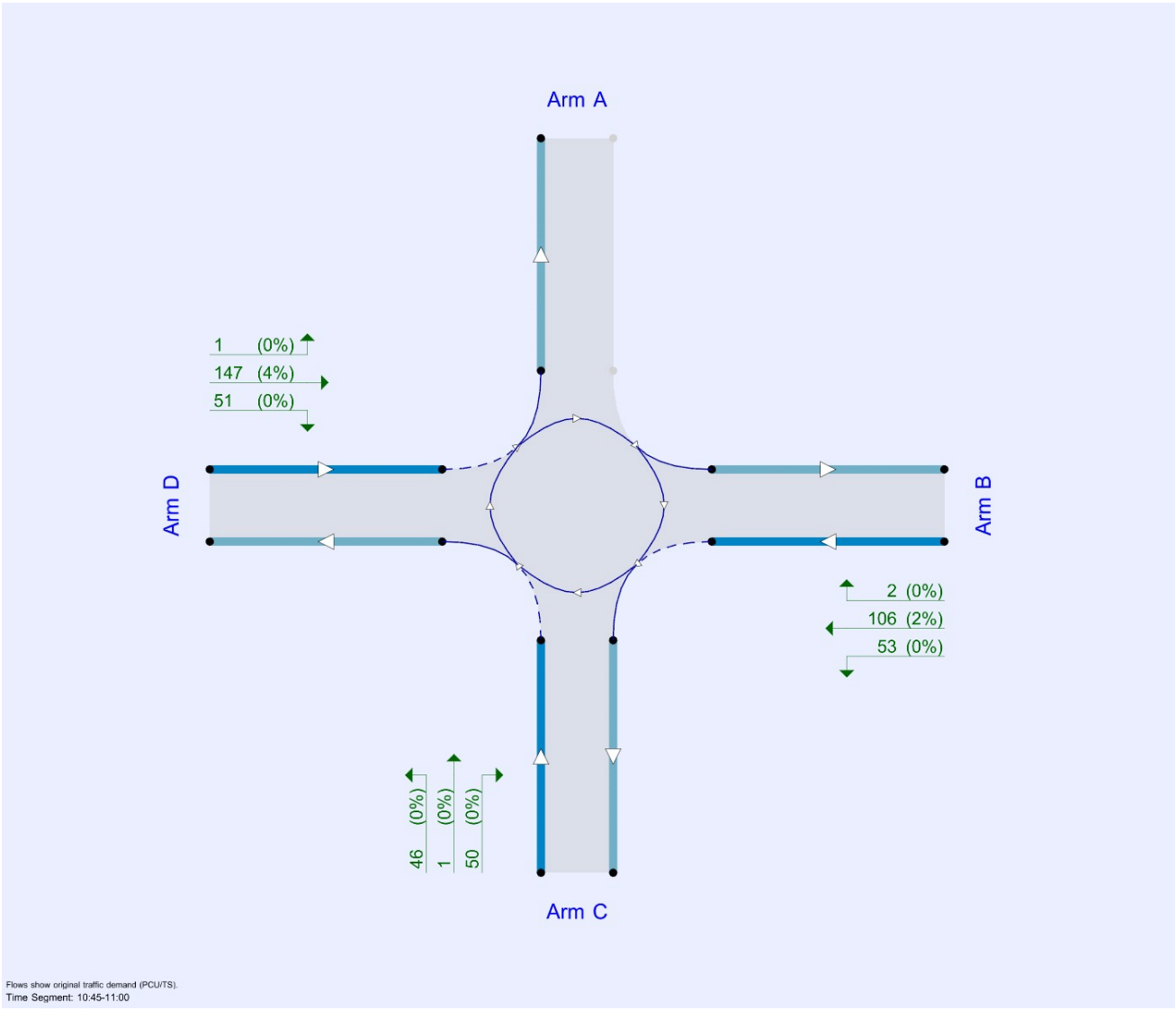
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	08:15	09:45	90	15	✓
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓
D3	FB WD	AM	DIRECT	08:15	09:45	90	15	✓
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓
D5	FB+CD WD	AM	DIRECT	08:15	09:45	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	08:15	09:45	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓
D9	Baseline WE	10:45-12:15	DIRECT	10:45	12:15	90	15	✓
D10	FB WE	10:45-12:15	DIRECT	10:45	12:15	90	15	✓
D11	FB+CD WE	10:45-12:15	DIRECT	10:45	12:15	90	15	✓
D12	FB+CD+N2T WE	10:45-12:15	DIRECT	10:45	12:15	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	7.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Access Road (N)	
B	A1066 Victoria Road (E)	
C	Morrisons (S)	
D	A1066 Park Road (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A							✓
B	3.73	5.60	5.6	30.2	28.1	41.0	
C	2.57	5.82	19.7	14.2	28.1	42.0	
D	2.73	6.54	21.9	10.3	28.1	42.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A		
B	0.586	343.425
C	0.566	333.881
D	0.577	357.801

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	08:15	09:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A				
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	21.20	110.20
	C	0.00	20.90	0.00	23.00
	D	2.00	140.20	23.00	22.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	22.20	121.60
	C	0.00	15.00	0.00	23.00
	D	1.00	158.20	42.00	33.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	27.00	117.60
	C	0.00	16.00	0.00	21.00
	D	0.00	140.40	40.00	14.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	18.00	123.60
	C	0.00	20.00	0.00	17.00
	D	1.00	153.10	34.00	12.90

09:15 - 09:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.00	30.00	126.30
	C	0.00	25.00	0.00	24.00
	D	1.40	140.60	33.00	20.90

09:30 - 09:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	1.00	0.00	33.00	109.10
	C	0.00	30.00	0.00	27.00
	D	0.00	138.30	38.00	8.00

Vehicle Mix

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	8
	C	0	5	0	0
	D	0	10	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	12
	C	0	0	0	0
	D	0	8	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	7
	C	0	0	0	0
	D	0	10	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	16
	C	0	0	0	0
	D	0	10	0	8

09:15 - 09:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	17
	C	0	0	0	0
	D	0	8	0	5

09:30 - 09:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	7
	C	0	0	0	0
	D	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A						
B	0.50	6.56	1.1	A	143.63	861.80
C	0.21	4.47	0.3	A	43.65	261.90
D	0.67	8.14	2.1	A	199.50	1197.00

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			204.77				1.99				
B	131.40	131.40	44.70	317.23	0.414	130.65	160.07	0.0	0.7	5.132	A
C	43.90	43.90	131.43	259.53	0.169	43.69	43.93	0.0	0.2	4.263	A
D	187.20	187.20	20.80	345.79	0.541	185.95	154.32	0.0	1.2	5.986	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			247.37				1.00				
B	143.80	143.80	74.63	299.69	0.480	143.55	172.74	0.7	1.0	6.317	A
C	38.00	38.00	154.23	246.63	0.154	38.02	63.94	0.2	0.2	4.314	A
D	234.20	234.20	15.03	349.13	0.671	233.35	177.23	1.2	2.1	8.142	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			211.12				0.01				
B	144.60	144.60	54.29	311.61	0.464	144.67	156.83	1.0	0.9	5.719	A
C	37.00	37.00	131.89	259.27	0.143	37.02	67.08	0.2	0.2	4.049	A
D	194.40	194.40	16.00	348.57	0.558	195.13	152.90	2.1	1.4	6.302	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			219.88				0.99				
B	141.60	141.60	46.94	315.92	0.448	141.59	172.95	0.9	0.9	5.870	A
C	37.00	37.00	136.44	256.69	0.144	37.00	52.09	0.2	0.2	4.096	A
D	201.00	201.00	19.98	346.27	0.580	200.90	153.46	1.4	1.5	6.682	A

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			220.51				1.40				
B	157.30	157.30	53.85	311.87	0.504	157.10	166.66	0.9	1.1	6.558	A
C	49.00	49.00	148.04	250.13	0.196	48.93	62.91	0.2	0.2	4.472	A
D	195.90	195.90	25.96	342.82	0.571	195.94	171.00	1.5	1.4	6.506	A

09:30 - 09:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			214.41				1.00				
B	143.10	143.10	46.07	316.43	0.452	143.35	168.34	1.1	0.9	5.486	A
C	57.00	57.00	118.44	266.88	0.214	56.97	70.99	0.2	0.3	4.287	A
D	184.30	184.30	30.98	339.92	0.542	184.43	144.43	1.4	1.3	6.255	A

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A				
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	1.00	0.00	31.90	131.60
	C	0.00	29.00	0.00	36.00
	D	0.00	144.60	28.00	14.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	36.40	135.70
	C	0.00	30.90	0.00	33.00
	D	1.00	157.40	38.00	15.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.40	20.00	151.40
	C	0.00	25.00	0.00	43.00
	D	1.00	145.80	31.00	30.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.00	30.90	137.60
	C	0.00	39.40	0.00	46.00
	D	0.00	153.40	37.00	16.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.00	27.00	140.00
	C	0.00	24.00	0.00	34.00
	D	1.00	133.60	42.00	28.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	1.00	1.00	29.40	140.20
	C	1.00	29.40	0.00	40.90
	D	0.00	121.50	30.00	17.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	3	3
	C	0	0	0	0
	D	0	6	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	4
	C	0	3	0	0
	D	0	4	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	4
	C	0	0	0	0
	D	0	3	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	3	3
	C	0	0	0	0
	D	0	4	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	5
	C	0	0	0	0
	D	0	7	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	1
	C	0	0	0	3
	D	0	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A						
B	0.56	6.94	1.3	A	169.58	1017.50
C	0.35	5.59	0.5	A	68.60	411.60
D	0.62	7.23	1.7	A	197.55	1185.30

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			214.20				0.99				
B	164.50	164.50	41.72	318.98	0.516	163.42	172.48	0.0	1.1	5.929	A
C	65.00	65.00	145.63	251.49	0.258	64.65	59.50	0.0	0.3	4.808	A
D	186.60	186.60	29.84	340.58	0.548	185.35	180.45	0.0	1.2	6.017	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			240.88				1.00				
B	172.10	172.10	52.86	312.45	0.551	171.94	188.02	1.1	1.2	6.589	A
C	63.90	63.90	150.57	248.70	0.257	63.89	74.24	0.3	0.4	4.948	A
D	211.40	211.40	30.89	339.97	0.622	210.99	183.57	1.2	1.7	7.160	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			232.29				1.00				
B	171.80	171.80	60.95	307.71	0.558	171.75	171.34	1.2	1.3	6.858	A
C	68.00	68.00	181.53	231.19	0.294	67.94	51.17	0.4	0.4	5.510	A
D	207.80	207.80	25.42	343.13	0.606	207.87	224.05	1.7	1.6	6.789	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			246.65				0.01				
B	169.50	169.50	53.05	312.34	0.543	169.56	193.60	1.3	1.2	6.501	A
C	85.40	85.40	154.83	246.29	0.347	85.29	67.77	0.4	0.5	5.586	A
D	206.40	206.40	40.31	334.54	0.617	206.35	199.82	1.6	1.6	7.226	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			228.79				0.99				
B	168.00	168.00	69.89	302.47	0.555	167.96	158.91	1.2	1.3	6.941	A
C	58.00	58.00	168.85	238.36	0.243	58.20	68.99	0.5	0.3	5.002	A
D	204.60	204.60	25.11	343.31	0.596	204.68	201.94	1.6	1.6	6.771	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			199.37				1.99				
B	171.60	171.60	47.24	315.74	0.543	171.66	152.13	1.3	1.2	6.323	A
C	71.30	71.30	159.37	243.72	0.293	71.21	59.53	0.3	0.4	5.288	A
D	168.50	168.50	32.35	339.13	0.497	169.02	198.23	1.6	1.0	5.549	A

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	7.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	08:15	09:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A				
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:15 - 08:30

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	22.16	115.20
	C	0.00	21.85	0.00	24.04
	D	2.09	146.57	24.04	23.00

Demand (PCU/TS)

08:30 - 08:45

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	23.21	127.12
	C	0.00	15.68	0.00	24.04
	D	1.05	165.38	43.91	34.50

Demand (PCU/TS)

08:45 - 09:00

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	28.23	122.94
	C	0.00	16.73	0.00	21.95
	D	0.00	146.77	41.82	14.64

Demand (PCU/TS)

09:00 - 09:15

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	18.82	129.21
	C	0.00	20.91	0.00	17.77
	D	1.05	160.05	35.54	13.49

Demand (PCU/TS)

09:15 - 09:30

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	31.36	132.03
	C	0.00	26.14	0.00	25.09
	D	1.46	146.98	34.50	21.85

Demand (PCU/TS)

09:30 - 09:45

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	1.05	0.00	34.50	114.05
	C	0.00	31.36	0.00	28.23
	D	0.00	144.58	39.73	8.36

Vehicle Mix

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	8
	C	0	5	0	0
	D	0	10	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	12
	C	0	0	0	0
	D	0	8	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	7
	C	0	0	0	0
	D	0	10	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	16
	C	0	0	0	0
	D	0	10	0	8

09:15 - 09:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	17
	C	0	0	0	0
	D	0	8	0	5

09:30 - 09:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	7
	C	0	0	0	0
	D	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A						
B	0.53	6.94	1.3	A	150.15	900.93
C	0.23	4.61	0.3	A	45.63	273.79
D	0.70	8.96	2.4	A	208.56	1251.35

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			213.99				2.08				
B	137.37	137.37	46.71	316.05	0.435	136.55	167.28	0.0	0.8	5.333	A
C	45.89	45.89	137.36	256.17	0.179	45.67	45.91	0.0	0.2	4.370	A
D	195.70	195.70	21.74	345.25	0.567	194.32	161.29	0.0	1.4	6.333	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			258.46				1.05				
B	150.33	150.33	77.97	297.74	0.505	150.04	180.50	0.8	1.1	6.675	A
C	39.73	39.73	161.19	242.69	0.164	39.75	66.81	0.2	0.2	4.437	A
D	244.83	244.83	15.71	348.73	0.702	243.80	185.23	1.4	2.4	8.960	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			220.83				0.01				
B	151.17	151.17	56.80	310.14	0.487	151.25	164.03	1.1	1.0	6.007	A
C	38.68	38.68	137.91	255.86	0.151	38.70	70.14	0.2	0.2	4.144	A
D	203.23	203.23	16.73	348.15	0.584	204.11	159.88	2.4	1.5	6.720	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			229.85				1.04				
B	148.03	148.03	49.07	314.67	0.470	148.03	180.79	1.0	1.0	6.141	A
C	38.68	38.68	142.64	253.19	0.153	38.68	54.46	0.2	0.2	4.195	A
D	210.13	210.13	20.89	345.74	0.608	210.00	160.43	1.5	1.6	7.154	A

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			230.52				1.46				
B	164.44	164.44	56.29	310.44	0.530	164.21	174.23	1.0	1.3	6.941	A
C	51.22	51.22	154.74	246.34	0.208	51.14	65.76	0.2	0.3	4.608	A
D	204.79	204.79	27.14	342.14	0.599	204.84	178.75	1.6	1.6	6.957	A

09:30 - 09:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			224.16				1.05				
B	149.60	149.60	48.17	315.20	0.475	149.89	176.00	1.3	1.0	5.743	A
C	59.59	59.59	123.84	263.82	0.226	59.56	74.21	0.3	0.3	4.406	A
D	192.67	192.67	32.39	339.10	0.568	192.82	151.01	1.6	1.4	6.651	A

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	7.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A				
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	1.05	0.00	33.39	137.77
	C	0.00	30.36	0.00	37.69
	D	0.00	151.38	29.31	14.66

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	38.11	142.06
	C	0.00	32.35	0.00	34.55
	D	1.05	164.78	39.78	15.70

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.42	20.94	158.49
	C	0.00	26.17	0.00	45.01
	D	1.05	152.63	32.45	31.41

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	32.35	144.05
	C	0.00	41.25	0.00	48.16
	D	0.00	160.59	38.73	16.75

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	28.27	146.56
	C	0.00	25.12	0.00	35.59
	D	1.05	139.86	43.97	29.31

17:45 - 18:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	1.05	1.05	30.78	146.77
	C	1.05	30.78	0.00	42.82
	D	0.00	127.19	31.41	17.80

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	3	3
	C	0	0	0	0
	D	0	6	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	4
	C	0	3	0	0
	D	0	4	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	4
	C	0	0	0	0
	D	0	3	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	3	3
	C	0	0	0	0
	D	0	4	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	5
	C	0	0	0	0
	D	0	7	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	1
	C	0	0	0	3
	D	0	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A						
B	0.59	7.48	1.5	A	177.53	1065.18
C	0.37	5.88	0.6	A	71.81	430.89
D	0.65	7.89	1.9	A	206.81	1240.84

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			224.14				1.04				
B	172.21	172.21	43.65	317.84	0.542	171.01	180.49	0.0	1.2	6.275	A
C	68.05	68.05	152.40	247.67	0.275	67.67	62.27	0.0	0.4	4.990	A
D	195.34	195.34	31.23	339.77	0.575	193.95	188.84	0.0	1.4	6.397	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			252.10				1.05				
B	180.16	180.16	55.32	311.01	0.579	179.97	196.78	1.2	1.4	7.062	A
C	66.89	66.89	157.60	244.72	0.273	66.89	77.69	0.4	0.4	5.140	A
D	221.31	221.31	32.34	339.13	0.653	220.81	192.15	1.4	1.9	7.796	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			243.18				1.05				
B	179.85	179.85	63.80	306.04	0.588	179.79	179.38	1.4	1.5	7.386	A
C	71.19	71.19	190.01	226.39	0.314	71.11	53.59	0.4	0.5	5.794	A
D	217.54	217.54	26.60	342.44	0.635	217.62	234.51	1.9	1.8	7.361	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			258.19				0.01				
B	177.44	177.44	55.53	310.88	0.571	177.51	202.65	1.5	1.4	6.958	A
C	89.40	89.40	162.11	242.17	0.369	89.28	70.93	0.5	0.6	5.881	A
D	216.07	216.07	42.19	333.45	0.648	216.01	209.20	1.8	1.9	7.886	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			239.54				1.04				
B	175.87	175.87	73.15	300.56	0.585	175.82	166.39	1.4	1.4	7.483	A
C	60.72	60.72	176.75	233.89	0.260	60.94	72.23	0.6	0.4	5.210	A
D	214.19	214.19	26.29	342.62	0.625	214.29	211.40	1.9	1.8	7.317	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			208.78				2.09				
B	179.64	179.64	49.49	314.43	0.571	179.72	159.30	1.4	1.4	6.766	A
C	74.64	74.64	166.87	239.48	0.312	74.54	62.34	0.4	0.5	5.529	A
D	176.40	176.40	33.86	338.25	0.521	177.01	207.54	1.8	1.2	5.857	A

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	7.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	08:15	09:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A				
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:15 - 08:30

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	22.16	115.20
	C	0.00	21.85	0.00	24.04
	D	2.09	146.57	24.04	23.00

Demand (PCU/TS)

08:30 - 08:45

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	23.21	127.12
	C	0.00	15.68	0.00	24.04
	D	1.05	165.38	43.91	34.50

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	28.23	122.94
	C	0.00	16.73	0.00	21.95
	D	0.00	146.77	41.82	14.64

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	18.82	129.21
	C	0.00	20.91	0.00	17.77
	D	1.05	160.05	35.54	13.49

09:15 - 09:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	31.36	132.03
	C	0.00	26.14	0.00	25.09
	D	1.46	146.98	34.50	21.85

09:30 - 09:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	1.05	0.00	34.50	114.05
	C	0.00	31.36	0.00	28.23
	D	0.00	144.58	39.73	8.36

Vehicle Mix

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	8
	C	0	5	0	0
	D	0	10	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	12
	C	0	0	0	0
	D	0	8	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	7
	C	0	0	0	0
	D	0	10	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	16
	C	0	0	0	0
	D	0	10	0	8

09:15 - 09:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	17
	C	0	0	0	0
	D	0	8	0	5

09:30 - 09:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	7
	C	0	0	0	0
	D	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A						
B	0.53	6.94	1.3	A	150.15	900.93
C	0.23	4.61	0.3	A	45.63	273.79
D	0.70	8.96	2.4	A	208.56	1251.35

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			213.99				2.08				
B	137.37	137.37	46.71	316.05	0.435	136.55	167.28	0.0	0.8	5.333	A
C	45.89	45.89	137.36	256.17	0.179	45.67	45.91	0.0	0.2	4.370	A
D	195.70	195.70	21.74	345.25	0.567	194.32	161.29	0.0	1.4	6.333	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			258.46				1.05				
B	150.33	150.33	77.97	297.74	0.505	150.04	180.50	0.8	1.1	6.675	A
C	39.73	39.73	161.19	242.69	0.164	39.75	66.81	0.2	0.2	4.437	A
D	244.83	244.83	15.71	348.73	0.702	243.80	185.23	1.4	2.4	8.960	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			220.83				0.01				
B	151.17	151.17	56.80	310.14	0.487	151.25	164.03	1.1	1.0	6.007	A
C	38.68	38.68	137.91	255.86	0.151	38.70	70.14	0.2	0.2	4.144	A
D	203.23	203.23	16.73	348.15	0.584	204.11	159.88	2.4	1.5	6.720	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			229.85				1.04				
B	148.03	148.03	49.07	314.67	0.470	148.03	180.79	1.0	1.0	6.141	A
C	38.68	38.68	142.64	253.19	0.153	38.68	54.46	0.2	0.2	4.195	A
D	210.13	210.13	20.89	345.74	0.608	210.00	160.43	1.5	1.6	7.154	A

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			230.52				1.46				
B	164.44	164.44	56.29	310.44	0.530	164.21	174.23	1.0	1.3	6.941	A
C	51.22	51.22	154.74	246.34	0.208	51.14	65.76	0.2	0.3	4.608	A
D	204.79	204.79	27.14	342.14	0.599	204.84	178.75	1.6	1.6	6.957	A

09:30 - 09:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			224.16				1.05				
B	149.60	149.60	48.17	315.20	0.475	149.89	176.00	1.3	1.0	5.743	A
C	59.59	59.59	123.84	263.82	0.226	59.56	74.21	0.3	0.3	4.406	A
D	192.67	192.67	32.39	339.10	0.568	192.82	151.01	1.6	1.4	6.651	A

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	7.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A				
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	1.05	0.00	33.39	137.77
	C	0.00	30.36	0.00	37.69
	D	0.00	151.38	29.31	14.66

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	38.11	142.06
	C	0.00	32.35	0.00	34.55
	D	1.05	164.78	39.78	15.70

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.42	20.94	158.49
	C	0.00	26.17	0.00	45.01
	D	1.05	152.63	32.45	31.41

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	32.35	144.05
	C	0.00	41.25	0.00	48.16
	D	0.00	160.59	38.73	16.75

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	28.27	146.56
	C	0.00	25.12	0.00	35.59
	D	1.05	139.86	43.97	29.31

17:45 - 18:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	1.05	1.05	30.78	146.77
	C	1.05	30.78	0.00	42.82
	D	0.00	127.19	31.41	17.80

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	3	3
	C	0	0	0	0
	D	0	6	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	4
	C	0	3	0	0
	D	0	4	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	4
	C	0	0	0	0
	D	0	3	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	3	3
	C	0	0	0	0
	D	0	4	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	5
	C	0	0	0	0
	D	0	7	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	1
	C	0	0	0	3
	D	0	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A						
B	0.59	7.48	1.5	A	177.53	1065.18
C	0.37	5.88	0.6	A	71.81	430.89
D	0.65	7.89	1.9	A	206.81	1240.84

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			224.14				1.04				
B	172.21	172.21	43.65	317.84	0.542	171.01	180.49	0.0	1.2	6.275	A
C	68.05	68.05	152.40	247.67	0.275	67.67	62.27	0.0	0.4	4.990	A
D	195.34	195.34	31.23	339.77	0.575	193.95	188.84	0.0	1.4	6.397	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			252.10				1.05				
B	180.16	180.16	55.32	311.01	0.579	179.97	196.78	1.2	1.4	7.062	A
C	66.89	66.89	157.60	244.72	0.273	66.89	77.69	0.4	0.4	5.140	A
D	221.31	221.31	32.34	339.13	0.653	220.81	192.15	1.4	1.9	7.796	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			243.18				1.05				
B	179.85	179.85	63.80	306.04	0.588	179.79	179.38	1.4	1.5	7.386	A
C	71.19	71.19	190.01	226.39	0.314	71.11	53.59	0.4	0.5	5.794	A
D	217.54	217.54	26.60	342.44	0.635	217.62	234.51	1.9	1.8	7.361	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			258.19				0.01				
B	177.44	177.44	55.53	310.88	0.571	177.51	202.65	1.5	1.4	6.958	A
C	89.40	89.40	162.11	242.17	0.369	89.28	70.93	0.5	0.6	5.881	A
D	216.07	216.07	42.19	333.45	0.648	216.01	209.20	1.8	1.9	7.886	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			239.54				1.04				
B	175.87	175.87	73.15	300.56	0.585	175.82	166.39	1.4	1.4	7.483	A
C	60.72	60.72	176.75	233.89	0.260	60.94	72.23	0.6	0.4	5.210	A
D	214.19	214.19	26.29	342.62	0.625	214.29	211.40	1.9	1.8	7.317	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			208.78				2.09				
B	179.64	179.64	49.49	314.43	0.571	179.72	159.30	1.4	1.4	6.766	A
C	74.64	74.64	166.87	239.48	0.312	74.54	62.34	0.4	0.5	5.529	A
D	176.40	176.40	33.86	338.25	0.521	177.01	207.54	1.8	1.2	5.857	A

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	8.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	08:15	09:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A				
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:15 - 08:30

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	33.52	115.20
	C	0.00	33.21	0.00	24.04
	D	2.09	146.57	24.04	23.00

Demand (PCU/TS)

08:30 - 08:45

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	34.57	127.12
	C	0.00	27.04	0.00	24.04
	D	1.05	165.38	43.91	34.50

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	39.58	122.94
	C	0.00	28.08	0.00	21.95
	D	0.00	146.77	41.82	14.64

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	30.18	129.21
	C	0.00	32.27	0.00	17.77
	D	1.05	160.05	35.54	13.49

09:15 - 09:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	42.72	132.03
	C	0.00	37.49	0.00	25.09
	D	1.46	146.98	34.50	21.85

09:30 - 09:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	1.05	0.00	45.86	114.05
	C	0.00	42.72	0.00	28.23
	D	0.00	144.58	39.73	8.36

Vehicle Mix

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	15	8
	C	0	20	0	0
	D	0	10	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	14	12
	C	0	20	0	0
	D	0	8	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	12	7
	C	0	19	0	0
	D	0	10	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	17	16
	C	0	16	0	0
	D	0	10	0	8

09:15 - 09:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	11	17
	C	0	13	0	0
	D	0	8	0	5

09:30 - 09:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	10	7
	C	0	11	0	0
	D	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A						
B	0.57	7.66	1.5	A	161.51	969.08
C	0.27	5.26	0.4	A	56.99	341.94
D	0.72	9.53	2.6	A	208.56	1251.35

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			225.21				2.08				
B	148.72	148.72	46.70	316.06	0.471	147.76	178.51	0.0	1.0	5.829	A
C	57.25	57.25	137.29	256.22	0.223	56.94	57.17	0.0	0.3	4.991	A
D	195.70	195.70	33.02	338.74	0.578	194.26	161.20	0.0	1.4	6.610	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			269.73				1.05				
B	161.69	161.69	77.93	297.76	0.543	161.34	191.80	1.0	1.3	7.385	A
C	51.08	51.08	161.14	242.72	0.210	51.11	78.13	0.3	0.3	5.153	A
D	244.83	244.83	27.07	342.18	0.716	243.71	185.18	1.4	2.6	9.533	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			232.27				0.01				
B	162.52	162.52	56.83	310.13	0.524	162.62	175.44	1.3	1.2	6.632	A
C	50.04	50.04	137.94	255.85	0.196	50.06	81.52	0.3	0.3	4.803	A
D	203.23	203.23	28.09	341.59	0.595	204.19	159.91	2.6	1.6	7.054	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			241.20				1.04				
B	159.39	159.39	49.07	314.67	0.507	159.39	192.13	1.2	1.2	6.740	A
C	50.04	50.04	142.64	253.19	0.198	50.04	65.82	0.3	0.3	4.856	A
D	210.13	210.13	32.24	339.19	0.619	210.00	160.43	1.6	1.7	7.515	A

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			241.87				1.46				
B	175.80	175.80	56.29	310.44	0.566	175.53	185.58	1.2	1.5	7.665	A
C	62.58	62.58	154.72	246.35	0.254	62.49	77.10	0.3	0.4	5.256	A
D	204.79	204.79	38.49	335.59	0.610	204.84	178.72	1.7	1.7	7.309	A

09:30 - 09:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			235.54				1.05				
B	160.96	160.96	48.17	315.20	0.511	161.29	187.36	1.5	1.1	6.322	A
C	70.95	70.95	123.88	263.80	0.269	70.92	85.59	0.4	0.4	4.965	A
D	192.67	192.67	43.75	332.55	0.579	192.84	151.05	1.7	1.5	6.967	A

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	8.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A				
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	1.05	0.00	44.75	137.77
	C	0.00	41.72	0.00	37.69
	D	0.00	151.38	29.31	14.66

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	49.46	142.06
	C	0.00	43.71	0.00	34.55
	D	1.05	164.78	39.78	15.70

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.42	32.30	158.49
	C	0.00	37.53	0.00	45.01
	D	1.05	152.63	32.45	31.41

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	43.71	144.05
	C	0.00	52.60	0.00	48.16
	D	0.00	160.59	38.73	16.75

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	39.62	146.56
	C	0.00	36.48	0.00	35.59
	D	1.05	139.86	43.97	29.31

17:45 - 18:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	1.05	1.05	42.14	146.77
	C	1.05	42.14	0.00	42.82
	D	0.00	127.19	31.41	17.80

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	14	3
	C	0	11	0	0
	D	0	6	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	9	4
	C	0	14	0	0
	D	0	4	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	16	4
	C	0	13	0	0
	D	0	3	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	14	3
	C	0	9	0	0
	D	0	4	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	12	5
	C	0	13	0	0
	D	0	7	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	11	1
	C	0	11	0	3
	D	0	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A						
B	0.62	8.41	1.7	A	188.89	1133.33
C	0.42	6.62	0.7	A	83.17	499.04
D	0.67	8.35	2.0	A	206.81	1240.84

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			235.35				1.04				
B	183.57	183.57	43.64	317.85	0.578	182.15	191.71	0.0	1.4	6.934	A
C	79.40	79.40	152.29	247.73	0.321	78.91	73.50	0.0	0.5	5.619	A
D	195.34	195.34	42.50	333.27	0.586	193.89	188.70	0.0	1.5	6.681	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			263.41				1.05				
B	191.52	191.52	55.31	311.01	0.616	191.29	208.10	1.4	1.7	7.887	A
C	78.25	78.25	157.57	244.74	0.320	78.24	89.02	0.5	0.5	5.803	A
D	221.31	221.31	43.69	332.58	0.665	220.76	192.13	1.5	2.0	8.244	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			254.53				1.05				
B	191.21	191.21	63.80	306.04	0.625	191.13	190.73	1.7	1.7	8.292	A
C	82.54	82.54	189.97	226.41	0.365	82.45	64.96	0.5	0.6	6.594	A
D	217.54	217.54	37.95	335.89	0.648	217.63	234.46	2.0	1.9	7.768	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			269.53				0.01				
B	188.80	188.80	55.54	310.88	0.607	188.88	213.99	1.7	1.7	7.781	A
C	100.76	100.76	162.14	242.16	0.416	100.62	82.28	0.6	0.7	6.625	A
D	216.07	216.07	53.53	326.90	0.661	216.00	209.23	1.9	2.0	8.350	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			250.93				1.04				
B	187.23	187.23	73.15	300.56	0.623	187.16	177.78	1.7	1.7	8.410	A
C	72.08	72.08	176.73	233.90	0.308	72.33	83.58	0.7	0.5	5.937	A
D	214.19	214.19	37.67	336.06	0.637	214.30	211.39	2.0	1.9	7.716	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			220.18				2.09				
B	191.00	191.00	49.50	314.42	0.607	191.10	170.68	1.7	1.6	7.556	A
C	86.00	86.00	166.89	239.47	0.359	85.89	73.72	0.5	0.6	6.237	A
D	176.40	176.40	45.21	331.70	0.532	177.06	207.56	1.9	1.2	6.112	A

Baseline WE, 10:45-12:15

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	8.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	Baseline WE	10:45-12:15	DIRECT	10:45	12:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A				
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

10:45 - 11:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	2.00	2.00	50.00	100.80
	C	1.00	48.00	1.00	44.00
	D	1.00	139.90	48.20	16.00

11:00 - 11:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	3.00	0.00	45.00	114.40
	C	0.00	41.00	0.00	46.20
	D	0.00	145.00	63.00	17.40

11:15 - 11:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.00	46.00	117.90
	C	0.00	51.80	0.00	47.00
	D	0.00	134.80	77.00	19.00

11:30 - 11:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.00	64.00	107.10
	C	0.00	43.00	0.00	52.00
	D	1.00	129.20	74.00	20.00

11:45 - 12:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	3.00	1.00	39.00	116.70
	C	0.00	49.00	0.00	45.00
	D	1.00	140.10	71.80	24.00

12:00 - 12:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.00	59.40	112.80
	C	0.00	51.00	0.00	45.40
	D	1.00	119.40	65.00	19.00

Vehicle Mix

10:45 - 11:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	2
	C	0	0	0	0
	D	0	4	0	0

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	B	0	0	0	2
	C	0	0	0	0
	D	0	1	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	1
	C	0	0	0	0
	D	0	3	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	3
	C	0	0	0	0
	D	0	3	0	0

11:45 - 12:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	3
	C	0	0	0	0
	D	0	2	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	2
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A						
B	0.60	7.86	1.5	A	164.52	987.10
C	0.39	5.72	0.6	A	94.23	565.40
D	0.72	9.99	2.6	A	221.13	1326.80

Main Results for each time segment

10:45 - 11:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			253.12				3.97				
B	154.80	154.80	64.67	305.53	0.507	153.77	188.46	0.0	1.0	5.970	A
C	94.00	94.00	119.97	266.01	0.353	93.46	98.47	0.0	0.5	5.201	A
D	205.10	205.10	53.69	326.81	0.628	203.41	159.75	0.0	1.7	7.382	A

11:00 - 11:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			266.06				3.00				
B	162.40	162.40	80.20	296.43	0.548	162.22	185.87	1.0	1.2	6.779	A
C	87.20	87.20	134.59	257.74	0.338	87.23	107.82	0.5	0.5	5.278	A
D	225.40	225.40	44.05	332.37	0.678	225.02	177.77	1.7	2.1	8.423	A

11:15 - 11:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			283.22				0.02				
B	164.90	164.90	95.76	287.31	0.574	164.78	187.46	1.2	1.3	7.379	A
C	98.80	98.80	137.78	255.94	0.386	98.69	122.75	0.5	0.6	5.720	A
D	230.80	230.80	52.73	327.36	0.705	230.51	183.74	2.1	2.4	9.423	A

11:30 - 11:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			267.48				0.99				
B	172.10	172.10	94.08	288.30	0.597	171.95	173.40	1.3	1.5	7.861	A
C	95.00	95.00	128.13	261.39	0.363	95.05	137.90	0.6	0.6	5.411	A
D	224.20	224.20	44.07	332.36	0.675	224.40	179.11	2.4	2.2	8.510	A

11:45 - 12:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			285.45				3.97				
B	159.70	159.70	95.67	287.37	0.556	159.88	189.78	1.5	1.3	7.209	A
C	94.00	94.00	144.58	252.09	0.373	93.99	110.97	0.6	0.6	5.692	A
D	236.90	236.90	52.93	327.25	0.724	236.49	185.64	2.2	2.6	9.987	A

12:00 - 12:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			256.27				1.03				
B	173.20	173.20	84.34	294.00	0.589	173.07	171.92	1.3	1.4	7.519	A
C	96.40	96.40	132.95	258.67	0.373	96.40	124.47	0.6	0.6	5.545	A
D	204.40	204.40	52.02	327.77	0.624	205.28	177.32	2.6	1.7	7.397	A

FB WE , 10:45-12:15

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	9.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	FB WE	10:45-12:15	DIRECT	10:45	12:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A				
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

10:45 - 11:00

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	2.10	2.10	52.56	105.97
	C	1.05	50.46	1.05	46.26
	D	1.05	147.07	50.67	16.82

Demand (PCU/TS)

11:00 - 11:15

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	3.15	0.00	47.31	120.27
	C	0.00	43.10	0.00	48.57
	D	0.00	152.44	66.23	18.29

11:15 - 11:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	48.36	123.95
	C	0.00	54.46	0.00	49.41
	D	0.00	141.71	80.95	19.97

11:30 - 11:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	67.28	112.59
	C	0.00	45.21	0.00	54.67
	D	1.05	135.83	77.79	21.03

11:45 - 12:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	3.15	1.05	41.00	122.68
	C	0.00	51.51	0.00	47.31
	D	1.05	147.28	75.48	25.23

12:00 - 12:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	62.45	118.58
	C	0.00	53.62	0.00	47.73
	D	1.05	125.52	68.33	19.97

Vehicle Mix

10:45 - 11:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	2
	C	0	0	0	0
	D	0	4	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	2
	C	0	0	0	0
	D	0	1	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	1
	C	0	0	0	0
	D	0	3	0	0

Heavy Vehicle Percentages

11:30 - 11:45

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	3
	C	0	0	0	0
	D	0	3	0	0

Heavy Vehicle Percentages

11:45 - 12:00

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	3
	C	0	0	0	0
	D	0	2	0	0

Heavy Vehicle Percentages

12:00 - 12:15

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	2
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A						
B	0.63	8.73	1.7	A	172.95	1037.72
C	0.41	6.07	0.7	A	99.07	594.40
D	0.76	11.70	3.1	B	232.47	1394.84

Main Results for each time segment

10:45 - 11:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			265.90				4.17				
B	162.74	162.74	67.92	303.62	0.536	161.59	197.98	0.0	1.2	6.370	A
C	98.82	98.82	126.06	262.57	0.376	98.22	103.45	0.0	0.6	5.457	A
D	215.62	215.62	56.42	325.23	0.663	213.65	167.86	0.0	2.0	8.135	A

11:00 - 11:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			279.62				3.16				
B	170.73	170.73	84.27	294.05	0.581	170.50	195.35	1.2	1.4	7.362	A
C	91.67	91.67	141.46	253.85	0.361	91.70	113.31	0.6	0.6	5.550	A
D	236.96	236.96	46.31	331.07	0.716	236.46	186.85	2.0	2.5	9.537	A

11:15 - 11:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			297.64				0.03				
B	173.36	173.36	100.61	284.47	0.609	173.19	197.03	1.4	1.5	8.122	A
C	103.87	103.87	144.81	251.96	0.412	103.74	128.99	0.6	0.7	6.067	A
D	242.64	242.64	55.43	325.81	0.745	242.24	193.13	2.5	2.9	10.894	B

11:30 - 11:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			281.26				1.04				
B	180.93	180.93	98.92	285.46	0.634	180.74	182.33	1.5	1.7	8.729	A
C	99.87	99.87	134.70	257.68	0.388	99.93	144.96	0.7	0.6	5.709	A
D	235.70	235.70	46.33	331.06	0.712	235.97	188.30	2.9	2.6	9.675	A

11:45 - 12:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			299.96				4.18				
B	167.89	167.89	100.53	284.52	0.590	168.12	199.43	1.7	1.5	7.898	A
C	98.82	98.82	151.99	247.90	0.399	98.80	116.66	0.6	0.7	6.036	A
D	249.05	249.05	55.64	325.69	0.765	248.49	195.15	2.6	3.1	11.700	B

12:00 - 12:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			269.66				1.08				
B	182.08	182.08	88.77	291.41	0.625	181.93	180.89	1.5	1.7	8.301	A
C	101.34	101.34	139.79	254.80	0.398	101.34	130.90	0.7	0.7	5.864	A
D	214.88	214.88	54.69	326.23	0.659	216.05	186.44	3.1	2.0	8.252	A

FB+CD WE, 10:45-12:15

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	9.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	FB+CD WE	10:45-12:15	DIRECT	10:45	12:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A				
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

10:45 - 11:00

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	2.10	2.10	52.56	105.97
	C	1.05	50.46	1.05	46.26
	D	1.05	147.07	50.67	16.82

Demand (PCU/TS)

11:00 - 11:15

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	3.15	0.00	47.31	120.27
	C	0.00	43.10	0.00	48.57
	D	0.00	152.44	66.23	18.29

11:15 - 11:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	48.36	123.95
	C	0.00	54.46	0.00	49.41
	D	0.00	141.71	80.95	19.97

11:30 - 11:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	67.28	112.59
	C	0.00	45.21	0.00	54.67
	D	1.05	135.83	77.79	21.03

11:45 - 12:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	3.15	1.05	41.00	122.68
	C	0.00	51.51	0.00	47.31
	D	1.05	147.28	75.48	25.23

12:00 - 12:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	62.45	118.58
	C	0.00	53.62	0.00	47.73
	D	1.05	125.52	68.33	19.97

Vehicle Mix

10:45 - 11:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	2
	C	0	0	0	0
	D	0	4	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	2
	C	0	0	0	0
	D	0	1	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	1
	C	0	0	0	0
	D	0	3	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	3
	C	0	0	0	0
	D	0	3	0	0

11:45 - 12:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	3
	C	0	0	0	0
	D	0	2	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	0	2
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A						
B	0.63	8.73	1.7	A	172.95	1037.72
C	0.41	6.07	0.7	A	99.07	594.40
D	0.76	11.70	3.1	B	232.47	1394.84

Main Results for each time segment

10:45 - 11:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			265.90				4.17				
B	162.74	162.74	67.92	303.62	0.536	161.59	197.98	0.0	1.2	6.370	A
C	98.82	98.82	126.06	262.57	0.376	98.22	103.45	0.0	0.6	5.457	A
D	215.62	215.62	56.42	325.23	0.663	213.65	167.86	0.0	2.0	8.135	A

11:00 - 11:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			279.62				3.16				
B	170.73	170.73	84.27	294.05	0.581	170.50	195.35	1.2	1.4	7.362	A
C	91.67	91.67	141.46	253.85	0.361	91.70	113.31	0.6	0.6	5.550	A
D	236.96	236.96	46.31	331.07	0.716	236.46	186.85	2.0	2.5	9.537	A

11:15 - 11:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			297.64				0.03				
B	173.36	173.36	100.61	284.47	0.609	173.19	197.03	1.4	1.5	8.122	A
C	103.87	103.87	144.81	251.96	0.412	103.74	128.99	0.6	0.7	6.067	A
D	242.64	242.64	55.43	325.81	0.745	242.24	193.13	2.5	2.9	10.894	B

11:30 - 11:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			281.26				1.04				
B	180.93	180.93	98.92	285.46	0.634	180.74	182.33	1.5	1.7	8.729	A
C	99.87	99.87	134.70	257.68	0.388	99.93	144.96	0.7	0.6	5.709	A
D	235.70	235.70	46.33	331.06	0.712	235.97	188.30	2.9	2.6	9.675	A

11:45 - 12:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			299.96				4.18				
B	167.89	167.89	100.53	284.52	0.590	168.12	199.43	1.7	1.5	7.898	A
C	98.82	98.82	151.99	247.90	0.399	98.80	116.66	0.6	0.7	6.036	A
D	249.05	249.05	55.64	325.69	0.765	248.49	195.15	2.6	3.1	11.700	B

12:00 - 12:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			269.66				1.08				
B	182.08	182.08	88.77	291.41	0.625	181.93	180.89	1.5	1.7	8.301	A
C	101.34	101.34	139.79	254.80	0.398	101.34	130.90	0.7	0.7	5.864	A
D	214.88	214.88	54.69	326.23	0.659	216.05	186.44	3.1	2.0	8.252	A

FB+CD+N2T WE, 10:45-12:15

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	10.53	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	FB+CD+N2T WE	10:45-12:15	DIRECT	10:45	12:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A				
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

10:45 - 11:00

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	2.10	2.10	63.92	105.97
	C	1.05	61.82	1.05	46.26
	D	1.05	147.07	50.67	16.82

Demand (PCU/TS)

11:00 - 11:15

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	3.15	0.00	58.67	120.27
	C	0.00	54.46	0.00	48.57
	D	0.00	152.44	66.23	18.29

11:15 - 11:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	59.72	123.95
	C	0.00	65.81	0.00	49.41
	D	0.00	141.71	80.95	19.97

11:30 - 11:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	78.64	112.59
	C	0.00	56.56	0.00	54.67
	D	1.05	135.83	77.79	21.03

11:45 - 12:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	3.15	1.05	52.36	122.68
	C	0.00	62.87	0.00	47.31
	D	1.05	147.28	75.48	25.23

12:00 - 12:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	73.80	118.58
	C	0.00	64.97	0.00	47.73
	D	1.05	125.52	68.33	19.97

Vehicle Mix

10:45 - 11:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	7	2
	C	0	7	0	0
	D	0	4	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	8	2
	C	0	8	0	0
	D	0	1	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	7	1
	C	0	7	0	0
	D	0	3	0	0

11:30 - 11:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	6	3
	C	0	8	0	0
	D	0	3	0	0

11:45 - 12:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	9	3
	C	0	7	0	0
	D	0	2	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	6	2
	C	0	7	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A						
B	0.67	9.98	2.1	A	184.31	1105.87
C	0.46	6.81	0.9	A	110.42	662.55
D	0.78	12.74	3.4	B	232.47	1394.84

Main Results for each time segment

10:45 - 11:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			277.03				4.17				
B	174.10	174.10	67.89	303.65	0.573	172.73	209.14	0.0	1.4	7.059	A
C	110.18	110.18	125.97	262.62	0.420	109.44	114.65	0.0	0.7	6.077	A
D	215.62	215.62	67.66	318.74	0.676	213.54	167.74	0.0	2.1	8.610	A

11:00 - 11:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			290.92				3.16				
B	182.09	182.09	84.24	294.06	0.619	181.81	206.68	1.4	1.6	8.280	A
C	103.03	103.03	141.42	253.88	0.406	103.05	124.63	0.7	0.7	6.220	A
D	236.96	236.96	57.67	324.51	0.730	236.41	186.80	2.1	2.6	10.230	B

11:15 - 11:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			308.92				0.03				
B	184.71	184.71	100.58	284.49	0.649	184.50	208.35	1.6	1.9	9.238	A
C	115.23	115.23	144.78	251.98	0.457	115.08	140.30	0.7	0.9	6.807	A
D	242.64	242.64	66.77	319.26	0.760	242.18	193.09	2.6	3.1	11.794	B

11:30 - 11:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			292.66				1.04				
B	192.28	192.28	98.93	285.45	0.674	192.06	193.72	1.9	2.1	9.983	A
C	111.23	111.23	134.70	257.68	0.432	111.29	156.29	0.9	0.8	6.390	A
D	235.70	235.70	57.70	324.49	0.726	235.99	188.29	3.1	2.8	10.404	B

11:45 - 12:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			311.23				4.17				
B	179.25	179.25	100.50	284.53	0.630	179.52	210.73	2.1	1.8	8.966	A
C	110.18	110.18	151.97	247.91	0.444	110.15	128.05	0.8	0.8	6.786	A
D	249.05	249.05	66.98	319.14	0.780	248.42	195.14	2.8	3.4	12.743	B

12:00 - 12:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			281.16				1.09				
B	193.44	193.44	88.82	291.38	0.664	193.27	192.33	1.8	2.0	9.452	A
C	112.70	112.70	139.82	254.78	0.442	112.70	142.27	0.8	0.8	6.575	A
D	214.88	214.88	66.05	319.67	0.672	216.19	186.47	3.4	2.1	8.803	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site 8 (four_arm)_V4_WITHREDUCEDFLOWS.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\1 Reduced Flow Models
Report generation date: 09/04/2025 14:56:13

»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM
»FB+CD+N2T WE, 10:45-12:15

Summary of junction performance

	AM							PM							10:45-12:15						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay
	FB+CD+N2T WD																			
Arm B		1.4	7.29	0.55	A				1.6	7.92	0.61	A								
Arm C	D7	0.3	4.93	0.25	A	7.97	A	D8	0.7	6.24	0.39	A	7.73	A						
Arm D		2.5	9.24	0.71	A				1.9	8.11	0.66	A								
	FB+CD+N2T WE																			
Arm B																1.9	9.32	0.65	A	
Arm C															D12	0.8	6.42	0.43	A	10.0
Arm D																3.3	12.20	0.77	B	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

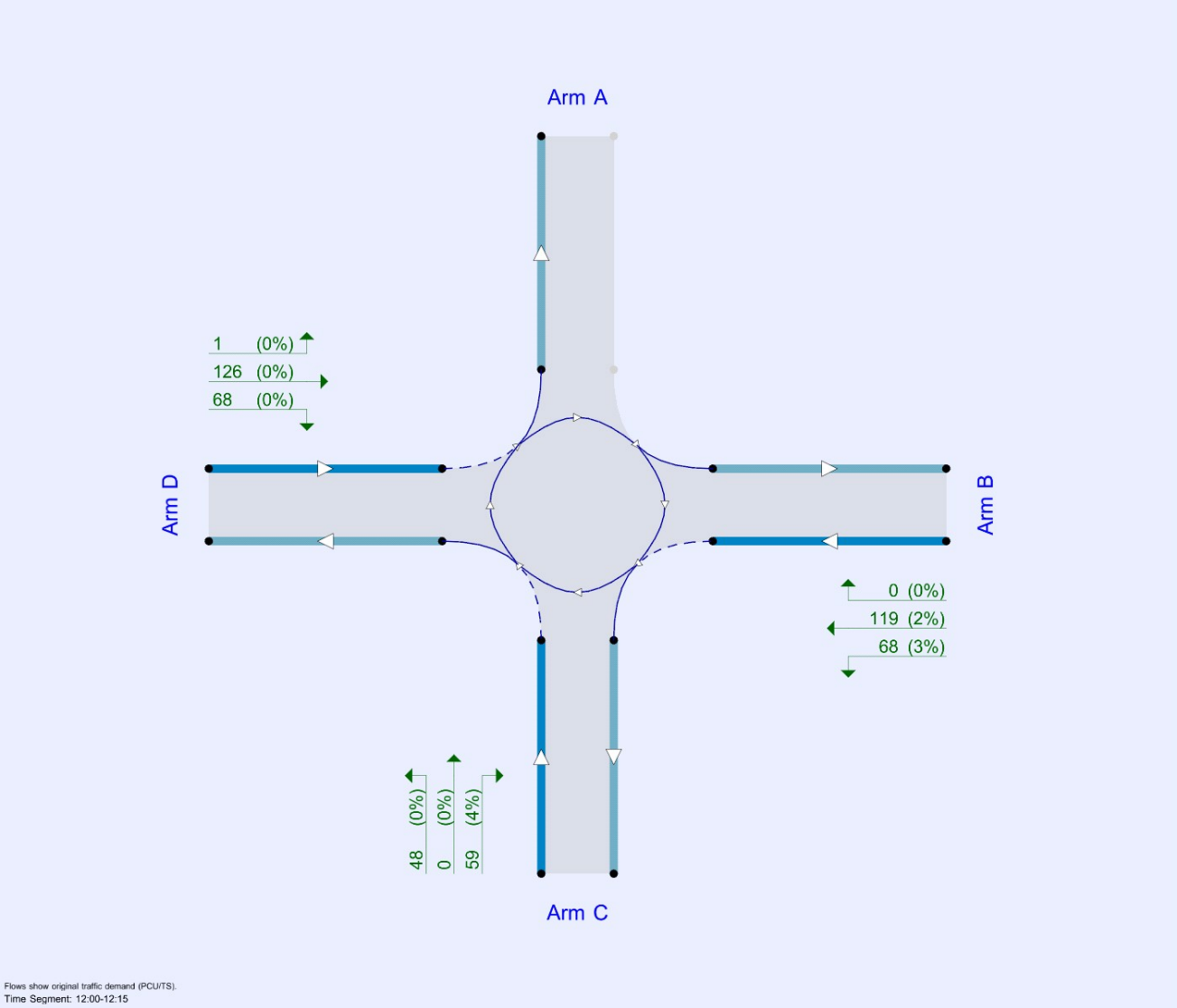
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	08:15	09:45	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓
D12	FB+CD+N2T WE	10:45-12:15	DIRECT	10:45	12:15	90	15	✓

Analysis Set Details

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

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	7.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Access Road (N)	
B	A1066 Victoria Road (E)	
C	Morrisons (S)	
D	A1066 Park Road (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A							✓
B	3.73	5.60	5.6	30.2	28.1	41.0	
C	2.57	5.82	19.7	14.2	28.1	42.0	
D	2.73	6.54	21.9	10.3	28.1	42.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A		
B	0.586	343.425
C	0.566	333.881
D	0.577	357.801

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	08:15	09:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A				
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	27.84	115.20
	C	0.00	27.53	0.00	24.04
	D	2.09	146.57	24.04	23.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	28.89	127.12
	C	0.00	21.36	0.00	24.04
	D	1.05	165.38	43.91	34.50

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	33.91	122.94
	C	0.00	22.41	0.00	21.95
	D	0.00	146.77	41.82	14.64

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	24.50	129.21
	C	0.00	26.59	0.00	17.77
	D	1.05	160.05	35.54	13.49

09:15 - 09:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	37.04	132.03
	C	0.00	31.81	0.00	25.09
	D	1.46	146.98	34.50	21.85

09:30 - 09:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	1.05	0.00	40.18	114.05
	C	0.00	37.04	0.00	28.23
	D	0.00	144.58	39.73	8.36

Vehicle Mix

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	8	8
	C	0	13	0	0
	D	0	10	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	8	12
	C	0	11	0	0
	D	0	8	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	6	7
	C	0	10	0	0
	D	0	10	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	9	16
	C	0	9	0	0
	D	0	10	0	8

09:15 - 09:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	6	17
	C	0	7	0	0
	D	0	8	0	5

09:30 - 09:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	5	7
	C	0	6	0	0
	D	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A						
B	0.55	7.29	1.4	A	155.83	935.00
C	0.25	4.93	0.3	A	51.31	307.87
D	0.71	9.24	2.5	A	208.56	1251.35

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			219.60				2.08				
B	143.04	143.04	46.70	316.06	0.453	142.16	172.90	0.0	0.9	5.571	A
C	51.57	51.57	137.32	256.19	0.201	51.31	51.54	0.0	0.3	4.677	A
D	195.70	195.70	27.39	341.99	0.572	194.29	161.24	0.0	1.4	6.468	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			264.10				1.05				
B	156.01	156.01	77.95	297.75	0.524	155.69	186.15	0.9	1.2	7.014	A
C	45.40	45.40	161.17	242.71	0.187	45.43	72.47	0.3	0.2	4.789	A
D	244.83	244.83	21.39	345.45	0.709	243.76	185.21	1.4	2.5	9.239	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			226.55				0.01				
B	156.84	156.84	56.81	310.13	0.506	156.94	169.73	1.2	1.1	6.305	A
C	44.36	44.36	137.92	255.86	0.173	44.38	75.83	0.2	0.2	4.470	A
D	203.23	203.23	22.41	344.87	0.589	204.15	159.89	2.5	1.6	6.881	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			235.53				1.04				
B	153.71	153.71	49.07	314.67	0.488	153.71	186.46	1.1	1.1	6.427	A
C	44.36	44.36	142.64	253.19	0.175	44.36	60.14	0.2	0.2	4.523	A
D	210.13	210.13	26.57	342.47	0.614	210.00	160.43	1.6	1.7	7.328	A

09:15 - 09:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			236.19				1.46				
B	170.12	170.12	56.29	310.44	0.548	169.87	179.90	1.1	1.4	7.287	A
C	56.90	56.90	154.73	246.35	0.231	56.82	71.43	0.2	0.3	4.926	A
D	204.79	204.79	32.81	338.86	0.604	204.84	178.74	1.7	1.6	7.127	A

09:30 - 09:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			229.85				1.05				
B	155.28	155.28	48.17	315.20	0.493	155.59	181.68	1.4	1.0	6.021	A
C	65.27	65.27	123.86	263.81	0.247	65.24	79.90	0.3	0.3	4.680	A
D	192.67	192.67	38.07	335.83	0.574	192.83	151.03	1.6	1.5	6.804	A

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	7.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A				
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	1.05	0.00	39.07	137.77
	C	0.00	36.04	0.00	37.69
	D	0.00	151.38	29.31	14.66

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.00	43.78	142.06
	C	0.00	38.03	0.00	34.55
	D	1.05	164.78	39.78	15.70

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	0.42	26.62	158.49
	C	0.00	31.85	0.00	45.01
	D	1.05	152.63	32.45	31.41

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	38.03	144.05
	C	0.00	46.93	0.00	48.16
	D	0.00	160.59	38.73	16.75

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	33.94	146.56
	C	0.00	30.80	0.00	35.59
	D	1.05	139.86	43.97	29.31

17:45 - 18:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	1.05	1.05	36.46	146.77
	C	1.05	36.46	0.00	42.82
	D	0.00	127.19	31.41	17.80

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	9	3
	C	0	6	0	0
	D	0	6	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	5	4
	C	0	9	0	0
	D	0	4	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	9	4
	C	0	7	0	0
	D	0	3	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	9	3
	C	0	4	0	0
	D	0	4	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	6	5
	C	0	7	0	0
	D	0	7	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	6	1
	C	0	6	0	3
	D	0	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A						
B	0.61	7.92	1.6	A	183.21	1099.25
C	0.39	6.24	0.7	A	77.49	464.96
D	0.66	8.11	1.9	A	206.81	1240.84

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			229.75				1.04				
B	177.89	177.89	43.65	317.85	0.560	176.58	186.10	0.0	1.3	6.587	A
C	73.73	73.73	152.35	247.70	0.298	73.29	67.89	0.0	0.4	5.296	A
D	195.34	195.34	36.87	336.52	0.580	193.92	188.77	0.0	1.4	6.539	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			257.76				1.05				
B	185.84	185.84	55.32	311.01	0.598	185.63	202.44	1.3	1.5	7.456	A
C	72.57	72.57	157.59	244.73	0.297	72.57	83.36	0.4	0.4	5.463	A
D	221.31	221.31	38.02	335.86	0.659	220.79	192.14	1.4	1.9	8.014	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			248.86				1.05				
B	185.53	185.53	63.80	306.04	0.606	185.46	185.06	1.5	1.6	7.815	A
C	76.87	76.87	189.99	226.40	0.340	76.78	59.27	0.4	0.5	6.178	A
D	217.54	217.54	32.28	339.17	0.641	217.63	234.49	1.9	1.9	7.558	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			263.86				0.01				
B	183.12	183.12	55.53	310.88	0.589	183.19	208.32	1.6	1.5	7.352	A
C	95.08	95.08	162.12	242.17	0.393	94.95	76.61	0.5	0.7	6.240	A
D	216.07	216.07	47.86	330.17	0.654	216.01	209.21	1.9	1.9	8.112	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			245.23				1.04				
B	181.55	181.55	73.15	300.56	0.604	181.49	172.08	1.5	1.6	7.922	A
C	66.40	66.40	176.74	233.90	0.284	66.64	77.90	0.7	0.4	5.563	A
D	214.19	214.19	31.98	339.34	0.631	214.29	211.40	1.9	1.8	7.510	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			214.48				2.09				
B	185.32	185.32	49.49	314.42	0.589	185.41	164.99	1.6	1.5	7.139	A
C	80.32	80.32	166.87	239.48	0.335	80.21	68.03	0.4	0.5	5.871	A
D	176.40	176.40	39.54	334.98	0.527	177.03	207.55	1.8	1.2	5.980	A

FB+CD+N2T WE, 10:45-12:15

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	10.03	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	FB+CD+N2T WE	10:45-12:15	DIRECT	10:45	12:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A				
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

10:45 - 11:00

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	2.10	2.10	58.24	105.97
	C	1.05	56.14	1.05	46.26
	D	1.05	147.07	50.67	16.82

Demand (PCU/TS)

11:00 - 11:15

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	3.15	0.00	52.99	120.27
	C	0.00	48.78	0.00	48.57
	D	0.00	152.44	66.23	18.29

11:15 - 11:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	54.04	123.95
	C	0.00	60.14	0.00	49.41
	D	0.00	141.71	80.95	19.97

11:30 - 11:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	72.96	112.59
	C	0.00	50.88	0.00	54.67
	D	1.05	135.83	77.79	21.03

11:45 - 12:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	3.15	1.05	46.68	122.68
	C	0.00	57.19	0.00	47.31
	D	1.05	147.28	75.48	25.23

12:00 - 12:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0.00	1.05	68.13	118.58
	C	0.00	59.29	0.00	47.73
	D	1.05	125.52	68.33	19.97

Vehicle Mix

10:45 - 11:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	4	2
	C	0	4	0	0
	D	0	4	0	0

11:00 - 11:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	4	2
	C	0	4	0	0
	D	0	1	0	0

11:15 - 11:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	4	1
	C	0	3	0	0
	D	0	3	0	0

Heavy Vehicle Percentages

11:30 - 11:45

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	3	3
	C	0	4	0	0
	D	0	3	0	0

Heavy Vehicle Percentages

11:45 - 12:00

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	5	3
	C	0	4	0	0
	D	0	2	0	0

Heavy Vehicle Percentages

12:00 - 12:15

		To			
		A	B	C	D
From	A	Exit-only	Exit-only	Exit-only	Exit-only
	B	0	0	3	2
	C	0	4	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A						
B	0.65	9.32	1.9	A	178.63	1071.80
C	0.43	6.42	0.8	A	104.75	628.47
D	0.77	12.20	3.3	B	232.47	1394.84

Main Results for each time segment

10:45 - 11:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			271.47				4.17				
B	168.42	168.42	67.90	303.63	0.555	167.16	203.57	0.0	1.3	6.702	A
C	104.50	104.50	126.02	262.59	0.398	103.83	109.05	0.0	0.7	5.756	A
D	215.62	215.62	62.05	321.99	0.670	213.60	167.80	0.0	2.0	8.366	A

11:00 - 11:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			285.27				3.16				
B	176.41	176.41	84.26	294.05	0.600	176.16	201.01	1.3	1.5	7.798	A
C	97.35	97.35	141.44	253.86	0.383	97.38	118.97	0.7	0.6	5.876	A
D	236.96	236.96	51.99	327.79	0.723	236.44	186.83	2.0	2.5	9.872	A

11:15 - 11:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			303.28				0.03				
B	179.04	179.04	100.60	284.48	0.629	178.85	202.69	1.5	1.7	8.649	A
C	109.55	109.55	144.80	251.97	0.435	109.41	134.65	0.6	0.8	6.422	A
D	242.64	242.64	61.10	322.53	0.752	242.21	193.11	2.5	3.0	11.327	B

11:30 - 11:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			286.96				1.04				
B	186.60	186.60	98.93	285.46	0.654	186.40	188.03	1.7	1.9	9.321	A
C	105.55	105.55	134.70	257.68	0.410	105.61	150.63	0.8	0.7	6.038	A
D	235.70	235.70	52.02	327.78	0.719	235.98	188.30	3.0	2.7	10.028	B

11:45 - 12:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			305.60				4.17				
B	173.57	173.57	100.51	284.53	0.610	173.82	205.08	1.9	1.6	8.404	A
C	104.50	104.50	151.98	247.90	0.422	104.48	122.35	0.7	0.7	6.398	A
D	249.05	249.05	61.31	322.41	0.772	248.46	195.15	2.7	3.3	12.201	B

12:00 - 12:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A			275.40				1.09				
B	187.76	187.76	88.79	291.39	0.644	187.60	186.61	1.6	1.8	8.844	A
C	107.02	107.02	139.80	254.79	0.420	107.02	136.59	0.7	0.7	6.206	A
D	214.88	214.88	60.37	322.95	0.665	216.12	186.45	3.3	2.0	8.519	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 9 (three arm)_V3.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 24/03/2025 16:10:57

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM
»Baseline WE, 11:15-12:45
»FB WE, 11:15-12:45
»FB+CD WE, 11:15-12:45
»FB+CD+N2T WE, 11:15-12:45

Summary of junction performance

	AM							PM							11:15-12:45					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junct Delay
2024																				
Arm A		1.4	12.06	0.58	B				0.5	7.52	0.35	A								
Arm B	D1	3.1	16.11	0.75	C	16.11	C	D2	10.5	43.86	0.95	E	26.54	D						
Arm C		4.3	17.85	0.81	C				1.5	9.31	0.60	A								
FB WD																				
Arm A		1.7	13.41	0.62	B				0.6	7.91	0.37	A								
Arm B	D3	3.7	18.91	0.79	C	18.90	C	D4	17.6	70.71	1.00	F	40.50	E						
Arm C		5.4	21.24	0.85	C				1.7	10.17	0.63	B								
FB+CD WD																				
Arm A		1.7	13.41	0.62	B				0.6	7.91	0.37	A								
Arm B	D5	3.7	18.91	0.79	C	18.90	C	D6	17.6	70.71	1.00	F	40.50	E						
Arm C		5.4	21.24	0.85	C				1.7	10.17	0.63	B								
FB+CD+N2T WD																				
Arm A		1.8	14.68	0.64	B				0.6	8.34	0.38	A								
Arm B	D7	5.0	24.29	0.84	C	23.79	C	D8	31.4	115.24	1.04	F	63.69	F						
Arm C		7.3	27.01	0.89	D				2.2	11.85	0.68	B								
Baseline WE																				
Arm A																0.5	7.46	0.32	A	
Arm B															D9	4.5	20.44	0.82	C	14.6
Arm C																1.8	10.41	0.63	B	
FB WE																				
Arm A																0.5	7.83	0.34	A	
Arm B															D10	5.9	25.49	0.86	D	17.4
Arm C																2.1	11.57	0.67	B	
FB+CD WE																				
Arm A																0.5	7.83	0.34	A	
Arm B															D11	5.9	25.49	0.86	D	17.4
Arm C																2.1	11.57	0.67	B	
FB+CD+N2T WE																				
Arm A																0.7	9.16	0.40	A	
Arm B															D12	7.0	30.44	0.89	D	20.2
Arm C																2.6	13.61	0.71	B	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

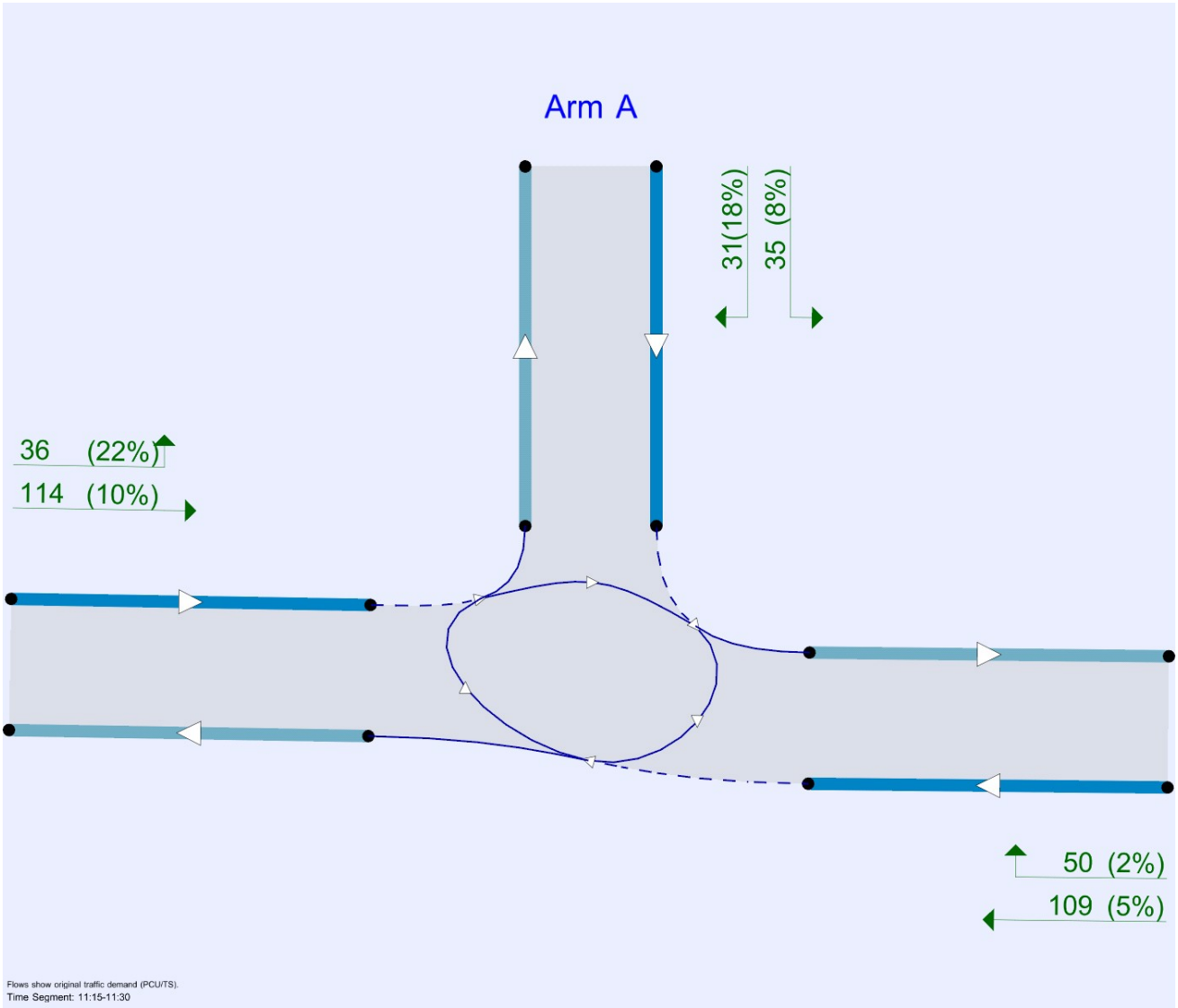
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓
D9	Baseline WE	11:15-12:45	DIRECT	11:15	12:45	90	15	✓
D10	FB WE	11:15-12:45	DIRECT	11:15	12:45	90	15	✓
D11	FB+CD WE	11:15-12:45	DIRECT	11:15	12:45	90	15	✓
D12	FB+CD+N2T WE	11:15-12:45	DIRECT	11:15	12:45	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	16.11	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
A	B1077 Denmark Street (N)	
B	A1066 Park Road (E)	
C	A1066 Stanley Road (W)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.17	2.95	7.26	3.9	10.23	6.21	-4.0	✓
B	3.09	3.09	4.93	3.9	12.64	10.71	-4.0	
C	3.37	3.37	6.12	6.4	12.01	10.20	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A	0.562	259.973
B	0.672	262.170
C	0.539	285.294

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	30.90	24.00
	B	34.70	0.00	88.80
	C	24.00	108.60	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	39.00	21.00
	B	43.10	0.00	93.40
	C	43.00	169.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	59.60	47.90
	B	45.90	0.00	115.30
	C	71.50	130.10	1.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	31.30	39.00
	B	55.70	0.00	120.90
	C	50.90	100.30	2.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	42.40	49.80
	B	42.90	0.00	112.90
	C	54.30	119.60	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	36.40	15.20
	B	49.70	0.00	89.10
	C	32.00	114.50	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	0
	B	10	0	8
	C	0	4	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	14	0	7
	C	0	15	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	12	2
	B	2	0	7
	C	1	8	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	11	0
	B	6	0	6
	C	2	10	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	4
	B	2	0	12
	C	2	4	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	0
	B	7	0	15
	C	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.58	12.06	1.4	B	72.75	436.50
B	0.75	16.11	3.1	C	148.73	892.40
C	0.81	17.85	4.3	C	170.13	1020.80

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	54.90	54.90	107.78	199.44	0.275	54.52	58.22	0.0	0.4	6.312	A
B	123.50	123.50	23.83	246.15	0.502	122.43	138.46	0.0	1.1	7.804	A
C	132.60	132.60	34.40	266.74	0.497	131.60	111.86	0.0	1.0	6.820	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	60.00	60.00	166.43	166.50	0.360	59.83	85.31	0.4	0.6	8.424	A
B	136.50	136.50	20.97	248.07	0.550	136.26	205.28	1.1	1.3	8.764	A
C	212.00	212.00	42.99	262.11	0.809	208.75	114.25	1.0	4.3	17.851	C

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	107.50	107.50	132.00	185.83	0.578	106.63	116.64	0.6	1.4	12.063	B
B	161.20	161.20	48.44	229.60	0.702	160.14	190.19	1.3	2.4	13.452	B
C	202.60	202.60	45.64	260.68	0.777	203.00	162.94	4.3	3.9	16.579	C

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	70.30	70.30	103.69	201.73	0.348	71.16	107.12	1.4	0.6	7.261	A
B	176.60	176.60	41.32	234.39	0.753	175.92	133.53	2.4	3.1	16.108	C
C	153.20	153.20	55.41	255.40	0.600	155.41	161.82	3.9	1.6	9.868	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	92.20	92.20	119.34	192.94	0.478	91.83	97.43	0.6	0.9	9.277	A
B	155.80	155.80	49.63	228.80	0.681	156.44	161.54	3.1	2.4	13.678	B
C	173.90	173.90	43.20	261.99	0.664	173.57	162.87	1.6	2.0	10.437	B

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	51.60	51.60	114.76	195.52	0.264	52.16	82.17	0.9	0.4	6.557	A
B	138.80	138.80	15.60	251.68	0.551	139.81	151.33	2.4	1.4	9.078	A
C	146.50	146.50	49.86	258.40	0.567	147.07	105.55	2.0	1.4	8.542	A

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	26.54	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	31.60	34.10
	B	52.90	1.00	133.70
	C	25.00	125.10	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	36.00	30.00
	B	64.30	0.00	133.40
	C	40.80	109.10	1.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	33.40	35.00
	B	71.10	0.00	155.10
	C	34.80	87.30	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	24.50	24.90
	B	66.70	1.00	158.00
	C	33.00	99.70	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	32.50	33.90
	B	56.80	0.00	136.70
	C	36.90	106.10	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	32.00	29.00
	B	62.00	0.00	133.00
	C	23.40	94.00	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	7	3
	B	2	0	6
	C	0	12	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	2	0	3
	C	5	3	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	1	0	2
	C	0	1	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	4
	B	2	0	3
	C	0	3	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	4	0	4
	C	3	3	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	2
	C	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.35	7.52	0.5	A	62.82	376.90
B	0.95	43.86	10.5	E	204.28	1225.70
C	0.60	9.31	1.5	A	136.03	816.20

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	65.70	65.70	124.82	189.87	0.346	65.15	76.67	0.0	0.5	7.522	A
B	187.60	187.60	33.82	239.43	0.784	184.12	156.16	0.0	3.5	16.126	C
C	150.10	150.10	52.90	256.76	0.585	148.59	165.04	0.0	1.5	9.035	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	66.00	66.00	110.26	198.04	0.333	66.04	104.53	0.5	0.5	6.824	A
B	197.70	197.70	31.04	241.30	0.819	196.92	145.26	3.5	4.3	20.287	C
C	150.90	150.90	63.92	250.82	0.602	150.88	164.05	1.5	1.5	9.307	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	68.40	68.40	87.71	210.71	0.325	68.42	104.19	0.5	0.5	6.328	A
B	226.20	226.20	34.99	238.64	0.948	220.20	121.14	4.3	10.3	39.787	E
C	122.10	122.10	69.26	247.94	0.492	122.64	185.93	1.5	1.0	7.275	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	49.40	49.40	100.50	203.53	0.243	49.55	99.81	0.5	0.3	6.099	A
B	225.70	225.70	24.98	245.38	0.920	225.43	125.07	10.3	10.5	43.858	E
C	132.70	132.70	67.77	248.74	0.533	132.54	182.64	1.0	1.2	7.916	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	66.40	66.40	106.04	200.41	0.331	66.23	95.35	0.3	0.5	6.909	A
B	193.50	193.50	33.81	239.44	0.808	199.22	138.46	10.5	4.8	25.679	D
C	143.00	143.00	58.55	253.71	0.564	142.85	174.49	1.2	1.3	8.334	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	61.00	61.00	94.22	207.05	0.295	61.08	85.56	0.5	0.4	6.172	A
B	195.00	195.00	29.06	242.63	0.804	195.41	126.24	4.8	4.4	19.512	C
C	117.40	117.40	62.01	251.84	0.466	117.77	162.46	1.3	0.9	7.116	A

FB WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	18.90	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00

		To		
		A	B	C
From	A	0.00	32.30	25.09
	B	36.28	0.00	92.83
	C	25.09	113.53	0.00

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	40.77	21.95
	B	45.06	0.00	97.64
	C	44.95	176.67	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	62.31	50.07
	B	47.98	0.00	120.53
	C	74.75	136.01	1.05

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	32.72	40.77
	B	58.23	0.00	126.39
	C	53.21	104.85	2.09

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	44.33	52.06
	B	44.85	0.00	118.03
	C	56.77	125.03	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	38.05	15.89
	B	51.96	0.00	93.15
	C	33.45	119.70	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	0
	B	10	0	8
	C	0	4	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	14	0	7
	C	0	15	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	12	2
	B	2	0	7
	C	1	8	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	11	0
	B	6	0	6
	C	2	10	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	5	4
	B	2	0	12
	C	2	4	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A	B	C
From	A	0	6	0
	B	7	0	15
	C	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.62	13.41	1.7	B	76.05	456.32
B	0.79	18.91	3.7	C	155.49	932.92
C	0.85	21.24	5.4	C	177.86	1067.15

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	57.39	57.39	112.63	196.72	0.292	56.98	60.83	0.0	0.4	6.543	A
B	129.11	129.11	24.91	245.42	0.526	127.93	144.69	0.0	1.2	8.207	A
C	138.62	138.62	35.94	265.91	0.521	137.52	116.89	0.0	1.1	7.173	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	62.72	62.72	173.29	162.64	0.386	62.52	88.99	0.4	0.6	8.972	A
B	142.70	142.70	21.92	247.43	0.577	142.42	213.89	1.2	1.5	9.326	A
C	221.63	221.63	44.93	261.06	0.849	217.35	119.41	1.1	5.4	21.239	C

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	112.38	112.38	138.15	182.38	0.616	111.34	121.74	0.6	1.7	13.406	B
B	168.52	168.52	50.57	228.17	0.739	167.17	198.92	1.5	2.8	15.218	C
C	211.80	211.80	47.64	259.59	0.816	212.24	170.10	5.4	4.9	20.249	C

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	73.49	73.49	108.88	198.82	0.370	74.53	112.18	1.7	0.6	7.640	A
B	184.62	184.62	43.25	233.09	0.792	183.70	140.15	2.8	3.7	18.910	C
C	160.16	160.16	57.85	254.09	0.630	163.21	169.10	4.9	1.9	10.969	B

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	96.39	96.39	124.72	189.92	0.508	95.95	101.91	0.6	1.1	9.972	A
B	162.87	162.87	51.86	227.30	0.717	163.72	168.81	3.7	2.9	15.644	C
C	181.80	181.80	45.23	260.90	0.697	181.39	170.35	1.9	2.3	11.586	B

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	53.94	53.94	120.03	192.56	0.280	54.59	86.01	1.1	0.4	6.820	A
B	145.10	145.10	16.34	251.19	0.578	146.42	158.28	2.9	1.6	9.729	A
C	153.15	153.15	52.19	257.14	0.596	153.85	110.57	2.3	1.6	9.224	A

FB WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	40.50	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:30 - 16:45

		To		
		A	B	C
From	A	0.00	33.08	35.70
	B	55.38	1.05	139.97
	C	26.17	130.96	0.00

Demand (PCU/TS)

16:45 - 17:00

		To		
		A	B	C
From	A	0.00	37.69	31.41
	B	67.31	0.00	139.65
	C	42.71	114.21	1.05

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	34.97	36.64
	B	74.43	0.00	162.37
	C	36.43	91.39	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.65	26.07
	B	69.83	1.05	165.40
	C	34.55	104.37	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	34.02	35.49
	B	59.46	0.00	143.11
	C	38.63	111.07	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	33.50	30.36
	B	64.91	0.00	139.23
	C	24.50	98.40	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	7	3
	B	2	0	6
	C	0	12	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	2	0	3
	C	5	3	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	1	0	2
	C	0	1	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	4
	B	2	0	3
	C	0	3	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	4	0	4
	C	3	3	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	2
	C	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.37	7.91	0.6	A	65.76	394.56
B	1.00	70.71	17.6	F	213.86	1283.14
C	0.63	10.17	1.7	B	142.41	854.45

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	68.78	68.78	130.56	186.64	0.369	68.18	80.04	0.0	0.6	7.914	A
B	196.39	196.39	35.39	238.38	0.824	192.06	163.35	0.0	4.3	18.853	C
C	157.13	157.13	55.18	255.53	0.615	155.43	172.26	0.0	1.7	9.734	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	69.09	69.09	115.43	195.14	0.354	69.14	109.25	0.6	0.6	7.149	A
B	206.96	206.96	32.50	240.32	0.861	205.75	152.07	4.3	5.6	25.445	D
C	157.97	157.97	66.75	249.29	0.634	157.93	171.50	1.7	1.7	10.174	B

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	71.61	71.61	91.88	208.37	0.344	71.63	107.87	0.6	0.5	6.585	A
B	236.80	236.80	36.63	237.54	0.997	226.57	126.88	5.6	15.8	54.917	F
C	127.82	127.82	71.28	246.85	0.518	128.47	191.93	1.7	1.1	7.708	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	51.71	51.71	105.16	200.91	0.257	51.88	104.13	0.5	0.4	6.300	A
B	236.28	236.28	26.15	244.59	0.966	234.49	130.89	15.8	17.6	70.711	F
C	138.92	138.92	70.56	247.23	0.562	138.73	190.08	1.1	1.3	8.473	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	69.51	69.51	111.02	197.62	0.352	69.32	101.20	0.4	0.6	7.224	A
B	202.57	202.57	35.39	238.38	0.850	213.26	144.95	17.6	6.9	43.510	E
C	149.70	149.70	62.71	251.47	0.595	149.51	185.93	1.3	1.5	9.057	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	63.86	63.86	98.67	204.55	0.312	63.95	89.67	0.6	0.5	6.405	A
B	204.14	204.14	30.42	241.72	0.845	204.97	132.20	6.9	6.0	25.513	D
C	122.90	122.90	65.00	250.23	0.491	123.35	170.39	1.5	1.0	7.522	A

FB+CD WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	18.90	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00

		To		
		A	B	C
From	A	0.00	32.30	25.09
	B	36.28	0.00	92.83
	C	25.09	113.53	0.00

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	40.77	21.95
	B	45.06	0.00	97.64
	C	44.95	176.67	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	62.31	50.07
	B	47.98	0.00	120.53
	C	74.75	136.01	1.05

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	32.72	40.77
	B	58.23	0.00	126.39
	C	53.21	104.85	2.09

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	44.33	52.06
	B	44.85	0.00	118.03
	C	56.77	125.03	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	38.05	15.89
	B	51.96	0.00	93.15
	C	33.45	119.70	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	0
	B	10	0	8
	C	0	4	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	14	0	7
	C	0	15	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	12	2
	B	2	0	7
	C	1	8	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	11	0
	B	6	0	6
	C	2	10	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	4
	B	2	0	12
	C	2	4	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	0
	B	7	0	15
	C	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.62	13.41	1.7	B	76.05	456.32
B	0.79	18.91	3.7	C	155.49	932.92
C	0.85	21.24	5.4	C	177.86	1067.15

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	57.39	57.39	112.63	196.72	0.292	56.98	60.83	0.0	0.4	6.543	A
B	129.11	129.11	24.91	245.42	0.526	127.93	144.69	0.0	1.2	8.207	A
C	138.62	138.62	35.94	265.91	0.521	137.52	116.89	0.0	1.1	7.173	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	62.72	62.72	173.29	162.64	0.386	62.52	88.99	0.4	0.6	8.972	A
B	142.70	142.70	21.92	247.43	0.577	142.42	213.89	1.2	1.5	9.326	A
C	221.63	221.63	44.93	261.06	0.849	217.35	119.41	1.1	5.4	21.239	C

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	112.38	112.38	138.15	182.38	0.616	111.34	121.74	0.6	1.7	13.406	B
B	168.52	168.52	50.57	228.17	0.739	167.17	198.92	1.5	2.8	15.218	C
C	211.80	211.80	47.64	259.59	0.816	212.24	170.10	5.4	4.9	20.249	C

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	73.49	73.49	108.88	198.82	0.370	74.53	112.18	1.7	0.6	7.640	A
B	184.62	184.62	43.25	233.09	0.792	183.70	140.15	2.8	3.7	18.910	C
C	160.16	160.16	57.85	254.09	0.630	163.21	169.10	4.9	1.9	10.969	B

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	96.39	96.39	124.72	189.92	0.508	95.95	101.91	0.6	1.1	9.972	A
B	162.87	162.87	51.86	227.30	0.717	163.72	168.81	3.7	2.9	15.644	C
C	181.80	181.80	45.23	260.90	0.697	181.39	170.35	1.9	2.3	11.586	B

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	53.94	53.94	120.03	192.56	0.280	54.59	86.01	1.1	0.4	6.820	A
B	145.10	145.10	16.34	251.19	0.578	146.42	158.28	2.9	1.6	9.729	A
C	153.15	153.15	52.19	257.14	0.596	153.85	110.57	2.3	1.6	9.224	A

FB+CD WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	40.50	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:30 - 16:45

		To		
		A	B	C
From	A	0.00	33.08	35.70
	B	55.38	1.05	139.97
	C	26.17	130.96	0.00

Demand (PCU/TS)

16:45 - 17:00

		To		
		A	B	C
From	A	0.00	37.69	31.41
	B	67.31	0.00	139.65
	C	42.71	114.21	1.05

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	34.97	36.64
	B	74.43	0.00	162.37
	C	36.43	91.39	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.65	26.07
	B	69.83	1.05	165.40
	C	34.55	104.37	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	34.02	35.49
	B	59.46	0.00	143.11
	C	38.63	111.07	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	33.50	30.36
	B	64.91	0.00	139.23
	C	24.50	98.40	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	7	3
	B	2	0	6
	C	0	12	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	2	0	3
	C	5	3	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	1	0	2
	C	0	1	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	4
	B	2	0	3
	C	0	3	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	3	3
	B	4	0	4
	C	3	3	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	0
	B	0	0	2
	C	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.37	7.91	0.6	A	65.76	394.56
B	1.00	70.71	17.6	F	213.86	1283.14
C	0.63	10.17	1.7	B	142.41	854.45

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	68.78	68.78	130.56	186.64	0.369	68.18	80.04	0.0	0.6	7.914	A
B	196.39	196.39	35.39	238.38	0.824	192.06	163.35	0.0	4.3	18.853	C
C	157.13	157.13	55.18	255.53	0.615	155.43	172.26	0.0	1.7	9.734	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	69.09	69.09	115.43	195.14	0.354	69.14	109.25	0.6	0.6	7.149	A
B	206.96	206.96	32.50	240.32	0.861	205.75	152.07	4.3	5.6	25.445	D
C	157.97	157.97	66.75	249.29	0.634	157.93	171.50	1.7	1.7	10.174	B

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	71.61	71.61	91.88	208.37	0.344	71.63	107.87	0.6	0.5	6.585	A
B	236.80	236.80	36.63	237.54	0.997	226.57	126.88	5.6	15.8	54.917	F
C	127.82	127.82	71.28	246.85	0.518	128.47	191.93	1.7	1.1	7.708	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	51.71	51.71	105.16	200.91	0.257	51.88	104.13	0.5	0.4	6.300	A
B	236.28	236.28	26.15	244.59	0.966	234.49	130.89	15.8	17.6	70.711	F
C	138.92	138.92	70.56	247.23	0.562	138.73	190.08	1.1	1.3	8.473	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	69.51	69.51	111.02	197.62	0.352	69.32	101.20	0.4	0.6	7.224	A
B	202.57	202.57	35.39	238.38	0.850	213.26	144.95	17.6	6.9	43.510	E
C	149.70	149.70	62.71	251.47	0.595	149.51	185.93	1.3	1.5	9.057	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	63.86	63.86	98.67	204.55	0.312	63.95	89.67	0.6	0.5	6.405	A
B	204.14	204.14	30.42	241.72	0.845	204.97	132.20	6.9	6.0	25.513	D
C	122.90	122.90	65.00	250.23	0.491	123.35	170.39	1.5	1.0	7.522	A

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	23.79	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	32.30	25.09
	B	36.28	0.00	104.19
	C	25.09	124.89	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	40.77	21.95
	B	45.06	0.00	109.00
	C	44.95	188.03	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	62.31	50.07
	B	47.98	0.00	131.89
	C	74.75	147.37	1.05

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	32.72	40.77
	B	58.23	0.00	137.75
	C	53.21	116.21	2.09

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	44.33	52.06
	B	44.85	0.00	129.38
	C	56.77	136.39	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	38.05	15.89
	B	51.96	0.00	104.50
	C	33.45	131.06	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	0
	B	10	0	12
	C	0	7	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	14	0	11
	C	0	17	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	12	2
	B	2	0	10
	C	1	11	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	11	0
	B	6	0	9
	C	2	14	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	5	4
	B	2	0	15
	C	2	7	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A	B	C
From	A	0	6	0
	B	7	0	19
	C	0	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.64	14.68	1.8	B	76.05	456.32
B	0.84	24.29	5.0	C	166.84	1001.07
C	0.89	27.01	7.3	D	189.22	1135.30

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	57.39	57.39	123.77	190.46	0.301	56.96	60.77	0.0	0.4	6.849	A
B	140.47	140.47	24.90	245.43	0.572	139.01	155.83	0.0	1.5	9.287	A
C	149.98	149.98	35.90	265.93	0.564	148.64	128.01	0.0	1.3	8.043	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	62.72	62.72	183.30	157.02	0.399	62.50	88.69	0.4	0.7	9.501	A
B	154.06	154.06	21.91	247.44	0.623	153.71	223.89	1.5	1.8	10.699	B
C	232.98	232.98	44.91	261.07	0.892	227.08	130.72	1.3	7.3	26.541	D

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	112.38	112.38	149.71	175.88	0.639	111.22	121.38	0.7	1.8	14.684	B
B	179.88	179.88	50.51	228.21	0.788	178.00	210.43	1.8	3.7	18.641	C
C	223.16	223.16	47.53	259.66	0.859	223.57	180.98	7.3	6.8	27.014	D

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	73.49	73.49	121.22	191.89	0.383	74.65	112.48	1.8	0.7	8.114	A
B	195.98	195.98	43.31	233.05	0.841	194.61	152.56	3.7	5.0	24.285	C
C	171.51	171.51	57.71	254.17	0.675	175.99	180.20	6.8	2.4	13.331	B

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	96.39	96.39	136.00	183.59	0.525	95.92	102.00	0.7	1.1	10.682	B
B	174.23	174.23	51.85	227.31	0.766	175.37	180.07	5.0	3.9	19.788	C
C	193.15	193.15	45.34	260.84	0.741	192.66	181.87	2.4	2.9	13.746	B

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	53.94	53.94	131.51	186.11	0.290	54.64	86.21	1.1	0.4	7.159	A
B	156.46	156.46	16.37	251.16	0.623	158.42	169.78	3.9	1.9	11.355	B
C	164.51	164.51	52.31	257.08	0.640	165.40	122.48	2.9	2.0	10.679	B

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	63.69	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	33.08	35.70
	B	55.38	1.05	151.32
	C	26.17	142.32	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	37.69	31.41
	B	67.31	0.00	151.01
	C	42.71	125.57	1.05

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	34.97	36.64
	B	74.43	0.00	173.73
	C	36.43	102.75	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.65	26.07
	B	69.83	1.05	176.76
	C	34.55	115.73	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	34.02	35.49
	B	59.46	0.00	154.46
	C	38.63	122.43	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	33.50	30.36
	B	64.91	0.00	150.59
	C	24.50	109.76	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	7	3
	B	2	0	8
	C	0	15	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	2	0	6
	C	5	6	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	1	0	4
	C	0	5	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	4
	B	2	0	5
	C	0	7	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	3	3
	B	4	0	6
	C	3	6	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	0
	B	0	0	4
	C	0	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.38	8.34	0.6	A	65.76	394.56
B	1.04	115.24	31.4	F	225.21	1351.29
C	0.68	11.85	2.2	B	153.77	922.60

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	68.78	68.78	141.57	180.46	0.381	68.14	79.66	0.0	0.6	8.344	A
B	207.75	207.75	35.37	238.39	0.871	201.86	174.34	0.0	5.9	23.425	C
C	168.49	168.49	54.83	255.72	0.659	166.39	182.40	0.0	2.1	11.100	B

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	69.09	69.09	126.79	188.76	0.366	69.14	108.90	0.6	0.6	7.531	A
B	218.32	218.32	32.50	240.32	0.908	216.18	163.43	5.9	8.0	34.961	D
C	169.33	169.33	66.44	249.46	0.679	169.25	182.25	2.1	2.2	11.848	B

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	71.61	71.61	103.37	201.91	0.355	71.63	106.17	0.6	0.6	6.909	A
B	248.16	248.16	36.63	237.54	1.045	231.64	138.37	8.0	24.5	77.031	F
C	139.18	139.18	69.55	247.78	0.562	139.99	198.73	2.2	1.4	8.736	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	51.71	51.71	116.43	194.58	0.266	51.89	102.86	0.6	0.4	6.583	A
B	247.63	247.63	26.16	244.58	1.012	240.73	142.16	24.5	31.4	115.242	F
C	150.28	150.28	69.23	247.95	0.606	150.06	197.66	1.4	1.6	9.644	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	69.51	69.51	122.38	191.24	0.363	69.31	103.06	0.4	0.6	7.600	A
B	213.93	213.93	35.38	238.38	0.897	231.63	156.30	31.4	13.7	95.917	F
C	161.06	161.06	64.64	250.43	0.643	160.79	202.37	1.6	1.8	10.543	B

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	63.86	63.86	110.11	198.13	0.322	63.96	90.30	0.6	0.5	6.713	A
B	215.50	215.50	30.43	241.71	0.892	218.85	143.65	13.7	10.4	44.481	E
C	134.26	134.26	65.60	249.91	0.537	134.82	183.68	1.8	1.3	8.566	A

Baseline WE, 11:15-12:45

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	14.62	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	Baseline WE	11:15-12:45	DIRECT	11:15	12:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

11:15 - 11:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	1.00	33.00	19.00
	B	47.30	0.00	103.90
	C	23.00	108.10	0.00

11:30 - 11:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	39.00	20.00
	B	57.60	1.00	119.80
	C	28.00	109.80	0.00

11:45 - 12:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	45.00	19.00
	B	64.40	0.00	115.00
	C	36.00	81.30	0.00

12:00 - 12:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.40	22.00
	B	68.90	0.00	133.80
	C	33.00	123.30	0.00

12:15 - 12:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	46.40	19.00
	B	39.90	0.00	129.50
	C	50.00	96.70	2.00

12:30 - 12:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	30.50	17.00
	B	49.40	1.00	107.30
	C	40.00	112.60	0.00

Vehicle Mix

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	0
	B	2	0	5
	C	9	10	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	2	0	10
	C	0	14	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	2	0	12
	C	6	8	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	13
	B	12	0	9
	C	0	11	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	2	0	9
	C	0	9	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	0
	B	0	0	10
	C	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.32	7.46	0.5	A	57.72	346.30
B	0.82	20.44	4.5	C	173.13	1038.80
C	0.63	10.41	1.8	B	140.63	843.80

Main Results for each time segment

11:15 - 11:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	53.00	53.00	107.19	199.77	0.265	52.63	70.61	0.0	0.4	6.393	A
B	151.20	151.20	19.86	248.82	0.608	149.63	139.96	0.0	1.6	9.311	A
C	131.10	131.10	47.80	259.51	0.505	130.00	121.69	0.0	1.1	7.563	A

11:30 - 11:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	59.00	59.00	110.67	197.82	0.298	58.94	85.20	0.4	0.4	6.629	A
B	178.40	178.40	20.00	248.73	0.717	177.39	149.62	1.6	2.6	13.312	B
C	137.80	137.80	58.25	253.87	0.543	137.61	139.13	1.1	1.3	8.544	A

11:45 - 12:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	64.00	64.00	81.68	214.10	0.299	64.01	100.24	0.4	0.4	5.996	A
B	179.40	179.40	19.02	249.38	0.719	179.30	126.66	2.6	2.7	13.819	B
C	117.30	117.30	64.28	250.62	0.468	117.63	134.03	1.3	1.0	7.272	A

12:00 - 12:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	57.40	57.40	122.56	191.14	0.300	57.35	101.26	0.4	0.5	7.457	A
B	202.70	202.70	21.94	247.42	0.819	200.92	157.96	2.7	4.5	20.439	C
C	156.30	156.30	68.35	248.43	0.629	155.47	154.52	1.0	1.8	10.406	B

12:15 - 12:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	65.40	65.40	99.18	204.27	0.320	65.41	90.76	0.5	0.5	6.485	A
B	169.40	169.40	21.03	248.03	0.683	171.46	143.56	4.5	2.4	12.919	B
C	148.70	148.70	40.85	263.26	0.565	149.09	151.64	1.8	1.4	8.341	A

12:30 - 12:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	47.50	47.50	113.40	196.28	0.242	47.63	89.46	0.5	0.3	6.372	A
B	157.70	157.70	17.03	250.72	0.629	158.25	144.00	2.4	1.9	10.418	B
C	152.60	152.60	50.37	258.12	0.591	152.49	124.91	1.4	1.5	9.035	A

FB WE, 11:15-12:45

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	17.47	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	FB WE	11:15-12:45	DIRECT	11:15	12:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

11:15 - 11:30

		To		
		A	B	C
From	A	1.05	34.69	19.97
	B	49.73	0.00	109.23
	C	24.18	113.64	0.00

11:30 - 11:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	41.00	21.03
	C	29.44	115.43	0.00

11:45 - 12:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	47.31	19.97
	B	67.70	0.00	120.90
	C	37.85	85.47	0.00

12:00 - 12:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	37.22	23.13
	B	72.43	0.00	140.66
	C	34.69	129.62	0.00

12:15 - 12:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	48.78	19.97
	B	41.95	0.00	136.14
	C	52.56	101.66	2.10

12:30 - 12:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	32.06	17.87
	B	51.93	1.05	112.80
	C	42.05	118.37	0.00

Vehicle Mix

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	0
	B	2	0	5
	C	9	10	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	2	0	10
	C	0	14	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	2	0	12
	C	6	8	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	13
	B	12	0	9
	C	0	11	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	2	0	9
	C	0	9	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	0
	B	0	0	10
	C	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.34	7.83	0.5	A	60.68	364.06
B	0.86	25.49	5.9	D	182.01	1092.07
C	0.67	11.57	2.1	B	147.85	887.07

Main Results for each time segment

11:15 - 11:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	55.72	55.72	112.63	196.71	0.283	55.31	74.17	0.0	0.4	6.650	A
B	158.95	158.95	20.87	248.14	0.641	157.15	147.06	0.0	1.8	10.114	B
C	137.82	137.82	50.21	258.21	0.534	136.59	127.82	0.0	1.2	8.042	A

11:30 - 11:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	62.03	62.03	116.32	194.64	0.319	61.96	89.47	0.4	0.5	6.939	A
B	187.55	187.55	21.02	248.04	0.756	186.24	157.26	1.8	3.1	15.262	C
C	144.87	144.87	61.15	252.31	0.574	144.64	146.10	1.2	1.5	9.221	A

11:45 - 12:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	67.28	67.28	85.91	211.72	0.318	67.29	105.35	0.5	0.5	6.231	A
B	188.60	188.60	20.00	248.73	0.758	188.45	133.20	3.1	3.3	16.033	C
C	123.32	123.32	67.55	248.85	0.496	123.70	140.90	1.5	1.1	7.731	A

12:00 - 12:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	60.34	60.34	128.72	187.68	0.322	60.29	106.19	0.5	0.5	7.832	A
B	213.10	213.10	23.07	246.66	0.864	210.48	165.94	3.3	5.9	25.487	D
C	164.32	164.32	71.61	246.67	0.666	163.30	161.94	1.1	2.1	11.566	B

12:15 - 12:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	68.75	68.75	104.35	201.37	0.341	68.76	95.72	0.5	0.5	6.791	A
B	178.09	178.09	22.11	247.31	0.720	181.05	151.00	5.9	2.9	15.139	C
C	156.33	156.33	43.26	261.96	0.597	156.81	159.90	2.1	1.6	9.067	A

12:30 - 12:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	49.94	49.94	119.20	193.03	0.259	50.08	94.08	0.5	0.4	6.627	A
B	165.79	165.79	17.91	250.13	0.663	166.53	151.37	2.9	2.2	11.560	B
C	160.43	160.43	52.98	256.72	0.625	160.29	131.46	1.6	1.7	9.891	A

FB+CD WE, 11:15-12:45

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	17.47	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	FB+CD WE	11:15-12:45	DIRECT	11:15	12:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

11:15 - 11:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	1.05	34.69	19.97
	B	49.73	0.00	109.23
	C	24.18	113.64	0.00

11:30 - 11:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	41.00	21.03
	B	60.55	1.05	125.94
	C	29.44	115.43	0.00

11:45 - 12:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	47.31	19.97
	B	67.70	0.00	120.90
	C	37.85	85.47	0.00

12:00 - 12:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	37.22	23.13
	B	72.43	0.00	140.66
	C	34.69	129.62	0.00

12:15 - 12:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	48.78	19.97
	B	41.95	0.00	136.14
	C	52.56	101.66	2.10

12:30 - 12:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	32.06	17.87
	B	51.93	1.05	112.80
	C	42.05	118.37	0.00

Vehicle Mix

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	0
	B	2	0	5
	C	9	10	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	2	0	10
	C	0	14	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	2	0	12
	C	6	8	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	13
	B	12	0	9
	C	0	11	0

Heavy Vehicle Percentages

12:15 - 12:30

		To		
		A	B	C
From	A	0	0	0
	B	2	0	9
	C	0	9	0

Heavy Vehicle Percentages

12:30 - 12:45

		To		
		A	B	C
From	A	0	8	0
	B	0	0	10
	C	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.34	7.83	0.5	A	60.68	364.06
B	0.86	25.49	5.9	D	182.01	1092.07
C	0.67	11.57	2.1	B	147.85	887.07

Main Results for each time segment

11:15 - 11:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	55.72	55.72	112.63	196.71	0.283	55.31	74.17	0.0	0.4	6.650	A
B	158.95	158.95	20.87	248.14	0.641	157.15	147.06	0.0	1.8	10.114	B
C	137.82	137.82	50.21	258.21	0.534	136.59	127.82	0.0	1.2	8.042	A

11:30 - 11:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	62.03	62.03	116.32	194.64	0.319	61.96	89.47	0.4	0.5	6.939	A
B	187.55	187.55	21.02	248.04	0.756	186.24	157.26	1.8	3.1	15.262	C
C	144.87	144.87	61.15	252.31	0.574	144.64	146.10	1.2	1.5	9.221	A

11:45 - 12:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	67.28	67.28	85.91	211.72	0.318	67.29	105.35	0.5	0.5	6.231	A
B	188.60	188.60	20.00	248.73	0.758	188.45	133.20	3.1	3.3	16.033	C
C	123.32	123.32	67.55	248.85	0.496	123.70	140.90	1.5	1.1	7.731	A

12:00 - 12:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	60.34	60.34	128.72	187.68	0.322	60.29	106.19	0.5	0.5	7.832	A
B	213.10	213.10	23.07	246.66	0.864	210.48	165.94	3.3	5.9	25.487	D
C	164.32	164.32	71.61	246.67	0.666	163.30	161.94	1.1	2.1	11.566	B

12:15 - 12:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	68.75	68.75	104.35	201.37	0.341	68.76	95.72	0.5	0.5	6.791	A
B	178.09	178.09	22.11	247.31	0.720	181.05	151.00	5.9	2.9	15.139	C
C	156.33	156.33	43.26	261.96	0.597	156.81	159.90	2.1	1.6	9.067	A

12:30 - 12:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	49.94	49.94	119.20	193.03	0.259	50.08	94.08	0.5	0.4	6.627	A
B	165.79	165.79	17.91	250.13	0.663	166.53	151.37	2.9	2.2	11.560	B
C	160.43	160.43	52.98	256.72	0.625	160.29	131.46	1.6	1.7	9.891	A

FB+CD+N2T WE, 11:15-12:45

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	20.25	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	FB+CD+N2T WE	11:15-12:45	DIRECT	11:15	12:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

11:15 - 11:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	1.05	34.69	31.33
	B	49.73	0.00	109.23
	C	35.54	113.64	0.00

11:30 - 11:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	41.00	32.38
	B	60.55	1.05	125.94
	C	40.79	115.43	0.00

11:45 - 12:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	47.31	31.33
	B	67.70	0.00	120.90
	C	49.20	85.47	0.00

12:00 - 12:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	37.22	34.49
	B	72.43	0.00	140.66
	C	46.05	129.62	0.00

12:15 - 12:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	48.78	31.33
	B	41.95	0.00	136.14
	C	63.92	101.66	2.10

12:30 - 12:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	32.06	29.23
	B	51.93	1.05	112.80
	C	53.41	118.37	0.00

Vehicle Mix

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	18
	B	2	0	5
	C	22	10	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	2	0	10
	C	13	14	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	19
	B	2	0	12
	C	16	8	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	29
	B	12	0	9
	C	13	11	0

Heavy Vehicle Percentages

12:15 - 12:30

		To		
		A	B	C
From	A	0	0	18
	B	2	0	9
	C	13	9	0

Heavy Vehicle Percentages

12:30 - 12:45

		To		
		A	B	C
From	A	0	8	16
	B	0	0	10
	C	16	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.40	9.16	0.7	A	72.03	432.21
B	0.89	30.44	7.0	D	182.01	1092.07
C	0.71	13.61	2.6	B	159.20	955.22

Main Results for each time segment

11:15 - 11:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	67.08	67.08	112.50	196.79	0.341	66.50	85.34	0.0	0.6	7.720	A
B	158.95	158.95	32.11	240.58	0.661	157.00	146.89	0.0	2.0	10.976	B
C	149.18	149.18	50.16	258.24	0.578	147.68	138.95	0.0	1.5	9.046	A

11:30 - 11:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	73.38	73.38	116.28	194.66	0.377	73.32	100.73	0.6	0.6	7.950	A
B	187.55	187.55	32.38	240.40	0.780	186.00	157.22	2.0	3.5	17.221	C
C	156.23	156.23	61.07	252.35	0.619	155.94	157.30	1.5	1.8	10.545	B

11:45 - 12:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	78.64	78.64	85.97	211.69	0.371	78.65	116.69	0.6	0.6	7.224	A
B	188.60	188.60	31.36	241.08	0.782	188.41	133.25	3.5	3.7	18.298	C
C	134.67	134.67	67.53	248.87	0.541	135.14	152.24	1.8	1.3	8.782	A

12:00 - 12:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	71.70	71.70	128.53	187.78	0.382	71.61	117.22	0.6	0.7	9.162	A
B	213.10	213.10	34.39	239.05	0.891	209.75	165.76	3.7	7.0	30.438	D
C	175.67	175.67	71.37	246.80	0.712	174.38	172.77	1.3	2.6	13.612	B

12:15 - 12:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	80.11	80.11	104.45	201.31	0.398	80.14	107.40	0.7	0.7	7.903	A
B	178.09	178.09	33.49	239.66	0.743	181.83	151.10	7.0	3.3	17.602	C
C	167.68	167.68	43.56	261.80	0.641	168.29	171.75	2.6	2.0	10.656	B

12:30 - 12:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	61.29	61.29	119.16	193.05	0.318	61.46	105.46	0.7	0.5	7.670	A
B	165.79	165.79	29.28	242.49	0.684	166.70	151.34	3.3	2.4	12.790	B
C	171.78	171.78	53.00	256.71	0.669	171.62	142.98	2.0	2.2	11.696	B

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site 9 (three arm)_V3_WITHREDUCEDFLOWS.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\1 Reduced Flow Models
Report generation date: 09/04/2025 15:01:01

»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM
»FB+CD+N2T WE, 11:15-12:45

Summary of junction performance

	AM							PM							11:15-12:45					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Juncti Delay
FB+CD+N2T WD																				
Arm A		1.7	14.02	0.63	B				0.6	8.12	0.37	A								
Arm B	D7	4.3	21.32	0.82	C	21.03	C	D8	23.5	90.69	1.02	F	50.92	F						
Arm C		6.2	23.68	0.87	C				1.9	10.96	0.66	B								
FB+CD+N2T WE																				
Arm A																0.6	8.48	0.37	A	
Arm B															D12	6.4	27.78	0.88	D	18.7
Arm C																2.3	12.53	0.69	B	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

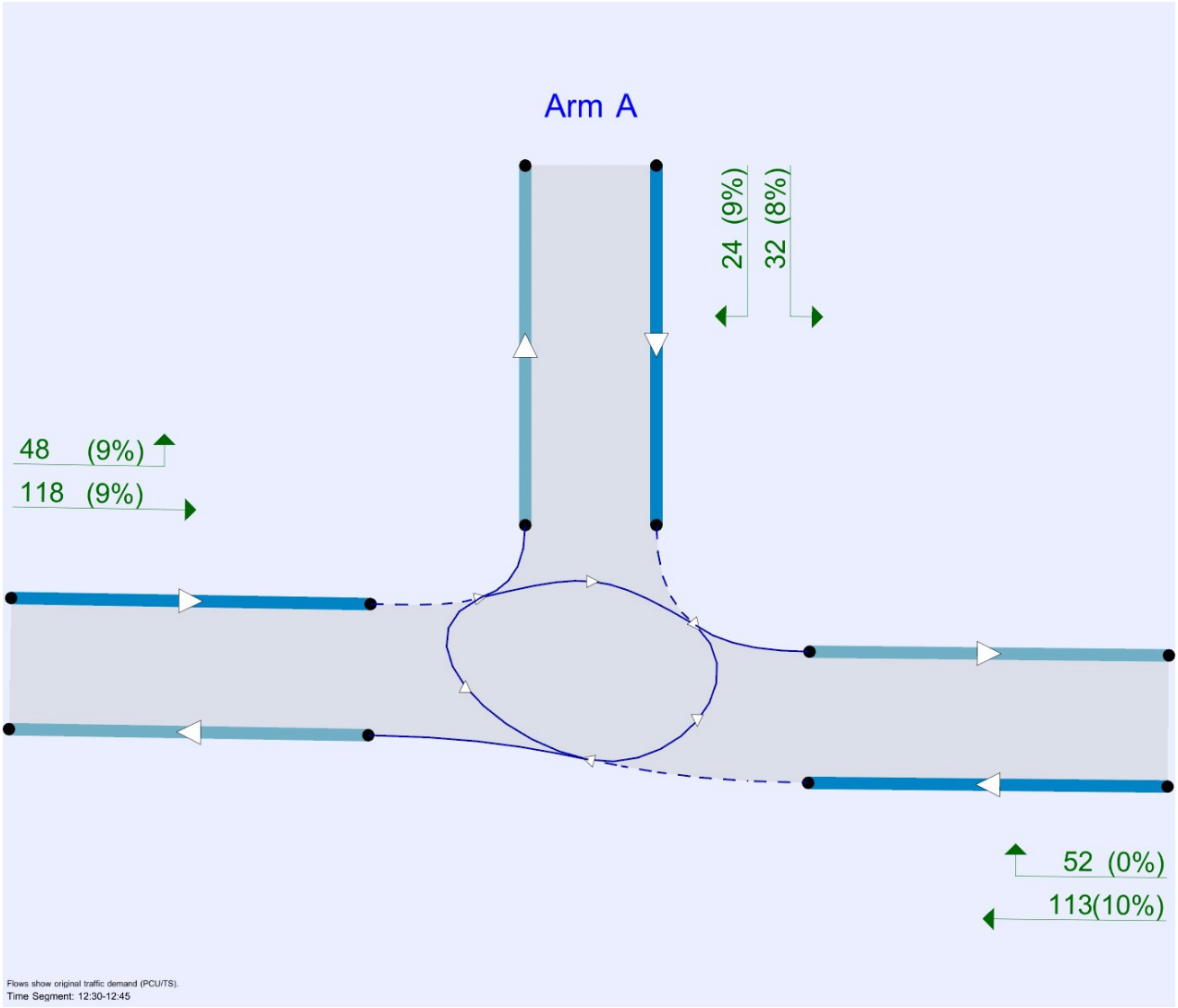
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓
D12	FB+CD+N2T WE	11:15-12:45	DIRECT	11:15	12:45	90	15	✓

Analysis Set Details

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

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	21.03	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
A	B1077 Denmark Street (N)	
B	A1066 Park Road (E)	
C	A1066 Stanley Road (W)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.17	2.95	7.26	3.9	10.23	6.21	-4.0	✓
B	3.09	3.09	4.93	3.9	12.64	10.71	-4.0	
C	3.37	3.37	6.12	6.4	12.01	10.20	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A	0.562	259.973
B	0.672	262.170
C	0.539	285.294

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	32.30	25.09
	B	36.28	0.00	98.51
	C	25.09	119.21	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	40.77	21.95
	B	45.06	0.00	103.32
	C	44.95	182.35	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	62.31	50.07
	B	47.98	0.00	126.21
	C	74.75	141.69	1.05

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	32.72	40.77
	B	58.23	0.00	132.07
	C	53.21	110.53	2.09

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	44.33	52.06
	B	44.85	0.00	123.71
	C	56.77	130.71	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	38.05	15.89
	B	51.96	0.00	98.82
	C	33.45	125.38	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	0
	B	10	0	10
	C	0	6	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	14	0	9
	C	0	16	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	12	2
	B	2	0	8
	C	1	9	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	11	0
	B	6	0	8
	C	2	12	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	4
	B	2	0	13
	C	2	5	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	0
	B	7	0	17
	C	0	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.63	14.02	1.7	B	76.05	456.32
B	0.82	21.32	4.3	C	161.17	966.99
C	0.87	23.68	6.2	C	183.54	1101.22

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	57.39	57.39	118.20	193.58	0.296	56.97	60.80	0.0	0.4	6.694	A
B	134.79	134.79	24.90	245.43	0.549	133.48	150.27	0.0	1.3	8.724	A
C	144.30	144.30	35.92	265.92	0.543	143.08	122.46	0.0	1.2	7.590	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	62.72	62.72	178.37	159.79	0.393	62.51	88.85	0.4	0.6	9.232	A
B	148.38	148.38	21.92	247.44	0.600	148.07	218.97	1.3	1.6	9.977	A
C	227.30	227.30	44.92	261.06	0.871	222.30	125.07	1.2	6.2	23.681	C

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	112.38	112.38	143.92	179.14	0.627	111.28	121.58	0.6	1.7	14.017	B
B	174.20	174.20	50.54	228.19	0.763	172.61	204.66	1.6	3.2	16.792	C
C	217.48	217.48	47.59	259.62	0.838	217.91	175.56	6.2	5.8	23.214	C

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	73.49	73.49	114.99	195.39	0.376	74.58	112.31	1.7	0.6	7.869	A
B	190.30	190.30	43.28	233.07	0.816	189.18	146.30	3.2	4.3	21.323	C
C	165.83	165.83	57.79	254.12	0.653	169.52	174.67	5.8	2.1	12.031	B

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	96.39	96.39	130.36	186.75	0.516	95.94	101.95	0.6	1.1	10.316	B
B	168.55	168.55	51.85	227.31	0.742	169.53	174.44	4.3	3.3	17.490	C
C	187.47	187.47	45.28	260.87	0.719	187.03	176.10	2.1	2.6	12.588	B

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	53.94	53.94	125.77	189.34	0.285	54.61	86.10	1.1	0.4	6.986	A
B	150.78	150.78	16.36	251.17	0.600	152.38	164.02	3.3	1.7	10.481	B
C	158.83	158.83	52.24	257.11	0.618	159.62	116.49	2.6	1.8	9.905	A

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	50.92	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	33.08	35.70
	B	55.38	1.05	145.64
	C	26.17	136.64	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	37.69	31.41
	B	67.31	0.00	145.33
	C	42.71	119.89	1.05

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	34.97	36.64
	B	74.43	0.00	168.05
	C	36.43	97.07	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.65	26.07
	B	69.83	1.05	171.08
	C	34.55	110.05	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	34.02	35.49
	B	59.46	0.00	148.78
	C	38.63	116.75	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	33.50	30.36
	B	64.91	0.00	144.91
	C	24.50	104.08	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	7	3
	B	2	0	7
	C	0	14	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	2	0	4
	C	5	5	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	1	0	3
	C	0	3	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	4
	B	2	0	4
	C	0	5	0

17:30 - 17:45

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	3	3
B	4	0	5
C	3	5	0

17:45 - 18:00

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	0
B	0	0	3
C	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.37	8.12	0.6	A	65.76	394.56
B	1.02	90.69	23.5	F	219.54	1317.21
C	0.66	10.96	1.9	B	148.09	888.52

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	68.78	68.78	136.07	183.55	0.375	68.16	79.87	0.0	0.6	8.125	A
B	202.07	202.07	35.38	238.39	0.848	197.04	168.86	0.0	5.0	20.959	C
C	162.81	162.81	55.02	255.62	0.637	160.92	177.40	0.0	1.9	10.386	B

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	69.09	69.09	121.11	191.95	0.360	69.14	109.10	0.6	0.6	7.333	A
B	212.64	212.64	32.50	240.32	0.885	211.05	157.75	5.0	6.6	29.633	D
C	163.65	163.65	66.62	249.36	0.656	163.59	176.93	1.9	1.9	10.961	B

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	71.61	71.61	97.62	205.14	0.349	71.63	107.08	0.6	0.5	6.741	A
B	242.48	242.48	36.63	237.54	1.021	229.39	132.62	6.6	19.7	65.018	F
C	133.50	133.50	70.48	247.28	0.540	134.22	195.55	1.9	1.2	8.201	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	51.71	51.71	110.80	197.74	0.262	51.88	103.63	0.5	0.4	6.438	A
B	241.96	241.96	26.16	244.58	0.989	238.16	136.53	19.7	23.5	90.688	F
C	144.60	144.60	70.04	247.52	0.584	144.39	194.28	1.2	1.4	9.037	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	69.51	69.51	116.70	194.43	0.358	69.32	102.20	0.4	0.6	7.406	A
B	208.25	208.25	35.39	238.38	0.874	222.63	150.63	23.5	9.1	64.109	F
C	155.38	155.38	63.74	250.91	0.619	155.15	194.28	1.4	1.7	9.758	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	63.86	63.86	104.39	201.34	0.317	63.96	89.82	0.6	0.5	6.558	A
B	209.82	209.82	30.43	241.71	0.868	211.26	137.92	9.1	7.7	31.795	D
C	128.58	128.58	65.13	250.16	0.514	129.08	176.55	1.7	1.2	8.013	A

FB+CD+N2T WE, 11:15-12:45

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	18.77	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	FB+CD+N2T WE	11:15-12:45	DIRECT	11:15	12:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

11:15 - 11:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	1.05	34.69	25.65
	B	49.73	0.00	109.23
	C	29.86	113.64	0.00

11:30 - 11:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	41.00	26.70
	B	60.55	1.05	125.94
	C	35.12	115.43	0.00

11:45 - 12:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	47.31	25.65
	B	67.70	0.00	120.90
	C	43.53	85.47	0.00

12:00 - 12:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	37.22	28.81
	B	72.43	0.00	140.66
	C	40.37	129.62	0.00

12:15 - 12:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	48.78	25.65
	B	41.95	0.00	136.14
	C	58.24	101.66	2.10

12:30 - 12:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	32.06	23.55
	B	51.93	1.05	112.80
	C	47.73	118.37	0.00

Vehicle Mix

11:15 - 11:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	10
	B	2	0	5
	C	16	10	0

11:30 - 11:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	13
	B	2	0	10
	C	7	14	0

11:45 - 12:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	10
	B	2	0	12
	C	11	8	0

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	22
	B	12	0	9
	C	7	11	0

Heavy Vehicle Percentages

12:15 - 12:30

		To		
		A	B	C
From	A	0	0	10
	B	2	0	9
	C	7	9	0

Heavy Vehicle Percentages

12:30 - 12:45

		To		
		A	B	C
From	A	0	8	9
	B	0	0	10
	C	9	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.37	8.48	0.6	A	66.36	398.13
B	0.88	27.78	6.4	D	182.01	1092.07
C	0.69	12.53	2.3	B	153.52	921.15

Main Results for each time segment

11:15 - 11:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	61.40	61.40	112.57	196.75	0.312	60.91	79.76	0.0	0.5	7.167	A
B	158.95	158.95	26.49	244.36	0.651	157.08	146.98	0.0	1.9	10.530	B
C	143.50	143.50	50.18	258.23	0.556	142.14	133.39	0.0	1.4	8.519	A

11:30 - 11:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	67.70	67.70	116.30	194.65	0.348	67.64	95.10	0.5	0.6	7.418	A
B	187.55	187.55	26.70	244.22	0.768	186.12	157.24	1.9	3.3	16.184	C
C	150.55	150.55	61.12	252.33	0.597	150.29	151.71	1.4	1.6	9.844	A

11:45 - 12:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	72.96	72.96	85.94	211.71	0.345	72.97	111.02	0.6	0.5	6.709	A
B	188.60	188.60	25.68	244.91	0.770	188.43	133.23	3.3	3.5	17.093	C
C	128.99	128.99	67.54	248.86	0.518	129.42	146.57	1.6	1.2	8.229	A

12:00 - 12:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	66.02	66.02	128.63	187.72	0.352	65.95	111.72	0.5	0.6	8.475	A
B	213.10	213.10	28.73	242.85	0.877	210.15	165.86	3.5	6.4	27.781	D
C	169.99	169.99	71.50	246.73	0.689	168.85	167.38	1.2	2.3	12.525	B

12:15 - 12:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	74.43	74.43	104.39	201.34	0.370	74.45	101.55	0.6	0.6	7.322	A
B	178.09	178.09	27.80	243.48	0.731	181.41	151.05	6.4	3.1	16.267	C
C	162.00	162.00	43.40	261.89	0.619	162.54	165.80	2.3	1.8	9.822	A

12:30 - 12:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	55.62	55.62	119.18	193.04	0.288	55.77	99.77	0.6	0.4	7.125	A
B	165.79	165.79	23.59	246.31	0.673	166.61	151.35	3.1	2.3	12.142	B
C	166.10	166.10	52.99	256.71	0.647	165.96	137.21	1.8	1.9	10.751	B

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 10_V3 (four_arm).j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 24/03/2025 15:47:18

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM
»Baseline WE, 11:45-13:15
»FB WE, 11:45-13:15
»FB+CD WE, 11:45-13:15
»FB+CD+N2T WE, 11:45-13:15

Summary of junction performance

	AM							PM							11:45-13:1				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024																		
Stream B-CD	D1	0.4	14.72	0.30	B	4.84	A	D2	0.6	15.14	0.40	C	5.12	A					
Stream B-AD		0.9	26.72	0.49	D				0.9	25.11	0.48	D							
Stream A-BCD		0.2	5.33	0.10	A				0.6	5.25	0.23	A							
Stream D-AB		0.2	9.86	0.16	A				0.1	8.59	0.08	A							
Stream D-BC		0.1	15.18	0.07	C				0.0	13.56	0.04	B							
Stream C-ABD		1.1	6.30	0.33	A				0.9	7.14	0.32	A							
	FB WD																		
Stream B-CD	D3	0.5	16.81	0.34	C	5.47	A	D4	0.8	17.43	0.45	C	5.77	A					
Stream B-AD		1.1	31.20	0.54	D				1.1	29.22	0.53	D							
Stream A-BCD		0.3	5.30	0.11	A				0.7	5.31	0.25	A							
Stream D-AB		0.2	10.26	0.17	B				0.1	8.83	0.09	A							
Stream D-BC		0.1	16.06	0.07	C				0.1	14.21	0.05	B							
Stream C-ABD		1.3	6.48	0.36	A				1.0	7.34	0.35	A							
	FB+CD WD																		
Stream B-CD	D5	0.5	16.81	0.34	C	5.47	A	D6	0.8	17.43	0.45	C	5.77	A					
Stream B-AD		1.1	31.20	0.54	D				1.1	29.22	0.53	D							
Stream A-BCD		0.3	5.30	0.11	A				0.7	5.31	0.25	A							
Stream D-AB		0.2	10.26	0.17	B				0.1	8.83	0.09	A							
Stream D-BC		0.1	16.06	0.07	C				0.1	14.21	0.05	B							
Stream C-ABD		1.3	6.48	0.36	A				1.0	7.34	0.35	A							
	FB+CD+N2T WD																		

Stream B-CD	D7	0.6	19.35	0.37	C	5.92	A	D8	0.9	19.77	0.48	C	6.21	A						
Stream B-AD		1.3	36.77	0.58	E				1.3	34.26	0.57	D								
Stream A-BCD		0.3	5.26	0.12	A				0.8	5.37	0.27	A								
Stream D-AB		0.2	10.77	0.18	B				0.1	9.21	0.09	A								
Stream D-BC		0.1	17.35	0.08	C				0.1	15.22	0.05	C								
Stream C-ABD		1.5	6.65	0.38	A				1.2	7.47	0.37	A								
	Baseline WE																			
Stream B-CD															D9	0.4	11.86	0.27	B	
Stream B-AD																0.9	20.22	0.48	C	
Stream A-BCD																0.4	4.79	0.15	A	
Stream D-AB																0.1	8.43	0.12	A	
Stream D-BC																0.0	12.74	0.04	B	
Stream C-ABD																0.4	5.63	0.18	A	
	FB WE																			
Stream B-CD															D10	0.4	13.07	0.31	B	
Stream B-AD																1.0	22.77	0.51	C	
Stream A-BCD																0.4	4.78	0.17	A	
Stream D-AB																0.1	8.65	0.13	A	
Stream D-BC																0.0	13.31	0.05	B	
Stream C-ABD																0.5	5.61	0.20	A	
	FB+CD WE																			
Stream B-CD															D11	0.4	13.07	0.31	B	
Stream B-AD																1.0	22.77	0.51	C	
Stream A-BCD																0.4	4.78	0.17	A	
Stream D-AB																0.1	8.65	0.13	A	
Stream D-BC																0.0	13.31	0.05	B	
Stream C-ABD																0.5	5.61	0.20	A	
	FB+CD+N2T WE																			
Stream B-CD															D12	0.5	14.24	0.32	B	
Stream B-AD																1.0	25.55	0.51	D	
Stream A-BCD																0.5	4.78	0.18	A	
Stream D-AB																0.1	9.01	0.13	A	
Stream D-BC																0.0	14.18	0.05	B	
Stream C-ABD																0.6	5.61	0.21	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

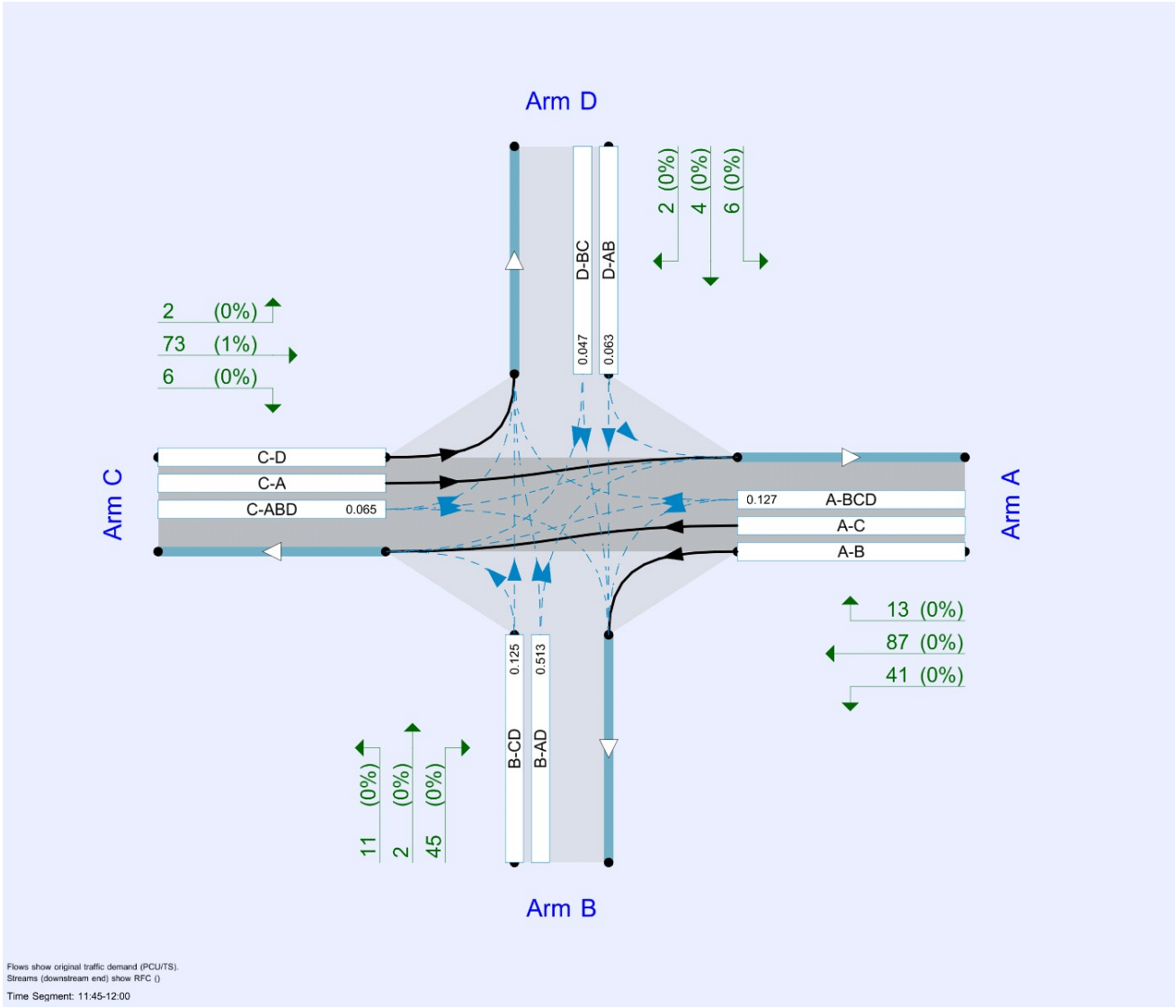
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓
D9	Baseline WE	11:45-13:15	DIRECT	11:45	13:15	90	15	✓
D10	FB WE	11:45-13:15	DIRECT	11:45	13:15	90	15	✓
D11	FB+CD WE	11:45-13:15	DIRECT	11:45	13:15	90	15	✓
D12	FB+CD+N2T WE	11:45-13:15	DIRECT	11:45	13:15	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		4.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A1066 Stanley Road (E)		Major
B	Denmark Street (S)		Minor
C	A1066 Stanley Road (W)		Major
D	Croft Road (N)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.93			104.8	✓	0.00
C	6.93			42.5	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	4.46	3.15	2.99	2.93	✓	1.00	20	27
D	One lane plus flare	7.96	3.27	3.10	2.99	2.99	✓	1.00	17	49

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	158.664	-	-	-	-	-	-	0.236	0.337	0.236	-	-	-
B-A	132.028	0.092	0.233	0.233	-	-	-	0.147	0.333	-	0.233	0.233	0.117
B-C	170.151	0.100	0.253	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	132.028	0.092	0.233	0.233	-	-	-	0.147	0.333	0.147	-	-	-
B-D, offside lane	132.028	0.092	0.233	0.233	-	-	-	0.147	0.333	0.147	-	-	-
C-B	149.647	0.223	0.223	0.318	-	-	-	-	-	-	-	-	-
D-A	171.367	-	-	-	-	-	-	0.255	-	0.101	-	-	-
D-B, nearside lane	132.754	0.148	0.148	0.335	-	-	-	0.235	0.235	0.093	-	-	-
D-B, offside lane	126.281	0.140	0.140	0.319	-	-	-	0.223	0.223	0.088	-	-	-
D-C	126.281	-	0.140	0.319	0.112	0.223	0.223	0.223	0.223	0.088	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00

		To			
		A	B	C	D
From	A	0.00	26.00	79.80	9.00
	B	17.00	0.00	20.00	6.00
	C	108.60	15.90	0.00	3.00
	D	7.00	4.00	0.00	0.00

Demand (PCU/TS)

08:00 - 08:15

		To			
		A	B	C	D
From	A	0.00	22.00	83.40	6.00
	B	33.00	0.00	16.90	4.00
	C	169.00	14.00	0.00	2.00
	D	14.00	7.00	1.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	46.00	113.20	5.00
	B	29.00	0.00	15.00	8.00
	C	154.50	24.00	0.00	0.00
	D	17.00	1.00	1.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	34.00	123.90	7.00
	B	34.20	0.00	13.00	8.00
	C	111.10	17.00	0.00	3.00
	D	9.00	4.00	1.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	34.60	120.30	8.00
	B	30.40	0.00	19.00	10.00
	C	133.60	14.00	0.00	3.00
	D	9.90	3.00	0.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	21.00	74.20	6.90
	B	36.00	0.00	20.00	5.00
	C	101.50	13.90	0.00	1.00
	D	6.00	5.40	1.00	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	9	0
	B	0	0	0	0
	C	4	7	0	0
	D	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	0
	B	0	0	6	0
	C	15	0	0	0
	D	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	0
	B	0	0	0	0
	C	8	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	9	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A	B	C	D
From	A	0	0	13	0
	B	0	0	0	0
	C	3	0	0	0
	D	11	0	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A	B	C	D
From	A	0	0	17	17
	B	0	0	0	0
	C	8	8	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.30	14.72	0.4	B	22.13	132.76
B-AD	0.49	26.72	0.9	D	31.96	191.74
A-BCD	0.10	5.33	0.2	A	17.64	105.82
A-B					28.10	168.62
A-C					90.98	545.86
D-AB	0.16	9.86	0.2	A	12.54	75.23
D-BC	0.07	15.18	0.1	C	2.68	16.07
C-ABD	0.33	6.30	1.1	A	43.91	263.44
C-D					1.63	9.80
C-A					102.64	615.86

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23.60	23.60	124.24	0.190	23.37	0.0	0.2	8.902	A
B-AD	19.40	19.40	84.66	0.229	19.11	0.0	0.3	13.671	B
A-BCD	18.80	18.80	202.92	0.093	18.61	0.0	0.2	5.040	A
A-B	23.59	23.59			23.59				
A-C	72.41	72.40			72.41				
D-AB	9.00	9.00	123.45	0.073	8.92	0.0	0.1	7.854	A
D-BC	2.00	2.00	80.49	0.025	1.97	0.0	0.0	11.459	B
C-ABD	35.05	35.05	204.28	0.172	34.62	0.0	0.4	5.573	A
C-D	2.49	2.49			2.49				
C-A	89.97	89.97			89.97				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19.77	19.77	103.80	0.190	19.76	0.2	0.2	10.892	B
B-AD	34.13	34.13	75.39	0.453	33.63	0.3	0.8	21.303	C
A-BCD	13.39	13.39	192.37	0.070	13.45	0.2	0.1	5.199	A
A-B	20.46	20.46			20.46				
A-C	77.55	77.55			77.55				
D-AB	17.56	17.56	108.66	0.162	17.44	0.1	0.2	9.855	A
D-BC	4.44	4.44	66.90	0.066	4.40	0.0	0.1	14.390	B
C-ABD	45.54	45.54	248.19	0.183	45.38	0.4	0.6	4.770	A
C-D	1.63	1.63			1.63				
C-A	137.83	137.83			137.83				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20.81	20.81	83.77	0.248	20.71	0.2	0.3	14.721	B
B-AD	31.19	31.19	64.62	0.483	31.09	0.8	0.9	26.725	D
A-BCD	15.93	15.93	232.90	0.068	15.94	0.1	0.1	4.299	A
A-B	42.84	42.84			42.84				
A-C	105.43	105.43			105.43				
D-AB	17.51	17.51	127.06	0.138	17.54	0.2	0.2	8.220	A
D-BC	1.49	1.49	60.85	0.025	1.54	0.1	0.0	15.182	C
C-ABD	74.59	74.59	228.74	0.326	74.06	0.6	1.1	6.295	A
C-D	0.00	0.00			0.00				
C-A	103.91	103.91			103.91				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	18.87	18.87	82.70	0.228	18.91	0.3	0.3	14.118	B
B-AD	36.33	36.33	73.53	0.494	36.28	0.9	0.9	24.097	C
A-BCD	20.62	20.62	239.56	0.086	20.58	0.1	0.2	4.252	A
A-B	31.07	31.07			31.07				
A-C	113.21	113.21			113.21				
D-AB	11.03	11.03	121.90	0.090	11.09	0.2	0.1	8.125	A
D-BC	2.97	2.97	71.34	0.042	2.95	0.0	0.0	13.158	B
C-ABD	40.69	40.69	198.46	0.205	41.25	1.1	0.6	6.073	A
C-D	2.38	2.38			2.38				
C-A	88.03	88.03			88.03				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	26.18	26.18	87.50	0.299	26.07	0.3	0.4	14.614	B
B-AD	33.22	33.22	69.52	0.478	33.23	0.9	0.9	24.829	C
A-BCD	23.66	23.66	234.70	0.101	23.62	0.2	0.2	4.465	A
A-B	31.10	31.10			31.10				
A-C	108.13	108.13			108.13				
D-AB	11.40	11.40	121.72	0.094	11.39	0.1	0.1	8.495	A
D-BC	1.50	1.50	68.52	0.022	1.52	0.0	0.0	13.436	B
C-ABD	38.83	38.83	215.26	0.180	38.85	0.6	0.5	5.321	A
C-D	2.45	2.45			2.45				
C-A	109.32	109.32			109.32				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23.52	23.52	111.13	0.212	23.67	0.4	0.3	10.308	B
B-AD	37.48	37.48	89.09	0.421	37.67	0.9	0.7	17.573	C
A-BCD	13.40	13.40	197.52	0.068	13.49	0.2	0.1	5.328	A
A-B	19.57	19.57			19.57				
A-C	69.14	69.14			69.14				
D-AB	8.73	8.73	125.99	0.069	8.76	0.1	0.1	8.105	A
D-BC	3.67	3.67	85.25	0.043	3.64	0.0	0.0	11.026	B
C-ABD	28.74	28.74	200.21	0.144	28.95	0.5	0.3	5.470	A
C-D	0.86	0.86			0.86				
C-A	86.80	86.80			86.80				

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		5.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:30 - 16:45

		To			
		A	B	C	D
From	A	0.00	32.20	123.60	15.00
	B	31.40	0.00	15.00	7.00
	C	113.70	13.00	0.00	0.00
	D	4.00	4.00	0.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	42.00	101.40	18.00
	B	35.00	0.00	22.00	5.00
	C	107.90	10.00	0.00	1.00
	D	7.00	5.00	1.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	52.00	122.30	17.00
	B	27.40	0.00	26.00	6.00
	C	88.70	14.00	0.00	0.00
	D	6.00	3.00	1.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	29.60	138.30	17.00
	B	29.00	0.00	34.00	7.00
	C	93.70	12.00	0.00	0.00
	D	10.00	2.00	0.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	40.00	116.80	13.80
	B	30.60	0.00	19.00	9.00
	C	104.40	26.90	0.00	2.00
	D	8.00	4.00	1.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	36.00	99.60	21.40
	B	32.40	0.00	21.00	3.00
	C	85.00	18.40	0.00	1.00
	D	4.00	0.00	1.00	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	7	0
	B	0	0	0	0
	C	14	0	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	4	4	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	8	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.40	15.14	0.6	C	27.21	163.27
B-AD	0.48	25.11	0.9	D	32.76	196.53
A-BCD	0.23	5.25	0.6	A	48.41	290.46
A-B					30.81	184.84
A-C					93.45	560.71
D-AB	0.08	8.59	0.1	A	8.01	48.08
D-BC	0.04	13.56	0.0	B	2.15	12.92
C-ABD	0.32	7.14	0.9	A	34.28	205.69
C-D					0.50	3.03
C-A					80.50	482.98

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19.96	19.96	91.14	0.219	19.69	0.0	0.3	12.550	B
B-AD	33.44	33.44	74.09	0.451	32.65	0.0	0.8	21.343	C
A-BCD	43.05	43.05	239.13	0.180	42.53	0.0	0.5	4.742	A
A-B	26.40	26.40			26.40				
A-C	101.35	101.35			101.35				
D-AB	6.00	6.00	114.14	0.053	5.95	0.0	0.1	8.313	A
D-BC	2.00	2.00	73.54	0.027	1.97	0.0	0.0	12.571	B
C-ABD	30.95	30.95	196.06	0.158	30.51	0.0	0.4	5.849	A
C-D	0.00	0.00			0.00				
C-A	95.75	95.75			95.75				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	25.63	25.63	100.07	0.256	25.57	0.3	0.3	12.068	B
B-AD	36.37	36.37	77.33	0.470	36.30	0.8	0.9	21.877	C
A-BCD	47.59	47.59	231.86	0.205	47.55	0.5	0.6	5.036	A
A-B	33.33	33.33			33.33				
A-C	80.48	80.48			80.48				
D-AB	9.53	9.53	114.22	0.083	9.50	0.1	0.1	8.591	A
D-BC	3.47	3.47	77.77	0.045	3.45	0.0	0.0	12.107	B
C-ABD	23.08	23.08	193.89	0.119	23.21	0.4	0.3	5.595	A
C-D	0.88	0.88			0.88				
C-A	94.94	94.94			94.94				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	30.13	30.13	102.34	0.294	30.06	0.3	0.4	12.439	B
B-AD	29.27	29.27	72.47	0.404	29.42	0.9	0.7	20.991	C
A-BCD	53.88	53.88	255.99	0.210	53.82	0.6	0.6	4.535	A
A-B	41.00	41.00			41.00				
A-C	96.42	96.42			96.42				
D-AB	7.52	7.52	123.46	0.061	7.55	0.1	0.1	7.767	A
D-BC	2.48	2.48	73.73	0.034	2.49	0.0	0.0	12.637	B
C-ABD	28.83	28.83	173.38	0.166	28.75	0.3	0.4	6.340	A
C-D	0.00	0.00			0.00				
C-A	73.87	73.87			73.87				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	38.94	38.94	97.90	0.398	38.70	0.4	0.6	15.142	C
B-AD	31.06	31.06	68.02	0.457	30.96	0.7	0.8	24.186	C
A-BCD	51.84	51.84	251.20	0.206	51.85	0.6	0.6	4.598	A
A-B	23.46	23.46			23.46				
A-C	109.60	109.60			109.60				
D-AB	11.00	11.00	135.63	0.081	10.98	0.1	0.1	7.220	A
D-BC	1.00	1.00	73.33	0.014	1.02	0.0	0.0	12.449	B
C-ABD	25.52	25.52	178.35	0.143	25.56	0.4	0.4	5.965	A
C-D	0.00	0.00			0.00				
C-A	80.18	80.18			80.18				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	25.49	25.49	88.28	0.289	25.72	0.6	0.4	14.440	B
B-AD	33.11	33.11	68.73	0.482	33.02	0.8	0.9	25.111	D
A-BCD	40.93	40.93	238.15	0.172	41.02	0.6	0.5	4.685	A
A-B	33.08	33.08			33.08				
A-C	96.59	96.59			96.59				
D-AB	10.03	10.03	119.60	0.084	10.03	0.1	0.1	8.213	A
D-BC	2.97	2.97	69.29	0.043	2.94	0.0	0.0	13.558	B
C-ABD	61.14	61.14	190.69	0.321	60.63	0.4	0.9	7.139	A
C-D	1.36	1.36			1.36				
C-A	70.80	70.80			70.80				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23.11	23.11	108.76	0.212	23.25	0.4	0.3	10.542	B
B-AD	33.29	33.29	80.53	0.413	33.46	0.9	0.7	19.195	C
A-BCD	53.17	53.17	228.02	0.233	53.09	0.5	0.6	5.254	A
A-B	27.56	27.56			27.56				
A-C	76.26	76.26			76.26				
D-AB	4.00	4.00	148.38	0.027	4.06	0.1	0.0	6.240	A
D-BC	1.00	1.00	72.97	0.014	1.03	0.0	0.0	12.514	B
C-ABD	36.17	36.17	177.39	0.204	36.55	0.9	0.5	6.672	A
C-D	0.79	0.79			0.79				
C-A	67.44	67.44			67.44				

FB WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		5.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00

		To			
		A	B	C	D
From	A	0.00	27.24	83.60	9.43
	B	17.81	0.00	20.95	6.29
	C	113.77	16.66	0.00	3.14
	D	7.33	4.19	0.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	23.05	87.37	6.29
	B	34.57	0.00	17.70	4.19
	C	177.04	14.67	0.00	2.10
	D	14.67	7.33	1.05	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	48.19	118.59	5.24
	B	30.38	0.00	15.71	8.38
	C	161.85	25.14	0.00	0.00
	D	17.81	1.05	1.05	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	35.62	129.80	7.33
	B	35.83	0.00	13.62	8.38
	C	116.39	17.81	0.00	3.14
	D	9.43	4.19	1.05	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	36.25	126.02	8.38
	B	31.85	0.00	19.90	10.48
	C	139.96	14.67	0.00	3.14
	D	10.37	3.14	0.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	22.00	77.73	7.23
	B	37.71	0.00	20.95	5.24
	C	106.33	14.56	0.00	1.05
	D	6.29	5.66	1.05	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	9	0
	B	0	0	0	0
	C	4	7	0	0
	D	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	0
	B	0	0	6	0
	C	15	0	0	0
	D	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	0
	B	0	0	0	0
	C	8	0	0	0
	D	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	9	0	0	0
	D	0	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	13	0
	B	0	0	0	0
	C	3	0	0	0
	D	11	0	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	17	17
	B	0	0	0	0
	C	8	8	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.34	16.81	0.5	C	23.31	139.89
B-AD	0.54	31.20	1.1	D	33.34	200.05
A-BCD	0.11	5.30	0.3	A	19.44	116.65
A-B					29.21	175.28
A-C					94.57	567.40
D-AB	0.17	10.26	0.2	B	13.14	78.82
D-BC	0.07	16.06	0.1	C	2.80	16.82
C-ABD	0.36	6.48	1.3	A	48.47	290.81
C-D					1.68	10.08
C-A					105.09	630.52

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24.77	24.77	121.80	0.203	24.52	0.0	0.3	9.227	A
B-AD	20.28	20.28	82.30	0.246	19.96	0.0	0.3	14.364	B
A-BCD	20.48	20.48	205.40	0.100	20.27	0.0	0.2	5.022	A
A-B	24.52	24.52			24.52				
A-C	75.26	75.26			75.26				
D-AB	9.43	9.43	121.52	0.078	9.34	0.0	0.1	8.017	A
D-BC	2.10	2.10	78.30	0.027	2.07	0.0	0.0	11.801	B
C-ABD	38.22	38.22	207.20	0.184	37.75	0.0	0.5	5.577	A
C-D	2.56	2.56			2.56				
C-A	92.78	92.78			92.78				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20.79	20.79	98.49	0.211	20.78	0.3	0.3	11.765	B
B-AD	35.67	35.67	72.36	0.493	35.07	0.3	0.9	23.766	C
A-BCD	14.68	14.68	194.51	0.075	14.75	0.2	0.1	5.184	A
A-B	21.29	21.29			21.29				
A-C	80.73	80.73			80.73				
D-AB	18.40	18.40	105.86	0.174	18.27	0.1	0.2	10.260	B
D-BC	4.65	4.65	64.02	0.073	4.60	0.0	0.1	15.135	C
C-ABD	50.68	50.68	253.38	0.200	50.49	0.5	0.7	4.771	A
C-D	1.67	1.67			1.67				
C-A	141.45	141.45			141.45				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	22.00	22.00	77.11	0.285	21.86	0.3	0.4	16.812	C
B-AD	32.48	32.48	60.95	0.533	32.32	0.9	1.1	31.196	D
A-BCD	17.80	17.80	237.22	0.075	17.80	0.1	0.1	4.256	A
A-B	44.56	44.56			44.56				
A-C	109.65	109.65			109.65				
D-AB	18.34	18.34	124.86	0.147	18.38	0.2	0.2	8.455	A
D-BC	1.56	1.56	57.70	0.027	1.61	0.1	0.0	16.057	C
C-ABD	83.01	83.01	233.17	0.356	82.36	0.7	1.3	6.480	A
C-D	0.00	0.00			0.00				
C-A	103.98	103.98			103.98				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19.96	19.96	76.62	0.260	20.00	0.4	0.4	15.909	C
B-AD	37.87	37.87	70.23	0.539	37.82	1.1	1.1	27.678	D
A-BCD	22.88	22.88	243.98	0.094	22.83	0.1	0.2	4.215	A
A-B	32.27	32.27			32.27				
A-C	117.60	117.60			117.60				
D-AB	11.56	11.56	119.65	0.097	11.62	0.2	0.1	8.336	A
D-BC	3.11	3.11	68.67	0.045	3.09	0.0	0.0	13.721	B
C-ABD	44.70	44.70	201.34	0.222	45.37	1.3	0.6	6.138	A
C-D	2.44	2.44			2.44				
C-A	90.20	90.20			90.20				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	27.65	27.65	81.39	0.340	27.51	0.4	0.5	16.655	C
B-AD	34.58	34.58	65.99	0.524	34.59	1.1	1.1	28.697	D
A-BCD	26.28	26.28	238.95	0.110	26.22	0.2	0.3	4.436	A
A-B	32.25	32.25			32.25				
A-C	112.12	112.12			112.12				
D-AB	11.94	11.94	119.41	0.100	11.93	0.1	0.1	8.718	A
D-BC	1.57	1.57	65.75	0.024	1.59	0.0	0.0	14.035	B
C-ABD	42.96	42.96	218.97	0.196	42.98	0.6	0.6	5.344	A
C-D	2.52	2.52			2.52				
C-A	112.29	112.29			112.29				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24.72	24.72	106.90	0.231	24.92	0.5	0.3	11.003	B
B-AD	39.18	39.18	86.67	0.452	39.45	1.1	0.9	19.173	C
A-BCD	14.53	14.53	199.68	0.073	14.64	0.3	0.1	5.302	A
A-B	20.39	20.39			20.39				
A-C	72.04	72.04			72.04				
D-AB	9.15	9.15	123.99	0.074	9.18	0.1	0.1	8.279	A
D-BC	3.84	3.84	83.08	0.046	3.82	0.0	0.0	11.352	B
C-ABD	31.24	31.24	202.91	0.154	31.48	0.6	0.4	5.466	A
C-D	0.88	0.88			0.88				
C-A	89.82	89.82			89.82				

FB WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		5.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:30 - 16:45

		To			
		A	B	C	D
From	A	0.00	33.78	129.66	15.74
	B	32.94	0.00	15.74	7.34
	C	119.28	13.64	0.00	0.00
	D	4.20	4.20	0.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	44.06	106.37	18.88
	B	36.72	0.00	23.08	5.25
	C	113.19	10.49	0.00	1.05
	D	7.34	5.25	1.05	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	54.55	128.30	17.83
	B	28.74	0.00	27.28	6.29
	C	93.05	14.69	0.00	0.00
	D	6.29	3.15	1.05	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	31.05	145.08	17.83
	B	30.42	0.00	35.67	7.34
	C	98.30	12.59	0.00	0.00
	D	10.49	2.10	0.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	41.96	122.53	14.48
	B	32.10	0.00	19.93	9.44
	C	109.52	28.22	0.00	2.10
	D	8.39	4.20	1.05	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.77	104.48	22.45
	B	33.99	0.00	22.03	3.15
	C	89.17	19.30	0.00	1.05
	D	4.20	0.00	1.05	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	7	0
	B	0	0	0	0
	C	14	0	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	4	4	0	0
	D	0	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	8	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.45	17.43	0.8	C	28.67	172.04
B-AD	0.53	29.22	1.1	D	34.23	205.40
A-BCD	0.25	5.31	0.7	A	53.74	322.42
A-B					31.58	189.49
A-C					95.82	574.91
D-AB	0.09	8.83	0.1	A	8.41	50.45
D-BC	0.05	14.21	0.1	B	2.26	13.54
C-ABD	0.35	7.34	1.0	A	37.60	225.61
C-D					0.52	3.09
C-A					82.82	496.92

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21.08	21.08	85.77	0.246	20.76	0.0	0.3	13.778	B
B-AD	34.94	34.94	70.88	0.493	34.02	0.0	0.9	23.874	C
A-BCD	47.81	47.81	243.63	0.196	47.22	0.0	0.6	4.752	A
A-B	27.15	27.15			27.15				
A-C	104.22	104.22			104.22				
D-AB	6.29	6.29	111.37	0.057	6.23	0.0	0.1	8.556	A
D-BC	2.10	2.10	70.76	0.030	2.07	0.0	0.0	13.095	B
C-ABD	34.08	34.08	198.85	0.171	33.59	0.0	0.5	5.877	A
C-D	0.00	0.00			0.00				
C-A	98.83	98.83			98.83				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	26.99	26.99	94.36	0.286	26.92	0.3	0.4	13.330	B
B-AD	38.05	38.05	74.19	0.513	37.96	0.9	1.0	24.744	C
A-BCD	52.60	52.60	235.95	0.223	52.55	0.6	0.6	5.067	A
A-B	34.19	34.19			34.19				
A-C	82.53	82.53			82.53				
D-AB	10.00	10.00	111.81	0.089	9.97	0.1	0.1	8.835	A
D-BC	3.63	3.63	74.91	0.049	3.61	0.0	0.1	12.621	B
C-ABD	25.37	25.37	196.55	0.129	25.51	0.5	0.4	5.599	A
C-D	0.91	0.91			0.91				
C-A	98.44	98.44			98.44				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	31.73	31.73	97.25	0.326	31.64	0.4	0.5	13.698	B
B-AD	30.59	30.59	69.10	0.443	30.77	1.0	0.8	23.615	C
A-BCD	60.15	60.15	261.30	0.230	60.07	0.6	0.7	4.559	A
A-B	41.93	41.93			41.93				
A-C	98.61	98.61			98.61				
D-AB	7.89	7.89	121.24	0.065	7.92	0.1	0.1	7.944	A
D-BC	2.60	2.60	70.98	0.037	2.61	0.1	0.0	13.167	B
C-ABD	31.57	31.57	175.01	0.180	31.48	0.4	0.4	6.397	A
C-D	0.00	0.00			0.00				
C-A	76.17	76.17			76.17				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	40.99	40.99	92.01	0.445	40.69	0.5	0.8	17.431	C
B-AD	32.44	32.44	64.00	0.507	32.29	0.8	1.0	28.198	D
A-BCD	57.74	57.74	256.28	0.225	57.75	0.7	0.7	4.621	A
A-B	24.02	24.02			24.02				
A-C	112.21	112.21			112.21				
D-AB	11.54	11.54	133.89	0.086	11.52	0.1	0.1	7.355	A
D-BC	1.05	1.05	70.71	0.015	1.07	0.0	0.0	12.927	B
C-ABD	27.98	27.98	180.23	0.155	28.02	0.4	0.4	5.995	A
C-D	0.00	0.00			0.00				
C-A	82.91	82.91			82.91				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	26.95	26.95	81.85	0.329	27.23	0.8	0.5	16.557	C
B-AD	34.52	34.52	65.05	0.531	34.42	1.0	1.1	29.223	D
A-BCD	45.57	45.57	242.69	0.188	45.68	0.7	0.6	4.693	A
A-B	34.03	34.03			34.03				
A-C	99.37	99.37			99.37				
D-AB	10.53	10.53	117.14	0.090	10.52	0.1	0.1	8.441	A
D-BC	3.11	3.11	66.40	0.047	3.08	0.0	0.0	14.205	B
C-ABD	67.18	67.18	193.19	0.348	66.58	0.4	1.0	7.336	A
C-D	1.37	1.37			1.37				
C-A	71.29	71.29			71.29				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24.30	24.30	103.93	0.234	24.49	0.5	0.3	11.355	B
B-AD	34.87	34.87	77.65	0.449	35.10	1.1	0.8	21.277	C
A-BCD	58.55	58.55	231.85	0.253	58.46	0.6	0.7	5.307	A
A-B	28.18	28.18			28.18				
A-C	77.97	77.97			77.97				
D-AB	4.20	4.20	147.20	0.029	4.26	0.1	0.0	6.298	A
D-BC	1.05	1.05	70.31	0.015	1.08	0.0	0.0	13.008	B
C-ABD	39.43	39.43	179.16	0.220	39.88	1.0	0.5	6.759	A
C-D	0.81	0.81			0.81				
C-A	69.27	69.27			69.27				

FB+CD WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		5.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00

		To			
		A	B	C	D
From	A	0.00	27.24	83.60	9.43
	B	17.81	0.00	20.95	6.29
	C	113.77	16.66	0.00	3.14
	D	7.33	4.19	0.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	23.05	87.37	6.29
	B	34.57	0.00	17.70	4.19
	C	177.04	14.67	0.00	2.10
	D	14.67	7.33	1.05	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	48.19	118.59	5.24
	B	30.38	0.00	15.71	8.38
	C	161.85	25.14	0.00	0.00
	D	17.81	1.05	1.05	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	35.62	129.80	7.33
	B	35.83	0.00	13.62	8.38
	C	116.39	17.81	0.00	3.14
	D	9.43	4.19	1.05	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	36.25	126.02	8.38
	B	31.85	0.00	19.90	10.48
	C	139.96	14.67	0.00	3.14
	D	10.37	3.14	0.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	22.00	77.73	7.23
	B	37.71	0.00	20.95	5.24
	C	106.33	14.56	0.00	1.05
	D	6.29	5.66	1.05	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	9	0
	B	0	0	0	0
	C	4	7	0	0
	D	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	0
	B	0	0	6	0
	C	15	0	0	0
	D	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	0
	B	0	0	0	0
	C	8	0	0	0
	D	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	9	0	0	0
	D	0	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	13	0
	B	0	0	0	0
	C	3	0	0	0
	D	11	0	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	17	17
	B	0	0	0	0
	C	8	8	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.34	16.81	0.5	C	23.31	139.89
B-AD	0.54	31.20	1.1	D	33.34	200.05
A-BCD	0.11	5.30	0.3	A	19.44	116.65
A-B					29.21	175.28
A-C					94.57	567.40
D-AB	0.17	10.26	0.2	B	13.14	78.82
D-BC	0.07	16.06	0.1	C	2.80	16.82
C-ABD	0.36	6.48	1.3	A	48.47	290.81
C-D					1.68	10.08
C-A					105.09	630.52

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24.77	24.77	121.80	0.203	24.52	0.0	0.3	9.227	A
B-AD	20.28	20.28	82.30	0.246	19.96	0.0	0.3	14.364	B
A-BCD	20.48	20.48	205.40	0.100	20.27	0.0	0.2	5.022	A
A-B	24.52	24.52			24.52				
A-C	75.26	75.26			75.26				
D-AB	9.43	9.43	121.52	0.078	9.34	0.0	0.1	8.017	A
D-BC	2.10	2.10	78.30	0.027	2.07	0.0	0.0	11.801	B
C-ABD	38.22	38.22	207.20	0.184	37.75	0.0	0.5	5.577	A
C-D	2.56	2.56			2.56				
C-A	92.78	92.78			92.78				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20.79	20.79	98.49	0.211	20.78	0.3	0.3	11.765	B
B-AD	35.67	35.67	72.36	0.493	35.07	0.3	0.9	23.766	C
A-BCD	14.68	14.68	194.51	0.075	14.75	0.2	0.1	5.184	A
A-B	21.29	21.29			21.29				
A-C	80.73	80.73			80.73				
D-AB	18.40	18.40	105.86	0.174	18.27	0.1	0.2	10.260	B
D-BC	4.65	4.65	64.02	0.073	4.60	0.0	0.1	15.135	C
C-ABD	50.68	50.68	253.38	0.200	50.49	0.5	0.7	4.771	A
C-D	1.67	1.67			1.67				
C-A	141.45	141.45			141.45				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	22.00	22.00	77.11	0.285	21.86	0.3	0.4	16.812	C
B-AD	32.48	32.48	60.95	0.533	32.32	0.9	1.1	31.196	D
A-BCD	17.80	17.80	237.22	0.075	17.80	0.1	0.1	4.256	A
A-B	44.56	44.56			44.56				
A-C	109.65	109.65			109.65				
D-AB	18.34	18.34	124.86	0.147	18.38	0.2	0.2	8.455	A
D-BC	1.56	1.56	57.70	0.027	1.61	0.1	0.0	16.057	C
C-ABD	83.01	83.01	233.17	0.356	82.36	0.7	1.3	6.480	A
C-D	0.00	0.00			0.00				
C-A	103.98	103.98			103.98				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19.96	19.96	76.62	0.260	20.00	0.4	0.4	15.909	C
B-AD	37.87	37.87	70.23	0.539	37.82	1.1	1.1	27.678	D
A-BCD	22.88	22.88	243.98	0.094	22.83	0.1	0.2	4.215	A
A-B	32.27	32.27			32.27				
A-C	117.60	117.60			117.60				
D-AB	11.56	11.56	119.65	0.097	11.62	0.2	0.1	8.336	A
D-BC	3.11	3.11	68.67	0.045	3.09	0.0	0.0	13.721	B
C-ABD	44.70	44.70	201.34	0.222	45.37	1.3	0.6	6.138	A
C-D	2.44	2.44			2.44				
C-A	90.20	90.20			90.20				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	27.65	27.65	81.39	0.340	27.51	0.4	0.5	16.655	C
B-AD	34.58	34.58	65.99	0.524	34.59	1.1	1.1	28.697	D
A-BCD	26.28	26.28	238.95	0.110	26.22	0.2	0.3	4.436	A
A-B	32.25	32.25			32.25				
A-C	112.12	112.12			112.12				
D-AB	11.94	11.94	119.41	0.100	11.93	0.1	0.1	8.718	A
D-BC	1.57	1.57	65.75	0.024	1.59	0.0	0.0	14.035	B
C-ABD	42.96	42.96	218.97	0.196	42.98	0.6	0.6	5.344	A
C-D	2.52	2.52			2.52				
C-A	112.29	112.29			112.29				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24.72	24.72	106.90	0.231	24.92	0.5	0.3	11.003	B
B-AD	39.18	39.18	86.67	0.452	39.45	1.1	0.9	19.173	C
A-BCD	14.53	14.53	199.68	0.073	14.64	0.3	0.1	5.302	A
A-B	20.39	20.39			20.39				
A-C	72.04	72.04			72.04				
D-AB	9.15	9.15	123.99	0.074	9.18	0.1	0.1	8.279	A
D-BC	3.84	3.84	83.08	0.046	3.82	0.0	0.0	11.352	B
C-ABD	31.24	31.24	202.91	0.154	31.48	0.6	0.4	5.466	A
C-D	0.88	0.88			0.88				
C-A	89.82	89.82			89.82				

FB+CD WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		5.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:30 - 16:45

		To			
		A	B	C	D
From	A	0.00	33.78	129.66	15.74
	B	32.94	0.00	15.74	7.34
	C	119.28	13.64	0.00	0.00
	D	4.20	4.20	0.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	44.06	106.37	18.88
	B	36.72	0.00	23.08	5.25
	C	113.19	10.49	0.00	1.05
	D	7.34	5.25	1.05	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	54.55	128.30	17.83
	B	28.74	0.00	27.28	6.29
	C	93.05	14.69	0.00	0.00
	D	6.29	3.15	1.05	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	31.05	145.08	17.83
	B	30.42	0.00	35.67	7.34
	C	98.30	12.59	0.00	0.00
	D	10.49	2.10	0.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	41.96	122.53	14.48
	B	32.10	0.00	19.93	9.44
	C	109.52	28.22	0.00	2.10
	D	8.39	4.20	1.05	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.77	104.48	22.45
	B	33.99	0.00	22.03	3.15
	C	89.17	19.30	0.00	1.05
	D	4.20	0.00	1.05	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	7	0
	B	0	0	0	0
	C	14	0	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	4	4	0	0
	D	0	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	8	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.45	17.43	0.8	C	28.67	172.04
B-AD	0.53	29.22	1.1	D	34.23	205.40
A-BCD	0.25	5.31	0.7	A	53.74	322.42
A-B					31.58	189.49
A-C					95.82	574.91
D-AB	0.09	8.83	0.1	A	8.41	50.45
D-BC	0.05	14.21	0.1	B	2.26	13.54
C-ABD	0.35	7.34	1.0	A	37.60	225.61
C-D					0.52	3.09
C-A					82.82	496.92

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21.08	21.08	85.77	0.246	20.76	0.0	0.3	13.778	B
B-AD	34.94	34.94	70.88	0.493	34.02	0.0	0.9	23.874	C
A-BCD	47.81	47.81	243.63	0.196	47.22	0.0	0.6	4.752	A
A-B	27.15	27.15			27.15				
A-C	104.22	104.22			104.22				
D-AB	6.29	6.29	111.37	0.057	6.23	0.0	0.1	8.556	A
D-BC	2.10	2.10	70.76	0.030	2.07	0.0	0.0	13.095	B
C-ABD	34.08	34.08	198.85	0.171	33.59	0.0	0.5	5.877	A
C-D	0.00	0.00			0.00				
C-A	98.83	98.83			98.83				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	26.99	26.99	94.36	0.286	26.92	0.3	0.4	13.330	B
B-AD	38.05	38.05	74.19	0.513	37.96	0.9	1.0	24.744	C
A-BCD	52.60	52.60	235.95	0.223	52.55	0.6	0.6	5.067	A
A-B	34.19	34.19			34.19				
A-C	82.53	82.53			82.53				
D-AB	10.00	10.00	111.81	0.089	9.97	0.1	0.1	8.835	A
D-BC	3.63	3.63	74.91	0.049	3.61	0.0	0.1	12.621	B
C-ABD	25.37	25.37	196.55	0.129	25.51	0.5	0.4	5.599	A
C-D	0.91	0.91			0.91				
C-A	98.44	98.44			98.44				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	31.73	31.73	97.25	0.326	31.64	0.4	0.5	13.698	B
B-AD	30.59	30.59	69.10	0.443	30.77	1.0	0.8	23.615	C
A-BCD	60.15	60.15	261.30	0.230	60.07	0.6	0.7	4.559	A
A-B	41.93	41.93			41.93				
A-C	98.61	98.61			98.61				
D-AB	7.89	7.89	121.24	0.065	7.92	0.1	0.1	7.944	A
D-BC	2.60	2.60	70.98	0.037	2.61	0.1	0.0	13.167	B
C-ABD	31.57	31.57	175.01	0.180	31.48	0.4	0.4	6.397	A
C-D	0.00	0.00			0.00				
C-A	76.17	76.17			76.17				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	40.99	40.99	92.01	0.445	40.69	0.5	0.8	17.431	C
B-AD	32.44	32.44	64.00	0.507	32.29	0.8	1.0	28.198	D
A-BCD	57.74	57.74	256.28	0.225	57.75	0.7	0.7	4.621	A
A-B	24.02	24.02			24.02				
A-C	112.21	112.21			112.21				
D-AB	11.54	11.54	133.89	0.086	11.52	0.1	0.1	7.355	A
D-BC	1.05	1.05	70.71	0.015	1.07	0.0	0.0	12.927	B
C-ABD	27.98	27.98	180.23	0.155	28.02	0.4	0.4	5.995	A
C-D	0.00	0.00			0.00				
C-A	82.91	82.91			82.91				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	26.95	26.95	81.85	0.329	27.23	0.8	0.5	16.557	C
B-AD	34.52	34.52	65.05	0.531	34.42	1.0	1.1	29.223	D
A-BCD	45.57	45.57	242.69	0.188	45.68	0.7	0.6	4.693	A
A-B	34.03	34.03			34.03				
A-C	99.37	99.37			99.37				
D-AB	10.53	10.53	117.14	0.090	10.52	0.1	0.1	8.441	A
D-BC	3.11	3.11	66.40	0.047	3.08	0.0	0.0	14.205	B
C-ABD	67.18	67.18	193.19	0.348	66.58	0.4	1.0	7.336	A
C-D	1.37	1.37			1.37				
C-A	71.29	71.29			71.29				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24.30	24.30	103.93	0.234	24.49	0.5	0.3	11.355	B
B-AD	34.87	34.87	77.65	0.449	35.10	1.1	0.8	21.277	C
A-BCD	58.55	58.55	231.85	0.253	58.46	0.6	0.7	5.307	A
A-B	28.18	28.18			28.18				
A-C	77.97	77.97			77.97				
D-AB	4.20	4.20	147.20	0.029	4.26	0.1	0.0	6.298	A
D-BC	1.05	1.05	70.31	0.015	1.08	0.0	0.0	13.008	B
C-ABD	39.43	39.43	179.16	0.220	39.88	1.0	0.5	6.759	A
C-D	0.81	0.81			0.81				
C-A	69.27	69.27			69.27				

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		5.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00

		To			
		A	B	C	D
From	A	0.00	27.24	94.96	9.43
	B	17.81	0.00	20.95	6.29
	C	125.13	16.66	0.00	3.14
	D	7.33	4.19	0.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	23.05	98.73	6.29
	B	34.57	0.00	17.70	4.19
	C	188.40	14.67	0.00	2.10
	D	14.67	7.33	1.05	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	48.19	129.94	5.24
	B	30.38	0.00	15.71	8.38
	C	173.21	25.14	0.00	0.00
	D	17.81	1.05	1.05	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	35.62	141.15	7.33
	B	35.83	0.00	13.62	8.38
	C	127.75	17.81	0.00	3.14
	D	9.43	4.19	1.05	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	36.25	137.38	8.38
	B	31.85	0.00	19.90	10.48
	C	151.32	14.67	0.00	3.14
	D	10.37	3.14	0.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	22.00	89.09	7.23
	B	37.71	0.00	20.95	5.24
	C	117.69	14.56	0.00	1.05
	D	6.29	5.66	1.05	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	13	0
	B	0	0	0	0
	C	7	7	0	0
	D	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	13	0
	B	0	0	6	0
	C	17	0	0	0
	D	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	11	0
	B	0	0	0	0
	C	11	0	0	0
	D	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	9	0
	B	0	0	0	0
	C	13	0	0	0
	D	0	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	16	0
	B	0	0	0	0
	C	6	0	0	0
	D	11	0	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	22	17
	B	0	0	0	0
	C	11	8	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.37	19.35	0.6	C	23.43	140.56
B-AD	0.58	36.77	1.3	E	33.23	199.39
A-BCD	0.12	5.26	0.3	A	21.27	127.62
A-B					29.03	174.20
A-C					104.28	625.66
D-AB	0.18	10.77	0.2	B	13.14	78.83
D-BC	0.08	17.35	0.1	C	2.80	16.81
C-ABD	0.38	6.65	1.5	A	53.11	318.66
C-D					1.65	9.92
C-A					111.83	670.98

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24.81	24.81	117.69	0.211	24.54	0.0	0.3	9.636	A
B-AD	20.24	20.24	77.93	0.260	19.90	0.0	0.3	15.421	C
A-BCD	22.31	22.31	211.64	0.105	22.07	0.0	0.2	5.009	A
A-B	24.37	24.37			24.37				
A-C	84.95	84.95			84.95				
D-AB	9.43	9.43	117.68	0.080	9.34	0.0	0.1	8.295	A
D-BC	2.10	2.10	74.17	0.028	2.07	0.0	0.0	12.472	B
C-ABD	41.67	41.67	213.68	0.195	41.13	0.0	0.5	5.577	A
C-D	2.53	2.53			2.53				
C-A	100.72	100.72			100.72				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20.86	20.86	92.34	0.226	20.83	0.3	0.3	12.774	B
B-AD	35.61	35.61	67.81	0.525	34.91	0.3	1.0	26.823	D
A-BCD	16.11	16.11	201.11	0.080	16.18	0.2	0.2	5.149	A
A-B	21.19	21.19			21.19				
A-C	90.77	90.77			90.77				
D-AB	18.40	18.40	101.87	0.181	18.27	0.1	0.2	10.765	B
D-BC	4.65	4.65	59.84	0.078	4.59	0.0	0.1	16.274	C
C-ABD	55.52	55.52	260.21	0.213	55.31	0.5	0.8	4.809	A
C-D	1.65	1.65			1.65				
C-A	148.00	148.00			148.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	22.16	22.16	70.00	0.317	21.99	0.3	0.5	19.348	C
B-AD	32.31	32.31	56.27	0.574	32.10	1.0	1.3	36.771	E
A-BCD	19.57	19.57	244.13	0.080	19.57	0.2	0.2	4.244	A
A-B	44.31	44.31			44.31				
A-C	119.49	119.49			119.49				
D-AB	18.34	18.34	121.58	0.151	18.38	0.2	0.2	8.724	A
D-BC	1.56	1.56	53.54	0.029	1.61	0.1	0.0	17.348	C
C-ABD	91.17	91.17	240.24	0.379	90.40	0.8	1.5	6.653	A
C-D	0.00	0.00			0.00				
C-A	107.18	107.18			107.18				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20.11	20.11	70.01	0.287	20.16	0.5	0.4	18.078	C
B-AD	37.72	37.72	65.50	0.576	37.67	1.3	1.3	32.197	D
A-BCD	25.03	25.03	250.55	0.100	24.97	0.2	0.2	4.208	A
A-B	32.05	32.05			32.05				
A-C	127.02	127.02			127.02				
D-AB	11.56	11.56	115.63	0.100	11.63	0.2	0.1	8.658	A
D-BC	3.11	3.11	64.47	0.048	3.09	0.0	0.0	14.658	B
C-ABD	49.09	49.09	208.27	0.236	49.87	1.5	0.7	6.167	A
C-D	2.39	2.39			2.39				
C-A	97.21	97.21			97.21				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	27.83	27.83	74.72	0.372	27.67	0.4	0.6	19.057	C
B-AD	34.39	34.39	61.24	0.562	34.40	1.3	1.3	33.571	D
A-BCD	28.79	28.79	245.64	0.117	28.72	0.2	0.3	4.428	A
A-B	31.99	31.99			31.99				
A-C	121.24	121.24			121.24				
D-AB	11.94	11.94	115.60	0.103	11.93	0.1	0.1	9.038	A
D-BC	1.57	1.57	61.58	0.026	1.59	0.0	0.0	15.010	C
C-ABD	47.16	47.16	225.94	0.209	47.19	0.7	0.7	5.374	A
C-D	2.48	2.48			2.48				
C-A	119.48	119.48			119.48				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24.79	24.79	101.46	0.244	25.03	0.6	0.3	11.811	B
B-AD	39.12	39.12	82.10	0.476	39.47	1.3	0.9	21.292	C
A-BCD	15.82	15.82	205.79	0.077	15.95	0.3	0.2	5.263	A
A-B	20.30	20.30			20.30				
A-C	82.20	82.20			82.20				
D-AB	9.15	9.15	119.78	0.076	9.19	0.1	0.1	8.598	A
D-BC	3.84	3.84	78.77	0.049	3.81	0.0	0.1	12.002	B
C-ABD	34.05	34.05	209.31	0.163	34.33	0.7	0.4	5.456	A
C-D	0.88	0.88			0.88				
C-A	98.37	98.37			98.37				

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		6.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:30 - 16:45

		To			
		A	B	C	D
From	A	0.00	33.78	141.02	15.74
	B	32.94	0.00	15.74	7.34
	C	130.63	13.64	0.00	0.00
	D	4.20	4.20	0.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	44.06	117.73	18.88
	B	36.72	0.00	23.08	5.25
	C	124.55	10.49	0.00	1.05
	D	7.34	5.25	1.05	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	54.55	139.66	17.83
	B	28.74	0.00	27.28	6.29
	C	104.41	14.69	0.00	0.00
	D	6.29	3.15	1.05	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	31.05	156.44	17.83
	B	30.42	0.00	35.67	7.34
	C	109.65	12.59	0.00	0.00
	D	10.49	2.10	0.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	41.96	133.89	14.48
	B	32.10	0.00	19.93	9.44
	C	120.88	28.22	0.00	2.10
	D	8.39	4.20	1.05	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.77	115.84	22.45
	B	33.99	0.00	22.03	3.15
	C	100.53	19.30	0.00	1.05
	D	4.20	0.00	1.05	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	10	0
	B	0	0	0	0
	C	17	0	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	0
	B	0	0	0	0
	C	8	0	0	0
	D	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	7	0	0	0
	D	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	0
	B	0	0	0	0
	C	7	4	0	0
	D	0	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	13	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.48	19.77	0.9	C	28.78	172.66
B-AD	0.57	34.26	1.3	D	34.13	204.79
A-BCD	0.27	5.37	0.8	A	58.72	352.31
A-B					31.00	186.02
A-C					102.77	616.63
D-AB	0.09	9.21	0.1	A	8.41	50.46
D-BC	0.05	15.22	0.1	C	2.26	13.53
C-ABD	0.37	7.47	1.2	A	41.30	247.82
C-D					0.50	3.03
C-A					90.49	542.93

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21.19	21.19	79.94	0.265	20.84	0.0	0.4	15.140	C
B-AD	34.83	34.83	66.31	0.525	33.79	0.0	1.0	26.913	D
A-BCD	52.23	52.23	250.17	0.209	51.56	0.0	0.7	4.780	A
A-B	26.73	26.73			26.73				
A-C	111.58	111.58			111.58				
D-AB	6.29	6.29	106.80	0.059	6.23	0.0	0.1	8.943	A
D-BC	2.10	2.10	66.51	0.032	2.07	0.0	0.0	13.958	B
C-ABD	37.38	37.38	205.68	0.182	36.81	0.0	0.6	5.877	A
C-D	0.00	0.00			0.00				
C-A	106.90	106.90			106.90				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	27.08	27.08	88.16	0.307	26.99	0.4	0.4	14.691	B
B-AD	37.97	37.97	69.56	0.546	37.86	1.0	1.1	28.228	D
A-BCD	57.41	57.41	242.41	0.237	57.36	0.7	0.7	5.113	A
A-B	33.57	33.57			33.57				
A-C	89.69	89.69			89.69				
D-AB	10.01	10.01	107.64	0.093	9.97	0.1	0.1	9.210	A
D-BC	3.63	3.63	70.44	0.052	3.61	0.0	0.1	13.462	B
C-ABD	27.85	27.85	203.35	0.137	28.02	0.6	0.4	5.585	A
C-D	0.90	0.90			0.90				
C-A	107.33	107.33			107.33				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	31.82	31.82	91.64	0.347	31.73	0.4	0.5	14.998	B
B-AD	30.50	30.50	64.49	0.473	30.71	1.1	0.9	26.828	D
A-BCD	65.80	65.80	267.86	0.246	65.71	0.7	0.8	4.618	A
A-B	41.08	41.08			41.08				
A-C	105.16	105.16			105.16				
D-AB	7.89	7.89	117.12	0.067	7.92	0.1	0.1	8.245	A
D-BC	2.60	2.60	66.72	0.039	2.61	0.1	0.0	14.042	B
C-ABD	34.76	34.76	181.84	0.191	34.64	0.4	0.5	6.380	A
C-D	0.00	0.00			0.00				
C-A	84.34	84.34			84.34				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	41.11	41.11	85.90	0.479	40.75	0.5	0.9	19.770	C
B-AD	32.32	32.32	59.15	0.546	32.13	0.9	1.1	32.986	D
A-BCD	63.13	63.13	262.82	0.240	63.14	0.8	0.8	4.670	A
A-B	23.55	23.55			23.55				
A-C	118.65	118.65			118.65				
D-AB	11.54	11.54	130.30	0.089	11.52	0.1	0.1	7.574	A
D-BC	1.05	1.05	66.53	0.016	1.07	0.0	0.0	13.752	B
C-ABD	30.80	30.80	187.07	0.165	30.84	0.5	0.5	5.976	A
C-D	0.00	0.00			0.00				
C-A	91.45	91.45			91.45				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	27.12	27.12	75.07	0.361	27.42	0.9	0.6	19.007	C
B-AD	34.35	34.35	60.30	0.570	34.23	1.1	1.3	34.260	D
A-BCD	49.92	49.92	249.38	0.200	50.04	0.8	0.7	4.717	A
A-B	33.51	33.51			33.51				
A-C	106.90	106.90			106.90				
D-AB	10.53	10.53	112.97	0.093	10.52	0.1	0.1	8.785	A
D-BC	3.11	3.11	62.18	0.050	3.07	0.0	0.1	15.216	C
C-ABD	73.73	73.73	200.01	0.369	73.03	0.5	1.2	7.474	A
C-D	1.32	1.32			1.32				
C-A	76.14	76.14			76.14				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24.34	24.34	98.36	0.247	24.59	0.6	0.3	12.239	B
B-AD	34.82	34.82	73.08	0.476	35.12	1.3	0.9	23.910	C
A-BCD	63.82	63.82	238.18	0.268	63.71	0.7	0.8	5.370	A
A-B	27.59	27.59			27.59				
A-C	84.64	84.64			84.64				
D-AB	4.20	4.20	144.19	0.029	4.27	0.1	0.0	6.437	A
D-BC	1.05	1.05	66.10	0.016	1.08	0.1	0.0	13.849	B
C-ABD	43.30	43.30	185.86	0.233	43.84	1.2	0.6	6.773	A
C-D	0.80	0.80			0.80				
C-A	76.77	76.77			76.77				

Baseline WE, 11:45-13:15

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	Baseline WE	11:45-13:15	DIRECT	11:45	13:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

11:45 - 12:00

		To			
		A	B	C	D
From	A	0.00	39.00	83.00	12.00
	B	42.40	0.00	10.00	2.00
	C	68.90	6.00	0.00	2.00
	D	6.00	4.00	2.00	0.00

12:00 - 12:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	40.00	103.80	12.00
	B	33.40	0.00	11.00	4.00
	C	109.90	13.00	0.00	0.00
	D	15.00	2.00	2.00	0.00

12:15 - 12:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	42.20	100.30	8.00
	B	33.60	0.00	24.00	6.20
	C	107.90	8.00	0.00	1.00
	D	4.20	4.00	0.00	0.00

12:30 - 12:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	39.00	75.30	7.00
	B	29.00	0.00	20.00	4.00
	C	117.60	16.20	0.00	1.00
	D	6.00	2.20	0.00	0.00

12:45 - 13:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	39.00	86.90	13.00
	B	18.20	0.00	15.00	2.00
	C	103.60	12.00	0.00	1.00
	D	6.00	0.00	0.00	0.00

13:00 - 13:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	33.00	94.20	15.00
	B	25.00	0.00	11.60	2.00
	C	86.30	6.00	0.00	1.00
	D	9.00	1.00	0.00	0.00

Vehicle Mix

11:45 - 12:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

12:30 - 12:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

13:00 - 13:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.27	11.86	0.4	B	17.59	105.52
B-AD	0.48	20.22	0.9	C	31.31	187.88
A-BCD	0.15	4.79	0.4	A	26.73	160.39
A-B					34.11	204.66
A-C					79.61	477.65
D-AB	0.12	8.43	0.1	A	8.81	52.87
D-BC	0.04	12.74	0.0	B	1.75	10.53
C-ABD	0.18	5.63	0.4	A	22.29	133.72
C-D					0.90	5.40
C-A					87.05	522.28

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	11.47	11.47	102.05	0.112	11.34	0.0	0.1	9.911	A
B-AD	42.93	42.93	90.31	0.475	42.06	0.0	0.9	18.345	C
A-BCD	26.36	26.36	223.98	0.118	26.09	0.0	0.3	4.548	A
A-B	34.41	34.41			34.41				
A-C	73.23	73.23			73.23				
D-AB	8.04	8.04	136.66	0.059	7.98	0.0	0.1	6.991	A
D-BC	3.96	3.96	90.12	0.044	3.91	0.0	0.0	10.433	B
C-ABD	10.25	10.25	170.88	0.060	10.16	0.0	0.1	5.630	A
C-D	1.88	1.88			1.88				
C-A	64.77	64.77			64.77				

12:00 - 12:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	13.86	13.86	95.72	0.145	13.82	0.1	0.2	10.983	B
B-AD	34.54	34.54	79.24	0.436	34.62	0.9	0.8	20.215	C
A-BCD	31.97	31.97	231.22	0.138	31.89	0.3	0.4	4.540	A
A-B	34.44	34.44			34.44				
A-C	89.38	89.38			89.38				
D-AB	16.03	16.03	134.66	0.119	15.96	0.1	0.1	7.576	A
D-BC	2.97	2.97	73.59	0.040	2.98	0.0	0.0	12.745	B
C-ABD	29.69	29.69	195.91	0.152	29.42	0.1	0.4	5.439	A
C-D	0.00	0.00			0.00				
C-A	93.21	93.21			93.21				

12:15 - 12:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	28.39	28.39	103.89	0.273	28.18	0.2	0.4	11.856	B
B-AD	35.41	35.41	80.71	0.439	35.42	0.8	0.8	19.880	C
A-BCD	21.04	21.04	231.60	0.091	21.21	0.4	0.2	4.328	A
A-B	38.34	38.34			38.34				
A-C	91.12	91.12			91.12				
D-AB	6.20	6.20	113.10	0.055	6.28	0.1	0.1	8.430	A
D-BC	2.00	2.00	84.47	0.024	2.02	0.0	0.0	10.916	B
C-ABD	18.18	18.18	196.45	0.093	18.36	0.4	0.2	5.089	A
C-D	0.91	0.91			0.91				
C-A	97.81	97.81			97.81				

12:30 - 12:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	22.70	22.70	116.77	0.194	22.82	0.4	0.2	9.593	A
B-AD	30.30	30.30	84.50	0.359	30.52	0.8	0.6	16.742	C
A-BCD	15.66	15.66	207.76	0.075	15.70	0.2	0.1	4.737	A
A-B	36.05	36.05			36.05				
A-C	69.60	69.60			69.60				
D-AB	7.10	7.10	126.46	0.056	7.10	0.1	0.1	7.539	A
D-BC	1.10	1.10	77.97	0.014	1.11	0.0	0.0	11.710	B
C-ABD	37.71	37.71	208.48	0.181	37.46	0.2	0.4	5.311	A
C-D	0.82	0.82			0.82				
C-A	96.27	96.27			96.27				

12:45 - 13:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	16.22	16.22	127.20	0.128	16.32	0.2	0.1	8.123	A
B-AD	18.98	18.98	84.49	0.225	19.26	0.6	0.3	13.852	B
A-BCD	30.59	30.59	219.45	0.139	30.39	0.1	0.3	4.787	A
A-B	33.55	33.55			33.55				
A-C	74.76	74.76			74.76				
D-AB	6.00	6.00	144.63	0.041	6.02	0.1	0.0	6.495	A
D-BC	0.00	0.00	78.44	0.000	0.01	0.0	0.0	0.000	A
C-ABD	26.16	26.16	194.94	0.134	26.27	0.4	0.3	5.405	A
C-D	0.86	0.86			0.86				
C-A	89.58	89.58			89.58				

13:00 - 13:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12.88	12.88	118.37	0.109	12.91	0.1	0.1	8.535	A
B-AD	25.72	25.72	88.83	0.290	25.61	0.3	0.4	14.212	B
A-BCD	34.77	34.77	224.86	0.155	34.74	0.3	0.4	4.755	A
A-B	27.87	27.87			27.87				
A-C	79.56	79.56			79.56				
D-AB	9.50	9.50	143.63	0.066	9.47	0.0	0.1	6.706	A
D-BC	0.50	0.50	82.79	0.006	0.49	0.0	0.0	10.936	B
C-ABD	11.72	11.72	181.32	0.065	11.94	0.3	0.1	5.371	A
C-D	0.93	0.93			0.93				
C-A	80.64	80.64			80.64				

FB WE, 11:45-13:15

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		4.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	FB WE	11:45-13:15	DIRECT	11:45	13:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

11:45 - 12:00

		To			
		A	B	C	D
From	A	0.00	41.09	87.44	12.64
	B	44.67	0.00	10.53	2.11
	C	72.58	6.32	0.00	2.11
	D	6.32	4.21	2.11	0.00

12:00 - 12:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	42.14	109.35	12.64
	B	35.19	0.00	11.59	4.21
	C	115.78	13.70	0.00	0.00
	D	15.80	2.11	2.11	0.00

12:15 - 12:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	44.46	105.66	8.43
	B	35.40	0.00	25.28	6.53
	C	113.67	8.43	0.00	1.05
	D	4.42	4.21	0.00	0.00

12:30 - 12:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	41.09	79.33	7.37
	B	30.55	0.00	21.07	4.21
	C	123.89	17.07	0.00	1.05
	D	6.32	2.32	0.00	0.00

12:45 - 13:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	41.09	91.55	13.70
	B	19.17	0.00	15.80	2.11
	C	109.14	12.64	0.00	1.05
	D	6.32	0.00	0.00	0.00

13:00 - 13:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	34.76	99.24	15.80
	B	26.34	0.00	12.22	2.11
	C	90.92	6.32	0.00	1.05
	D	9.48	1.05	0.00	0.00

Vehicle Mix

11:45 - 12:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

12:30 - 12:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

13:00 - 13:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.31	13.07	0.4	B	18.59	111.52
B-AD	0.51	22.77	1.0	C	32.93	197.57
A-BCD	0.17	4.78	0.4	A	29.63	177.77
A-B					35.50	213.01
A-C					82.83	496.99
D-AB	0.13	8.65	0.1	A	9.28	55.71
D-BC	0.05	13.31	0.0	B	1.85	11.08
C-ABD	0.20	5.61	0.5	A	24.60	147.58
C-D					0.94	5.64
C-A					90.59	543.56

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12.12	12.12	97.05	0.125	11.98	0.0	0.1	10.562	B
B-AD	45.19	45.19	88.07	0.513	44.18	0.0	1.0	20.082	C
A-BCD	29.01	29.01	227.76	0.127	28.71	0.0	0.3	4.522	A
A-B	35.85	35.85			35.85				
A-C	76.30	76.30			76.30				
D-AB	8.48	8.48	134.84	0.063	8.41	0.0	0.1	7.116	A
D-BC	4.16	4.16	87.98	0.047	4.11	0.0	0.0	10.728	B
C-ABD	11.16	11.16	172.29	0.065	11.05	0.0	0.1	5.615	A
C-D	1.97	1.97			1.97				
C-A	67.88	67.88			67.88				

12:00 - 12:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	14.69	14.69	90.07	0.163	14.64	0.1	0.2	11.922	B
B-AD	36.30	36.30	76.00	0.478	36.36	1.0	0.9	22.767	C
A-BCD	35.68	35.68	235.66	0.151	35.57	0.3	0.4	4.525	A
A-B	35.73	35.73			35.73				
A-C	92.72	92.72			92.72				
D-AB	16.89	16.89	132.69	0.127	16.81	0.1	0.1	7.762	A
D-BC	3.13	3.13	70.74	0.044	3.13	0.0	0.0	13.313	B
C-ABD	32.87	32.87	198.87	0.165	32.56	0.1	0.4	5.447	A
C-D	0.00	0.00			0.00				
C-A	96.60	96.60			96.60				

12:15 - 12:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	30.03	30.03	98.43	0.305	29.79	0.2	0.4	13.066	B
B-AD	37.18	37.18	77.48	0.480	37.19	0.9	0.9	22.356	C
A-BCD	23.46	23.46	236.03	0.099	23.66	0.4	0.2	4.292	A
A-B	40.01	40.01			40.01				
A-C	95.09	95.09			95.09				
D-AB	6.53	6.53	110.68	0.059	6.61	0.1	0.1	8.654	A
D-BC	2.11	2.11	81.61	0.026	2.13	0.0	0.0	11.325	B
C-ABD	20.11	20.11	199.44	0.101	20.32	0.4	0.2	5.062	A
C-D	0.95	0.95			0.95				
C-A	102.09	102.09			102.09				

12:30 - 12:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23.98	23.98	112.65	0.213	24.13	0.4	0.3	10.185	B
B-AD	31.86	31.86	81.69	0.390	32.14	0.9	0.7	18.263	C
A-BCD	17.31	17.31	210.87	0.082	17.36	0.2	0.2	4.704	A
A-B	37.70	37.70			37.70				
A-C	72.78	72.78			72.78				
D-AB	7.48	7.48	124.30	0.060	7.48	0.1	0.1	7.704	A
D-BC	1.16	1.16	75.37	0.015	1.17	0.0	0.0	12.129	B
C-ABD	41.71	41.71	212.04	0.197	41.43	0.2	0.5	5.326	A
C-D	0.85	0.85			0.85				
C-A	99.45	99.45			99.45				

12:45 - 13:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	17.11	17.11	124.47	0.137	17.22	0.3	0.2	8.400	A
B-AD	19.97	19.97	81.87	0.244	20.30	0.7	0.3	14.695	B
A-BCD	33.88	33.88	223.16	0.152	33.65	0.2	0.4	4.777	A
A-B	34.83	34.83			34.83				
A-C	77.61	77.61			77.61				
D-AB	6.32	6.32	143.19	0.044	6.34	0.1	0.0	6.579	A
D-BC	0.00	0.00	75.88	0.000	0.02	0.0	0.0	0.000	A
C-ABD	28.86	28.86	197.81	0.146	28.99	0.5	0.4	5.404	A
C-D	0.90	0.90			0.90				
C-A	93.08	93.08			93.08				

13:00 - 13:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	13.60	13.60	115.27	0.118	13.62	0.2	0.1	8.856	A
B-AD	27.07	27.07	86.24	0.314	26.95	0.3	0.4	15.145	C
A-BCD	38.42	38.42	228.77	0.168	38.39	0.4	0.4	4.749	A
A-B	28.90	28.90			28.90				
A-C	82.49	82.49			82.49				
D-AB	10.01	10.01	142.21	0.070	9.98	0.0	0.1	6.804	A
D-BC	0.53	0.53	80.45	0.007	0.52	0.0	0.0	11.260	B
C-ABD	12.86	12.86	183.38	0.070	13.11	0.4	0.1	5.346	A
C-D	0.98	0.98			0.98				
C-A	84.45	84.45			84.45				

FB+CD WE, 11:45-13:15

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		4.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	FB+CD WE	11:45-13:15	DIRECT	11:45	13:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

11:45 - 12:00

		To			
		A	B	C	D
From	A	0.00	41.09	87.44	12.64
	B	44.67	0.00	10.53	2.11
	C	72.58	6.32	0.00	2.11
	D	6.32	4.21	2.11	0.00

12:00 - 12:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	42.14	109.35	12.64
	B	35.19	0.00	11.59	4.21
	C	115.78	13.70	0.00	0.00
	D	15.80	2.11	2.11	0.00

12:15 - 12:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	44.46	105.66	8.43
	B	35.40	0.00	25.28	6.53
	C	113.67	8.43	0.00	1.05
	D	4.42	4.21	0.00	0.00

12:30 - 12:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	41.09	79.33	7.37
	B	30.55	0.00	21.07	4.21
	C	123.89	17.07	0.00	1.05
	D	6.32	2.32	0.00	0.00

12:45 - 13:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	41.09	91.55	13.70
	B	19.17	0.00	15.80	2.11
	C	109.14	12.64	0.00	1.05
	D	6.32	0.00	0.00	0.00

13:00 - 13:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	34.76	99.24	15.80
	B	26.34	0.00	12.22	2.11
	C	90.92	6.32	0.00	1.05
	D	9.48	1.05	0.00	0.00

Vehicle Mix

11:45 - 12:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

12:30 - 12:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

13:00 - 13:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.31	13.07	0.4	B	18.59	111.52
B-AD	0.51	22.77	1.0	C	32.93	197.57
A-BCD	0.17	4.78	0.4	A	29.63	177.77
A-B					35.50	213.01
A-C					82.83	496.99
D-AB	0.13	8.65	0.1	A	9.28	55.71
D-BC	0.05	13.31	0.0	B	1.85	11.08
C-ABD	0.20	5.61	0.5	A	24.60	147.58
C-D					0.94	5.64
C-A					90.59	543.56

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12.12	12.12	97.05	0.125	11.98	0.0	0.1	10.562	B
B-AD	45.19	45.19	88.07	0.513	44.18	0.0	1.0	20.082	C
A-BCD	29.01	29.01	227.76	0.127	28.71	0.0	0.3	4.522	A
A-B	35.85	35.85			35.85				
A-C	76.30	76.30			76.30				
D-AB	8.48	8.48	134.84	0.063	8.41	0.0	0.1	7.116	A
D-BC	4.16	4.16	87.98	0.047	4.11	0.0	0.0	10.728	B
C-ABD	11.16	11.16	172.29	0.065	11.05	0.0	0.1	5.615	A
C-D	1.97	1.97			1.97				
C-A	67.88	67.88			67.88				

12:00 - 12:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	14.69	14.69	90.07	0.163	14.64	0.1	0.2	11.922	B
B-AD	36.30	36.30	76.00	0.478	36.36	1.0	0.9	22.767	C
A-BCD	35.68	35.68	235.66	0.151	35.57	0.3	0.4	4.525	A
A-B	35.73	35.73			35.73				
A-C	92.72	92.72			92.72				
D-AB	16.89	16.89	132.69	0.127	16.81	0.1	0.1	7.762	A
D-BC	3.13	3.13	70.74	0.044	3.13	0.0	0.0	13.313	B
C-ABD	32.87	32.87	198.87	0.165	32.56	0.1	0.4	5.447	A
C-D	0.00	0.00			0.00				
C-A	96.60	96.60			96.60				

12:15 - 12:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	30.03	30.03	98.43	0.305	29.79	0.2	0.4	13.066	B
B-AD	37.18	37.18	77.48	0.480	37.19	0.9	0.9	22.356	C
A-BCD	23.46	23.46	236.03	0.099	23.66	0.4	0.2	4.292	A
A-B	40.01	40.01			40.01				
A-C	95.09	95.09			95.09				
D-AB	6.53	6.53	110.68	0.059	6.61	0.1	0.1	8.654	A
D-BC	2.11	2.11	81.61	0.026	2.13	0.0	0.0	11.325	B
C-ABD	20.11	20.11	199.44	0.101	20.32	0.4	0.2	5.062	A
C-D	0.95	0.95			0.95				
C-A	102.09	102.09			102.09				

12:30 - 12:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23.98	23.98	112.65	0.213	24.13	0.4	0.3	10.185	B
B-AD	31.86	31.86	81.69	0.390	32.14	0.9	0.7	18.263	C
A-BCD	17.31	17.31	210.87	0.082	17.36	0.2	0.2	4.704	A
A-B	37.70	37.70			37.70				
A-C	72.78	72.78			72.78				
D-AB	7.48	7.48	124.30	0.060	7.48	0.1	0.1	7.704	A
D-BC	1.16	1.16	75.37	0.015	1.17	0.0	0.0	12.129	B
C-ABD	41.71	41.71	212.04	0.197	41.43	0.2	0.5	5.326	A
C-D	0.85	0.85			0.85				
C-A	99.45	99.45			99.45				

12:45 - 13:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	17.11	17.11	124.47	0.137	17.22	0.3	0.2	8.400	A
B-AD	19.97	19.97	81.87	0.244	20.30	0.7	0.3	14.695	B
A-BCD	33.88	33.88	223.16	0.152	33.65	0.2	0.4	4.777	A
A-B	34.83	34.83			34.83				
A-C	77.61	77.61			77.61				
D-AB	6.32	6.32	143.19	0.044	6.34	0.1	0.0	6.579	A
D-BC	0.00	0.00	75.88	0.000	0.02	0.0	0.0	0.000	A
C-ABD	28.86	28.86	197.81	0.146	28.99	0.5	0.4	5.404	A
C-D	0.90	0.90			0.90				
C-A	93.08	93.08			93.08				

13:00 - 13:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	13.60	13.60	115.27	0.118	13.62	0.2	0.1	8.856	A
B-AD	27.07	27.07	86.24	0.314	26.95	0.3	0.4	15.145	C
A-BCD	38.42	38.42	228.77	0.168	38.39	0.4	0.4	4.749	A
A-B	28.90	28.90			28.90				
A-C	82.49	82.49			82.49				
D-AB	10.01	10.01	142.21	0.070	9.98	0.0	0.1	6.804	A
D-BC	0.53	0.53	80.45	0.007	0.52	0.0	0.0	11.260	B
C-ABD	12.86	12.86	183.38	0.070	13.11	0.4	0.1	5.346	A
C-D	0.98	0.98			0.98				
C-A	84.45	84.45			84.45				

FB+CD+N2T WE, 11:45-13:15

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		4.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	FB+CD+N2T WE	11:45-13:15	DIRECT	11:45	13:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

11:45 - 12:00

		To			
		A	B	C	D
From	A	0.00	41.09	87.44	12.64
	B	44.67	0.00	10.53	2.11
	C	72.58	6.32	0.00	2.11
	D	6.32	4.21	2.11	0.00

12:00 - 12:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	42.14	120.71	12.64
	B	35.19	0.00	11.59	4.21
	C	127.14	13.70	0.00	0.00
	D	15.80	2.11	2.11	0.00

12:15 - 12:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	44.46	117.02	8.43
	B	35.40	0.00	25.28	6.53
	C	125.03	8.43	0.00	1.05
	D	4.42	4.21	0.00	0.00

12:30 - 12:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	41.09	90.69	7.37
	B	30.55	0.00	21.07	4.21
	C	135.25	17.07	0.00	1.05
	D	6.32	2.32	0.00	0.00

12:45 - 13:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	41.09	102.91	13.70
	B	19.17	0.00	15.80	2.11
	C	120.50	12.64	0.00	1.05
	D	6.32	0.00	0.00	0.00

13:00 - 13:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	34.76	110.60	15.80
	B	26.34	0.00	12.22	2.11
	C	102.27	6.32	0.00	1.05
	D	9.48	1.05	0.00	0.00

Vehicle Mix

11:45 - 12:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	4	0	0	0
	D	0	0	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	7	0
	B	0	0	0	0
	C	4	0	0	0
	D	0	0	0	0

12:30 - 12:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

13:00 - 13:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.32	14.24	0.5	B	18.63	111.75
B-AD	0.51	25.55	1.0	D	32.89	197.34
A-BCD	0.18	4.78	0.5	A	31.86	191.16
A-B					35.24	211.42
A-C					90.33	541.98
D-AB	0.13	9.01	0.1	A	9.28	55.71
D-BC	0.05	14.18	0.0	B	1.85	11.08
C-ABD	0.21	5.61	0.6	A	26.73	160.40
C-D					0.93	5.61
C-A					97.93	587.55

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12.12	12.12	97.05	0.125	11.98	0.0	0.1	10.562	B
B-AD	45.19	45.19	88.07	0.513	44.18	0.0	1.0	20.082	C
A-BCD	29.01	29.01	227.76	0.127	28.71	0.0	0.3	4.522	A
A-B	35.85	35.85			35.85				
A-C	76.30	76.30			76.30				
D-AB	8.48	8.48	134.84	0.063	8.41	0.0	0.1	7.116	A
D-BC	4.16	4.16	87.98	0.047	4.11	0.0	0.0	10.728	B
C-ABD	11.16	11.16	172.29	0.065	11.05	0.0	0.1	5.615	A
C-D	1.97	1.97			1.97				
C-A	67.88	67.88			67.88				

12:00 - 12:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	14.75	14.75	84.38	0.175	14.69	0.1	0.2	12.899	B
B-AD	36.24	36.24	71.43	0.507	36.23	1.0	1.0	25.549	D
A-BCD	38.95	38.95	242.11	0.161	38.79	0.3	0.5	4.494	A
A-B	35.33	35.33			35.33				
A-C	101.21	101.21			101.21				
D-AB	16.89	16.89	129.29	0.131	16.81	0.1	0.1	7.995	A
D-BC	3.13	3.13	66.61	0.047	3.13	0.0	0.0	14.176	B
C-ABD	36.00	36.00	205.60	0.175	35.62	0.1	0.5	5.405	A
C-D	0.00	0.00			0.00				
C-A	104.83	104.83			104.83				

12:15 - 12:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	30.12	30.12	92.81	0.325	29.86	0.2	0.5	14.236	B
B-AD	37.09	37.09	72.88	0.509	37.09	1.0	1.0	25.122	D
A-BCD	25.60	25.60	242.45	0.106	25.82	0.5	0.2	4.281	A
A-B	39.73	39.73			39.73				
A-C	104.58	104.58			104.58				
D-AB	6.53	6.53	106.59	0.061	6.62	0.1	0.1	9.011	A
D-BC	2.11	2.11	77.08	0.027	2.13	0.0	0.0	12.010	B
C-ABD	22.04	22.04	206.15	0.107	22.28	0.5	0.2	5.034	A
C-D	0.94	0.94			0.94				
C-A	111.53	111.53			111.53				

12:30 - 12:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24.02	24.02	107.73	0.223	24.20	0.5	0.3	10.797	B
B-AD	31.81	31.81	77.23	0.412	32.11	1.0	0.7	20.081	C
A-BCD	18.89	18.89	217.23	0.087	18.95	0.2	0.2	4.675	A
A-B	37.50	37.50			37.50				
A-C	82.76	82.76			82.76				
D-AB	7.48	7.48	120.61	0.062	7.48	0.1	0.1	7.955	A
D-BC	1.16	1.16	71.24	0.016	1.17	0.0	0.0	12.849	B
C-ABD	45.53	45.53	218.61	0.208	45.20	0.2	0.6	5.344	A
C-D	0.83	0.83			0.83				
C-A	107.00	107.00			107.00				

12:45 - 13:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	17.12	17.12	120.56	0.142	17.25	0.3	0.2	8.721	A
B-AD	19.96	19.96	77.50	0.258	20.33	0.7	0.4	15.840	C
A-BCD	36.92	36.92	229.45	0.161	36.65	0.2	0.4	4.784	A
A-B	34.46	34.46			34.46				
A-C	86.31	86.31			86.31				
D-AB	6.32	6.32	140.26	0.045	6.34	0.1	0.0	6.723	A
D-BC	0.00	0.00	71.73	0.000	0.02	0.0	0.0	0.000	A
C-ABD	31.58	31.58	204.45	0.154	31.73	0.6	0.4	5.388	A
C-D	0.89	0.89			0.89				
C-A	101.72	101.72			101.72				

13:00 - 13:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	13.62	13.62	111.19	0.122	13.64	0.2	0.1	9.230	A
B-AD	27.05	27.05	81.74	0.331	26.92	0.4	0.5	16.375	C
A-BCD	41.79	41.79	234.94	0.178	41.76	0.4	0.5	4.765	A
A-B	28.55	28.55			28.55				
A-C	90.82	90.82			90.82				
D-AB	10.01	10.01	138.99	0.072	9.98	0.0	0.1	6.973	A
D-BC	0.53	0.53	76.30	0.007	0.52	0.0	0.0	11.877	B
C-ABD	14.09	14.09	189.93	0.074	14.38	0.4	0.1	5.296	A
C-D	0.97	0.97			0.97				
C-A	94.58	94.58			94.58				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 10_V3 (four_arm)_WITHREDUCEDFLOWS.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\1 Reduced Flow Models
Report generation date: 09/04/2025 15:08:27

»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM
»FB+CD+N2T WE, 11:45-13:15

Summary of junction performance

	AM							PM							11:45-13:1				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	FB+CD+N2T WD																		
Stream B-CD	D7	0.5	17.96	0.36	C	5.67	A	D8	0.8	18.50	0.46	C	5.97	A					
Stream B-AD		1.2	33.76	0.56	D				1.2	31.53	0.55	D							
Stream A-BCD		0.3	5.28	0.11	A				0.8	5.34	0.26	A							
Stream D-AB		0.2	10.50	0.18	B				0.1	9.02	0.09	A							
Stream D-BC		0.1	16.68	0.08	C				0.1	14.69	0.05	B							
Stream C-ABD		1.4	6.56	0.37	A				1.1	7.40	0.36	A							
	FB+CD+N2T WE																		
Stream B-CD															D12	0.4	13.62	0.31	B
Stream B-AD																1.0	24.08	0.51	C
Stream A-BCD																0.4	4.78	0.17	A
Stream D-AB																0.1	8.83	0.13	A
Stream D-BC																0.0	13.73	0.05	B
Stream C-ABD																0.5	5.61	0.20	A

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

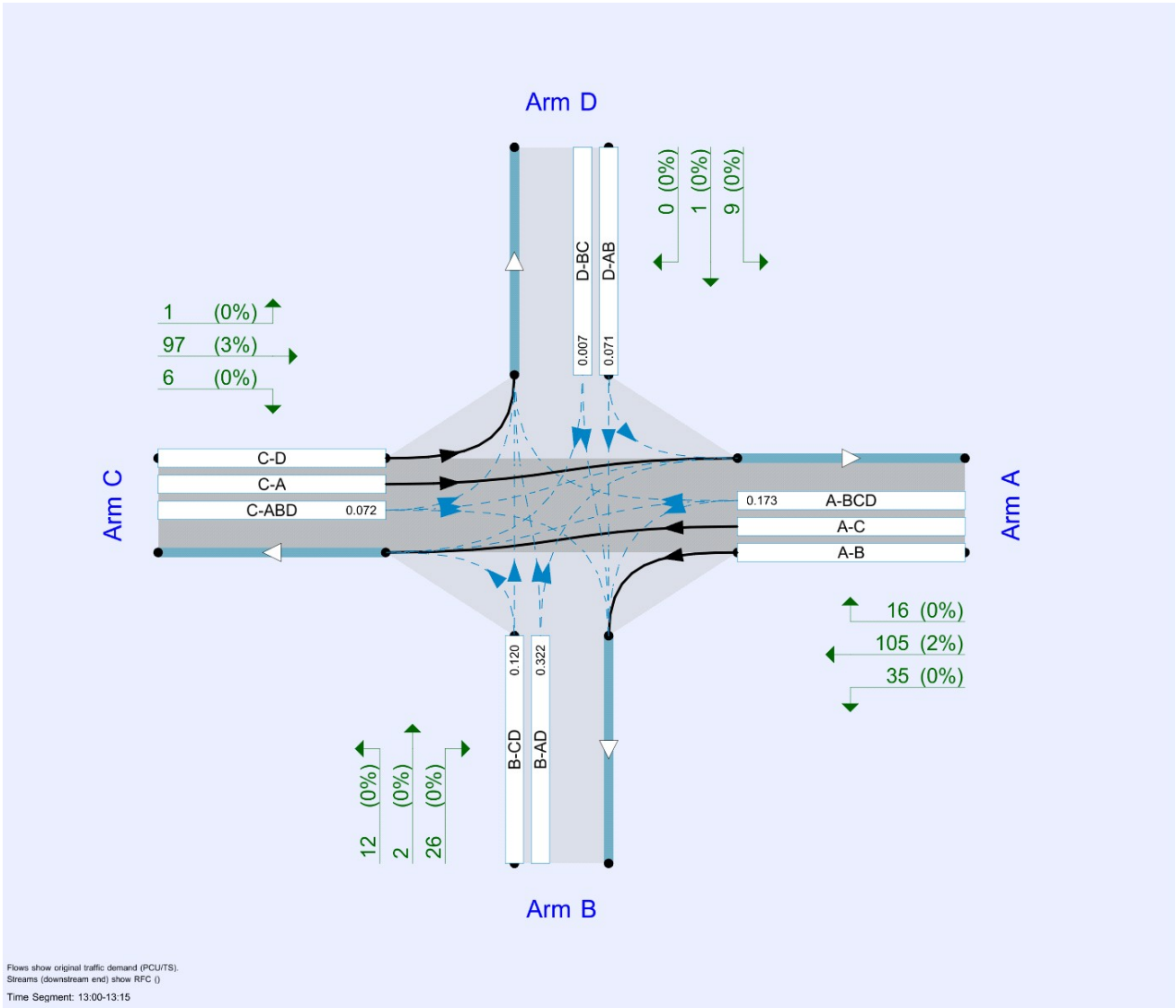
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓
D12	FB+CD+N2T WE	11:45-13:15	DIRECT	11:45	13:15	90	15	✓

Analysis Set Details

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

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		5.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A1066 Stanley Road (E)		Major
B	Denmark Street (S)		Minor
C	A1066 Stanley Road (W)		Major
D	Croft Road (N)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.93			104.8	✓	0.00
C	6.93			42.5	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	4.46	3.15	2.99	2.93	✓	1.00	20	27
D	One lane plus flare	7.96	3.27	3.10	2.99	2.99	✓	1.00	17	49

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	158.664	-	-	-	-	-	-	0.236	0.337	0.236	-	-	-
B-A	132.028	0.092	0.233	0.233	-	-	-	0.147	0.333	-	0.233	0.233	0.117
B-C	170.151	0.100	0.253	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	132.028	0.092	0.233	0.233	-	-	-	0.147	0.333	0.147	-	-	-
B-D, offside lane	132.028	0.092	0.233	0.233	-	-	-	0.147	0.333	0.147	-	-	-
C-B	149.647	0.223	0.223	0.318	-	-	-	-	-	-	-	-	-
D-A	171.367	-	-	-	-	-	-	0.255	-	0.101	-	-	-
D-B, nearside lane	132.754	0.148	0.148	0.335	-	-	-	0.235	0.235	0.093	-	-	-
D-B, offside lane	126.281	0.140	0.140	0.319	-	-	-	0.223	0.223	0.088	-	-	-
D-C	126.281	-	0.140	0.319	0.112	0.223	0.223	0.223	0.223	0.088	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00

		To			
		A	B	C	D
From	A	0.00	27.24	89.28	9.43
	B	17.81	0.00	20.95	6.29
	C	119.45	16.66	0.00	3.14
	D	7.33	4.19	0.00	0.00

Demand (PCU/TS)

08:00 - 08:15

		To			
		A	B	C	D
From	A	0.00	23.05	93.05	6.29
	B	34.57	0.00	17.70	4.19
	C	182.72	14.67	0.00	2.10
	D	14.67	7.33	1.05	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	48.19	124.27	5.24
	B	30.38	0.00	15.71	8.38
	C	167.53	25.14	0.00	0.00
	D	17.81	1.05	1.05	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	35.62	135.47	7.33
	B	35.83	0.00	13.62	8.38
	C	122.07	17.81	0.00	3.14
	D	9.43	4.19	1.05	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	36.25	131.70	8.38
	B	31.85	0.00	19.90	10.48
	C	145.64	14.67	0.00	3.14
	D	10.37	3.14	0.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	22.00	83.41	7.23
	B	37.71	0.00	20.95	5.24
	C	112.01	14.56	0.00	1.05
	D	6.29	5.66	1.05	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	11	0
	B	0	0	0	0
	C	6	7	0	0
	D	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	11	0
	B	0	0	6	0
	C	16	0	0	0
	D	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	10	0
	B	0	0	0	0
	C	9	0	0	0
	D	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	0
	B	0	0	0	0
	C	11	0	0	0
	D	0	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	15	0
	B	0	0	0	0
	C	5	0	0	0
	D	11	0	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	19	17
	B	0	0	0	0
	C	9	8	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.36	17.96	0.5	C	23.37	140.21
B-AD	0.56	33.76	1.2	D	33.29	199.73
A-BCD	0.11	5.28	0.3	A	20.33	121.98
A-B					29.13	174.76
A-C					99.44	596.67
D-AB	0.18	10.50	0.2	B	13.14	78.82
D-BC	0.08	16.68	0.1	C	2.80	16.82
C-ABD	0.37	6.56	1.4	A	50.72	304.35
C-D					1.67	10.00
C-A					108.52	651.13

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24.79	24.79	119.76	0.207	24.53	0.0	0.3	9.425	A
B-AD	20.26	20.26	80.12	0.253	19.93	0.0	0.3	14.875	B
A-BCD	21.37	21.37	208.50	0.103	21.15	0.0	0.2	5.015	A
A-B	24.45	24.45			24.45				
A-C	80.13	80.13			80.13				
D-AB	9.43	9.43	119.61	0.079	9.34	0.0	0.1	8.157	A
D-BC	2.10	2.10	76.24	0.027	2.07	0.0	0.0	12.130	B
C-ABD	39.90	39.90	210.42	0.190	39.40	0.0	0.5	5.576	A
C-D	2.55	2.55			2.55				
C-A	96.80	96.80			96.80				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20.83	20.83	95.48	0.218	20.80	0.3	0.3	12.238	B
B-AD	35.64	35.64	70.08	0.509	34.99	0.3	1.0	25.204	D
A-BCD	15.37	15.37	197.79	0.078	15.45	0.2	0.2	5.164	A
A-B	21.24	21.24			21.24				
A-C	85.76	85.76			85.76				
D-AB	18.40	18.40	103.88	0.177	18.27	0.1	0.2	10.497	B
D-BC	4.65	4.65	61.93	0.075	4.60	0.0	0.1	15.683	C
C-ABD	53.03	53.03	256.78	0.207	52.83	0.5	0.7	4.791	A
C-D	1.66	1.66			1.66				
C-A	144.79	144.79			144.79				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	22.08	22.08	73.64	0.300	21.93	0.3	0.4	17.961	C
B-AD	32.40	32.40	58.62	0.553	32.22	1.0	1.2	33.758	D
A-BCD	18.66	18.66	240.66	0.078	18.66	0.2	0.2	4.251	A
A-B	44.44	44.44			44.44				
A-C	114.60	114.60			114.60				
D-AB	18.34	18.34	123.23	0.149	18.38	0.2	0.2	8.586	A
D-BC	1.56	1.56	55.62	0.028	1.61	0.1	0.0	16.678	C
C-ABD	86.97	86.97	236.69	0.367	86.27	0.7	1.4	6.563	A
C-D	0.00	0.00			0.00				
C-A	105.70	105.70			105.70				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20.03	20.03	73.39	0.273	20.08	0.4	0.4	16.902	C
B-AD	37.80	37.80	67.87	0.557	37.75	1.2	1.2	29.761	D
A-BCD	23.93	23.93	247.25	0.097	23.87	0.2	0.2	4.212	A
A-B	32.16	32.16			32.16				
A-C	122.34	122.34			122.34				
D-AB	11.56	11.56	117.65	0.098	11.63	0.2	0.1	8.495	A
D-BC	3.11	3.11	66.57	0.047	3.09	0.0	0.0	14.172	B
C-ABD	46.84	46.84	204.79	0.229	47.55	1.4	0.7	6.148	A
C-D	2.41	2.41			2.41				
C-A	93.77	93.77			93.77				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	27.74	27.74	78.13	0.355	27.59	0.4	0.5	17.749	C
B-AD	34.49	34.49	63.63	0.542	34.50	1.2	1.2	30.935	D
A-BCD	27.50	27.50	242.28	0.113	27.44	0.2	0.3	4.431	A
A-B	32.12	32.12			32.12				
A-C	116.71	116.71			116.71				
D-AB	11.94	11.94	117.52	0.102	11.93	0.1	0.1	8.875	A
D-BC	1.57	1.57	63.67	0.025	1.59	0.0	0.0	14.503	B
C-ABD	45.00	45.00	222.44	0.202	45.03	0.7	0.7	5.359	A
C-D	2.50	2.50			2.50				
C-A	115.94	115.94			115.94				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24.75	24.75	104.23	0.237	24.97	0.5	0.3	11.387	B
B-AD	39.15	39.15	84.39	0.464	39.46	1.2	0.9	20.170	C
A-BCD	15.16	15.16	202.72	0.075	15.28	0.3	0.1	5.282	A
A-B	20.34	20.34			20.34				
A-C	77.13	77.13			77.13				
D-AB	9.15	9.15	121.89	0.075	9.19	0.1	0.1	8.435	A
D-BC	3.84	3.84	80.93	0.047	3.81	0.0	0.0	11.667	B
C-ABD	32.61	32.61	206.10	0.158	32.87	0.7	0.4	5.458	A
C-D	0.88	0.88			0.88				
C-A	94.13	94.13			94.13				

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		5.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:30 - 16:45

		To			
		A	B	C	D
From	A	0.00	33.78	135.34	15.74
	B	32.94	0.00	15.74	7.34
	C	124.96	13.64	0.00	0.00
	D	4.20	4.20	0.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	44.06	112.05	18.88
	B	36.72	0.00	23.08	5.25
	C	118.87	10.49	0.00	1.05
	D	7.34	5.25	1.05	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	54.55	133.98	17.83
	B	28.74	0.00	27.28	6.29
	C	98.73	14.69	0.00	0.00
	D	6.29	3.15	1.05	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	31.05	150.76	17.83
	B	30.42	0.00	35.67	7.34
	C	103.97	12.59	0.00	0.00
	D	10.49	2.10	0.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	41.96	128.21	14.48
	B	32.10	0.00	19.93	9.44
	C	115.20	28.22	0.00	2.10
	D	8.39	4.20	1.05	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.77	110.16	22.45
	B	33.99	0.00	22.03	3.15
	C	94.85	19.30	0.00	1.05
	D	4.20	0.00	1.05	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	9	0
	B	0	0	0	0
	C	16	0	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	7	0	0	0
	D	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	7	0
	B	0	0	0	0
	C	6	4	0	0
	D	0	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	10	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.46	18.50	0.8	C	28.72	172.34
B-AD	0.55	31.53	1.2	D	34.18	205.11
A-BCD	0.26	5.34	0.8	A	56.16	336.94
A-B					31.30	187.80
A-C					99.36	596.15
D-AB	0.09	9.02	0.1	A	8.41	50.45
D-BC	0.05	14.69	0.1	B	2.26	13.54
C-ABD	0.36	7.40	1.1	A	39.40	236.42
C-D					0.51	3.06
C-A					86.70	520.22

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21.13	21.13	82.90	0.255	20.80	0.0	0.3	14.418	B
B-AD	34.89	34.89	68.60	0.509	33.91	0.0	1.0	25.306	D
A-BCD	49.96	49.96	246.88	0.202	49.33	0.0	0.6	4.765	A
A-B	26.94	26.94			26.94				
A-C	107.95	107.95			107.95				
D-AB	6.29	6.29	109.10	0.058	6.23	0.0	0.1	8.746	A
D-BC	2.10	2.10	68.64	0.031	2.07	0.0	0.0	13.514	B
C-ABD	35.68	35.68	202.25	0.176	35.16	0.0	0.5	5.875	A
C-D	0.00	0.00			0.00				
C-A	102.91	102.91			102.91				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	27.03	27.03	91.33	0.296	26.96	0.3	0.4	13.961	B
B-AD	38.01	38.01	71.88	0.529	37.91	1.0	1.1	26.369	D
A-BCD	54.94	54.94	239.16	0.230	54.89	0.6	0.7	5.091	A
A-B	33.88	33.88			33.88				
A-C	86.17	86.17			86.17				
D-AB	10.01	10.01	109.74	0.091	9.97	0.1	0.1	9.021	A
D-BC	3.63	3.63	72.68	0.050	3.61	0.0	0.1	13.026	B
C-ABD	26.58	26.58	199.93	0.133	26.73	0.5	0.4	5.589	A
C-D	0.91	0.91			0.91				
C-A	102.92	102.92			102.92				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	31.77	31.77	94.50	0.336	31.69	0.4	0.5	14.305	B
B-AD	30.54	30.54	66.80	0.457	30.74	1.1	0.9	25.112	D
A-BCD	62.89	62.89	264.56	0.238	62.81	0.7	0.8	4.587	A
A-B	41.51	41.51			41.51				
A-C	101.96	101.96			101.96				
D-AB	7.89	7.89	119.20	0.066	7.92	0.1	0.1	8.091	A
D-BC	2.60	2.60	68.85	0.038	2.61	0.1	0.0	13.591	B
C-ABD	33.12	33.12	178.41	0.186	33.02	0.4	0.5	6.388	A
C-D	0.00	0.00			0.00				
C-A	80.30	80.30			80.30				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	41.05	41.05	89.03	0.461	40.72	0.5	0.8	18.501	C
B-AD	32.39	32.39	61.59	0.526	32.21	0.9	1.0	30.400	D
A-BCD	60.36	60.36	259.53	0.233	60.37	0.8	0.7	4.644	A
A-B	23.79	23.79			23.79				
A-C	115.50	115.50			115.50				
D-AB	11.54	11.54	132.10	0.087	11.52	0.1	0.1	7.461	A
D-BC	1.05	1.05	68.62	0.015	1.07	0.0	0.0	13.329	B
C-ABD	29.35	29.35	183.63	0.160	29.39	0.5	0.4	5.985	A
C-D	0.00	0.00			0.00				
C-A	87.21	87.21			87.21				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	27.04	27.04	78.54	0.344	27.32	0.8	0.5	17.668	C
B-AD	34.44	34.44	62.69	0.549	34.33	1.0	1.2	31.533	D
A-BCD	47.68	47.68	246.02	0.194	47.80	0.7	0.6	4.702	A
A-B	33.77	33.77			33.77				
A-C	103.19	103.19			103.19				
D-AB	10.53	10.53	115.07	0.091	10.52	0.1	0.1	8.608	A
D-BC	3.11	3.11	64.29	0.048	3.08	0.0	0.1	14.695	B
C-ABD	70.37	70.37	196.58	0.358	69.72	0.4	1.1	7.401	A
C-D	1.34	1.34			1.34				
C-A	73.80	73.80			73.80				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24.32	24.32	101.21	0.240	24.54	0.5	0.3	11.772	B
B-AD	34.85	34.85	75.37	0.462	35.11	1.2	0.9	22.511	C
A-BCD	61.12	61.12	234.99	0.260	61.01	0.6	0.7	5.339	A
A-B	27.89	27.89			27.89				
A-C	81.37	81.37			81.37				
D-AB	4.20	4.20	145.70	0.029	4.27	0.1	0.0	6.368	A
D-BC	1.05	1.05	68.20	0.015	1.08	0.1	0.0	13.416	B
C-ABD	41.32	41.32	182.49	0.226	41.81	1.1	0.6	6.764	A
C-D	0.81	0.81			0.81				
C-A	73.07	73.07			73.07				

FB+CD+N2T WE, 11:45-13:15

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		4.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	FB+CD+N2T WE	11:45-13:15	DIRECT	11:45	13:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

11:45 - 12:00

		To			
		A	B	C	D
From	A	0.00	41.09	87.44	12.64
	B	44.67	0.00	10.53	2.11
	C	72.58	6.32	0.00	2.11
	D	6.32	4.21	2.11	0.00

12:00 - 12:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	42.14	115.03	12.64
	B	35.19	0.00	11.59	4.21
	C	121.46	13.70	0.00	0.00
	D	15.80	2.11	2.11	0.00

12:15 - 12:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	44.46	111.34	8.43
	B	35.40	0.00	25.28	6.53
	C	119.35	8.43	0.00	1.05
	D	4.42	4.21	0.00	0.00

12:30 - 12:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	41.09	85.01	7.37
	B	30.55	0.00	21.07	4.21
	C	129.57	17.07	0.00	1.05
	D	6.32	2.32	0.00	0.00

12:45 - 13:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	41.09	97.23	13.70
	B	19.17	0.00	15.80	2.11
	C	114.82	12.64	0.00	1.05
	D	6.32	0.00	0.00	0.00

13:00 - 13:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	34.76	104.92	15.80
	B	26.34	0.00	12.22	2.11
	C	96.59	6.32	0.00	1.05
	D	9.48	1.05	0.00	0.00

Vehicle Mix

11:45 - 12:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

12:00 - 12:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

12:30 - 12:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	4	0	0	0
	D	0	0	0	0

13:00 - 13:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.31	13.62	0.4	B	18.61	111.64
B-AD	0.51	24.08	1.0	C	32.91	197.45
A-BCD	0.17	4.78	0.4	A	30.71	184.28
A-B					35.37	212.23
A-C					86.61	519.64
D-AB	0.13	8.83	0.1	A	9.28	55.71
D-BC	0.05	13.73	0.0	B	1.85	11.08
C-ABD	0.20	5.61	0.5	A	25.64	153.82
C-D					0.94	5.62
C-A					94.29	565.72

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12.12	12.12	97.05	0.125	11.98	0.0	0.1	10.562	B
B-AD	45.19	45.19	88.07	0.513	44.18	0.0	1.0	20.082	C
A-BCD	29.01	29.01	227.76	0.127	28.71	0.0	0.3	4.522	A
A-B	35.85	35.85			35.85				
A-C	76.30	76.30			76.30				
D-AB	8.48	8.48	134.84	0.063	8.41	0.0	0.1	7.116	A
D-BC	4.16	4.16	87.98	0.047	4.11	0.0	0.0	10.728	B
C-ABD	11.16	11.16	172.29	0.065	11.05	0.0	0.1	5.615	A
C-D	1.97	1.97			1.97				
C-A	67.88	67.88			67.88				

12:00 - 12:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	14.72	14.72	87.27	0.169	14.66	0.1	0.2	12.384	B
B-AD	36.27	36.27	73.71	0.492	36.28	1.0	1.0	24.079	C
A-BCD	37.27	37.27	238.87	0.156	37.14	0.3	0.4	4.507	A
A-B	35.54	35.54			35.54				
A-C	97.00	97.00			97.00				
D-AB	16.89	16.89	131.00	0.129	16.81	0.1	0.1	7.876	A
D-BC	3.13	3.13	68.68	0.046	3.13	0.0	0.0	13.732	B
C-ABD	34.40	34.40	202.22	0.170	34.05	0.1	0.5	5.425	A
C-D	0.00	0.00			0.00				
C-A	100.76	100.76			100.76				

12:15 - 12:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	30.07	30.07	95.65	0.314	29.82	0.2	0.4	13.620	B
B-AD	37.14	37.14	75.19	0.494	37.14	1.0	1.0	23.669	C
A-BCD	24.50	24.50	239.23	0.102	24.71	0.4	0.2	4.285	A
A-B	39.87	39.87			39.87				
A-C	99.86	99.86			99.86				
D-AB	6.53	6.53	108.64	0.060	6.61	0.1	0.1	8.829	A
D-BC	2.11	2.11	79.34	0.027	2.13	0.0	0.0	11.657	B
C-ABD	21.05	21.05	202.78	0.104	21.27	0.5	0.2	5.046	A
C-D	0.94	0.94			0.94				
C-A	106.84	106.84			106.84				

12:30 - 12:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24.00	24.00	110.21	0.218	24.17	0.4	0.3	10.481	B
B-AD	31.84	31.84	79.46	0.401	32.13	1.0	0.7	19.137	C
A-BCD	18.08	18.08	214.03	0.084	18.14	0.2	0.2	4.690	A
A-B	37.60	37.60			37.60				
A-C	77.79	77.79			77.79				
D-AB	7.48	7.48	122.46	0.061	7.48	0.1	0.1	7.827	A
D-BC	1.16	1.16	73.30	0.016	1.17	0.0	0.0	12.477	B
C-ABD	43.57	43.57	215.31	0.202	43.27	0.2	0.5	5.334	A
C-D	0.84	0.84			0.84				
C-A	103.27	103.27			103.27				

12:45 - 13:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	17.12	17.12	122.54	0.140	17.24	0.3	0.2	8.557	A
B-AD	19.97	19.97	79.69	0.251	20.31	0.7	0.3	15.246	C
A-BCD	35.36	35.36	226.29	0.156	35.11	0.2	0.4	4.779	A
A-B	34.65	34.65			34.65				
A-C	82.00	82.00			82.00				
D-AB	6.32	6.32	141.72	0.045	6.34	0.1	0.0	6.650	A
D-BC	0.00	0.00	73.80	0.000	0.02	0.0	0.0	0.000	A
C-ABD	30.18	30.18	201.11	0.150	30.32	0.5	0.4	5.393	A
C-D	0.89	0.89			0.89				
C-A	97.44	97.44			97.44				

13:00 - 13:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	13.61	13.61	113.25	0.120	13.63	0.2	0.1	9.038	A
B-AD	27.06	27.06	83.99	0.322	26.93	0.3	0.5	15.737	C
A-BCD	40.06	40.06	231.84	0.173	40.03	0.4	0.4	4.756	A
A-B	28.73	28.73			28.73				
A-C	86.69	86.69			86.69				
D-AB	10.01	10.01	140.61	0.071	9.98	0.0	0.1	6.887	A
D-BC	0.53	0.53	78.38	0.007	0.52	0.0	0.0	11.560	B
C-ABD	13.46	13.46	186.64	0.072	13.73	0.4	0.1	5.322	A
C-D	0.98	0.98			0.98				
C-A	89.53	89.53			89.53				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 12_four_arm_V3_WITH_CONGESTION.j9
Path: C:\Users\shadwelh8829\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\4_Multimodal Construction Flows
Report generation date: 19/05/2025 15:58:25

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM
»FB+CD+N2T SCN2 WD, AM
»FB+CD+N2T SCN2 WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Arm 1	D1	5.9	10.87	0.85	B	11.51	B	D2	1.9	4.62	0.64	A	10.88	B
Arm 2		2.6	15.25	0.68	C				2.7	11.75	0.73	B		
Arm 3		3.2	6.93	0.74	A				6.0	12.40	0.85	B		
Arm 4		5.0	21.62	0.84	C				3.6	20.11	0.76	C		
	FB WD													
Arm 1	D3	8.8	15.49	0.90	C	15.97	C	D4	2.2	5.22	0.68	A	15.43	C
Arm 2		3.6	20.19	0.75	C				3.7	15.42	0.79	C		
Arm 3		4.0	8.22	0.78	A				9.4	18.76	0.91	C		
Arm 4		8.1	33.20	0.91	D				5.4	29.55	0.84	D		
	FB+CD WD													
Arm 1	D5	8.8	15.49	0.90	C	15.97	C	D6	2.2	5.22	0.68	A	15.43	C
Arm 2		3.6	20.19	0.75	C				3.7	15.42	0.79	C		
Arm 3		4.0	8.22	0.78	A				9.4	18.76	0.91	C		
Arm 4		8.1	33.20	0.91	D				5.4	29.55	0.84	D		
	FB+CD+N2T WD													
Arm 1	D7	10.0	17.66	0.92	C	18.50	C	D8	2.3	5.47	0.69	A	18.55	C
Arm 2		4.7	24.84	0.80	C				4.7	18.75	0.83	C		
Arm 3		4.5	9.06	0.80	A				11.9	23.37	0.93	C		
Arm 4		9.7	39.42	0.93	E				6.3	34.43	0.87	D		
	FB+CD+N2T SCN2 WD													
Arm 1	D9	8.8	15.57	0.90	C	16.02	C	D10	2.2	5.25	0.68	A	15.27	C
Arm 2		3.9	20.99	0.76	C				3.9	15.79	0.80	C		
Arm 3		3.9	8.21	0.78	A				9.1	18.44	0.91	C		
Arm 4		7.9	32.64	0.90	D				5.3	29.24	0.84	D		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

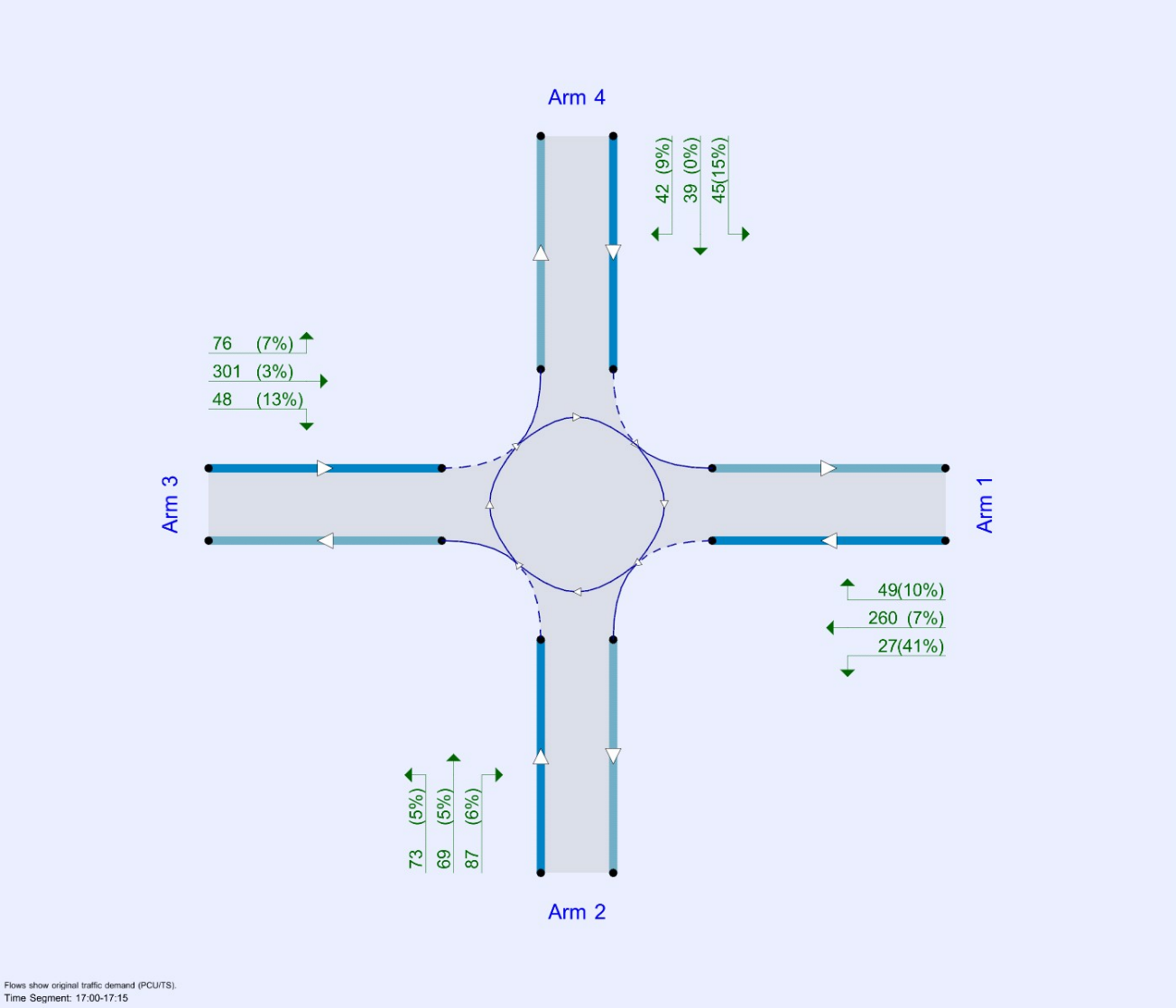
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓
D2	2024	PM	DIRECT	15:45	17:15	90	15	✓
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓
D4	FB WD	PM	DIRECT	15:45	17:15	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓
D6	FB+CD WD	PM	DIRECT	15:45	17:15	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	15:45	17:15	90	15	✓
D9	FB+CD+N2T SCN2 WD	AM	DIRECT	07:15	08:45	90	15	✓
D10	FB+CD+N2T SCN2 WD	PM	DIRECT	15:45	17:15	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	11.51	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A11 Thetford Bypass (E)	
2	A1066 Mundford Road (S)	
3	A11 Thetford Bypass (W)	
4	A134 (N)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	7.40	10.07	24.7	33.1	59.1	25.0	
2	3.68	8.71	25.2	16.5	59.1	32.0	
3	7.10	9.60	6.9	52.6	59.1	23.0	
4	3.43	9.01	23.1	18.1	59.1	36.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.790	736.924
2	0.611	502.312
3	0.740	659.523
4	0.597	485.192

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1	Percentage		95.00
4	Percentage		90.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	42.70	333.40	50.30
	2	9.70	0.00	79.40	38.80
	3	266.90	68.20	7.80	79.20
	4	45.60	44.60	55.50	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	44.90	327.30	46.40
	2	35.70	0.00	71.40	49.70
	3	296.50	52.60	2.00	61.00
	4	48.30	58.70	66.80	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	65.90	275.00	34.70
	2	17.50	0.00	61.90	51.70
	3	249.00	64.60	1.00	87.00
	4	49.80	95.20	70.60	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	39.30	334.30	36.60
	2	20.60	0.00	56.90	55.30
	3	278.10	52.80	3.90	71.20
	4	52.30	61.80	75.80	1.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	42.60	353.60	26.40
	2	7.90	0.00	50.30	39.50
	3	301.70	80.70	1.00	65.80
	4	43.60	46.10	83.20	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	49.60	402.40	44.20
	2	13.90	0.00	64.10	35.00
	3	279.40	69.00	2.90	63.80
	4	31.80	37.40	44.60	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	7	17
	2	43	0	53	6
	3	14	25	40	37
	4	10	10	11	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	8	16
	2	33	0	34	26
	3	16	8	0	24
	4	19	6	26	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	8	10
	2	42	0	30	24
	3	15	7	0	35
	4	4	10	14	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	11	14
	2	27	0	25	16
	3	12	4	50	14
	4	17	3	9	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	8	35
	2	14	0	11	15
	3	13	14	0	26
	4	11	7	23	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1	2	3	4
From	1	0	10	9	26
	2	8	0	18	14
	3	14	19	50	28
	4	7	6	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.85	10.87	5.9	B	424.93	2549.60
2	0.68	15.25	2.6	C	126.55	759.30
3	0.74	6.93	3.2	A	417.68	2506.10
4	0.84	21.62	5.0	C	168.78	1012.70

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	426.40	426.40	174.51	569.15	0.749	423.25	319.71	0.0	3.1	6.556	A
2	127.90	127.90	443.53	231.14	0.553	126.28	154.23	0.0	1.6	11.346	B
3	422.10	422.10	97.82	587.10	0.719	419.11	472.00	0.0	3.0	6.320	A
4	145.70	145.70	350.05	248.54	0.586	144.17	166.88	0.0	1.5	9.396	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	418.60	418.60	178.83	565.91	0.740	418.63	379.22	3.1	3.1	6.617	A
2	156.80	156.80	441.87	232.15	0.675	155.81	155.59	1.6	2.6	15.251	C
3	412.10	412.10	131.02	562.52	0.733	411.98	466.67	3.0	3.1	6.929	A
4	173.80	173.80	386.11	229.16	0.758	171.94	156.89	1.5	3.4	17.781	C

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	375.60	375.60	229.97	527.54	0.712	376.01	317.10	3.1	2.7	6.381	A
2	131.10	131.10	381.52	269.05	0.487	132.46	224.46	2.6	1.2	8.558	A
3	401.60	401.60	104.76	581.96	0.690	402.06	409.22	3.1	2.7	5.879	A
4	215.60	215.60	333.10	257.65	0.837	213.98	173.71	3.4	5.0	21.622	C

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	410.20	410.20	196.27	552.82	0.742	409.82	350.80	2.7	3.1	6.909	A
2	132.80	132.80	451.03	226.55	0.586	132.38	155.06	1.2	1.7	11.518	B
3	406.00	406.00	113.16	575.74	0.705	406.02	470.25	2.7	2.6	5.918	A
4	190.90	190.90	355.22	245.76	0.777	191.85	163.96	5.0	4.1	18.574	C

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	422.60	422.60	210.81	541.91	0.780	421.97	353.14	3.1	3.7	8.105	A
2	97.70	97.70	463.42	218.97	0.446	98.44	169.36	1.7	0.9	8.500	A
3	449.20	449.20	74.37	604.46	0.743	448.59	487.50	2.6	3.2	6.609	A
4	172.90	172.90	390.89	226.59	0.763	173.06	132.07	4.1	3.9	19.525	C

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	496.20	496.20	156.20	582.89	0.851	494.06	325.99	3.7	5.9	10.869	B
2	113.00	113.00	493.64	200.50	0.564	112.48	156.62	0.9	1.4	11.720	B
3	415.10	415.10	92.63	590.94	0.702	415.53	513.49	3.2	2.8	6.010	A
4	113.80	113.80	365.48	240.25	0.474	116.70	142.68	3.9	1.0	8.051	A

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.88	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	20.80	280.00	36.40
	2	19.00	0.00	35.10	45.90
	3	306.90	50.80	4.90	73.80
	4	58.80	56.70	61.40	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	20.30	303.30	45.70
	2	33.80	0.00	94.50	47.10
	3	317.10	51.30	0.00	78.30
	4	40.50	52.70	56.10	1.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	18.00	291.30	42.90
	2	28.90	1.00	57.40	64.50
	3	338.40	41.00	0.00	84.30
	4	42.40	53.80	69.40	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	16.90	292.10	58.70
	2	66.20	0.00	58.80	48.90
	3	317.90	48.50	1.00	77.40
	4	31.20	39.20	51.20	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	24.50	252.00	58.30
	2	41.30	0.00	60.00	74.70
	3	331.50	32.30	0.00	88.70
	4	43.50	38.60	58.60	1.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	20.50	250.00	47.60
	2	78.10	0.00	70.70	66.10
	3	289.50	46.50	0.00	73.30
	4	43.50	38.00	40.10	1.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	11	8	13
	2	0	0	10	2
	3	10	4	33	23
	4	24	6	22	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	18	7	8
	2	6	0	6	7
	3	8	17	0	11
	4	15	23	23	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	8	2
	2	4	0	13	9
	3	7	11	0	10
	4	19	20	19	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	8	6
	2	3	0	4	2
	3	6	12	0	9
	4	7	5	22	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	26	8	2
	2	3	0	7	4
	3	4	30	0	20
	4	13	5	18	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	33	7	10
	2	4	0	5	5
	3	3	13	0	7
	4	15	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.64	4.62	1.9	A	347.05	2082.30
2	0.73	11.75	2.7	B	165.33	992.00
3	0.85	12.40	6.0	B	442.23	2653.40
4	0.76	20.11	3.6	C	146.45	878.70

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	338.20	338.20	171.10	571.71	0.592	336.64	382.18	0.0	1.6	4.137	A
2	100.00	100.00	381.01	269.36	0.371	99.39	126.73	0.0	0.6	5.502	A
3	436.40	436.40	101.73	584.20	0.747	433.19	378.67	0.0	3.2	6.532	A
4	176.90	176.90	379.82	232.54	0.761	173.47	155.11	0.0	3.4	16.950	C

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	370.30	370.30	161.38	579.00	0.640	369.97	391.91	1.6	1.9	4.624	A
2	175.40	175.40	406.99	253.48	0.692	173.72	124.37	0.6	2.3	11.754	B
3	446.70	446.70	127.86	564.86	0.791	445.91	452.85	3.2	4.0	8.227	A
4	150.30	150.30	402.25	220.49	0.682	151.05	171.53	3.4	2.7	15.760	C

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	352.20	352.20	164.52	576.65	0.611	352.39	408.82	1.9	1.7	4.292	A
2	151.80	151.80	403.30	255.73	0.594	152.46	113.61	2.3	1.6	9.574	A
3	463.70	463.70	137.39	557.80	0.831	462.67	418.37	4.0	5.0	10.032	B
4	165.60	165.60	408.61	217.07	0.763	164.72	191.45	2.7	3.6	20.111	C

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	368.70	368.70	141.13	594.19	0.621	368.65	416.13	1.7	1.7	4.295	A
2	173.90	173.90	404.70	254.88	0.682	173.39	105.08	1.6	2.1	11.290	B
3	444.80	444.80	174.32	530.46	0.839	444.51	403.77	5.0	5.3	11.119	B
4	121.60	121.60	433.82	203.52	0.597	123.43	185.01	3.6	1.7	12.877	B

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	334.80	334.80	130.56	602.12	0.556	335.18	415.91	1.7	1.4	3.647	A
2	176.00	176.00	370.20	275.97	0.638	176.25	95.54	2.1	1.9	9.491	A
3	452.50	452.50	175.50	529.59	0.854	451.82	370.95	5.3	6.0	12.402	B
4	141.70	141.70	405.05	218.98	0.647	141.43	222.27	1.7	2.0	13.009	B

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	318.10	318.10	125.98	605.56	0.525	318.25	412.10	1.4	1.2	3.417	A
2	214.90	214.90	339.17	294.94	0.729	214.10	105.06	1.9	2.7	11.497	B
3	409.30	409.30	192.30	517.15	0.791	411.13	360.97	6.0	4.2	9.061	A
4	122.60	122.60	414.97	213.65	0.574	123.11	188.46	2.0	1.5	10.762	B

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	15.97	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	44.73	349.26	52.69
	2	10.16	0.00	83.18	40.65
	3	279.60	71.45	8.17	82.97
	4	47.77	46.72	58.14	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	47.04	342.87	48.61
	2	37.40	0.00	74.80	52.06
	3	310.61	55.10	2.10	63.90
	4	50.60	61.49	69.98	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	69.04	288.09	36.35
	2	18.33	0.00	64.85	54.16
	3	260.85	67.67	1.05	91.14
	4	52.17	99.73	73.96	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	41.17	350.21	38.34
	2	21.58	0.00	59.61	57.93
	3	291.33	55.31	4.09	74.59
	4	54.79	64.74	79.41	1.05

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	44.63	370.43	27.66
	2	8.28	0.00	52.69	41.38
	3	316.06	84.54	1.05	68.93
	4	45.67	48.29	87.16	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	51.96	421.55	46.30
	2	14.56	0.00	67.15	36.67
	3	292.70	72.28	3.04	66.84
	4	33.31	39.18	46.72	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	7	17
	2	43	0	53	6
	3	14	25	40	37
	4	10	10	11	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	8	16
	2	33	0	34	26
	3	16	8	0	24
	4	19	6	26	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	8	10
	2	42	0	30	24
	3	15	7	0	35
	4	4	10	14	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	11	14
	2	27	0	25	16
	3	12	4	50	14
	4	17	3	9	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	8	35
	2	14	0	11	15
	3	13	14	0	26
	4	11	7	23	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	9	26
	2	8	0	18	14
	3	14	19	50	28
	4	7	6	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.90	15.49	8.8	C	445.15	2670.92
2	0.75	20.19	3.6	C	132.57	795.43
3	0.78	8.22	4.0	A	437.56	2625.35
4	0.91	33.20	8.1	D	176.81	1060.89

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	446.69	446.69	182.54	563.12	0.793	442.70	334.50	0.0	4.0	7.865	A
2	133.99	133.99	463.90	218.68	0.613	131.95	161.34	0.0	2.0	13.618	B
3	442.19	442.19	102.26	583.81	0.757	438.56	493.59	0.0	3.6	7.264	A
4	152.63	152.63	366.28	239.82	0.636	150.76	174.54	0.0	1.9	10.950	B

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	438.52	438.52	186.56	560.11	0.783	438.55	396.68	4.0	4.0	8.019	A
2	164.26	164.26	462.49	219.54	0.748	162.70	162.62	2.0	3.6	20.193	C
3	431.71	431.71	136.92	558.15	0.773	431.48	488.28	3.6	3.9	8.220	A
4	182.07	182.07	404.20	219.44	0.830	179.04	164.20	1.9	4.9	24.342	C

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	393.47	393.47	239.71	520.23	0.756	394.00	332.24	4.0	3.4	7.674	A
2	137.34	137.34	399.39	258.12	0.532	139.44	234.32	3.6	1.5	9.923	A
3	420.71	420.71	110.14	577.98	0.728	421.35	428.70	3.9	3.2	6.764	A
4	225.86	225.86	349.29	248.95	0.907	222.66	182.20	4.9	8.1	33.197	D

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	429.72	429.72	206.06	545.47	0.788	429.20	367.42	3.4	3.9	8.475	A
2	139.12	139.12	472.29	213.55	0.651	138.44	162.97	1.5	2.2	14.370	B
3	425.32	425.32	118.38	571.88	0.744	425.35	492.36	3.2	3.2	6.851	A
4	199.98	199.98	372.06	236.71	0.845	201.42	171.66	8.1	6.7	29.113	D

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	442.71	442.71	220.84	534.39	0.828	441.68	369.98	3.9	5.0	10.409	B
2	102.35	102.35	485.02	205.77	0.497	103.38	177.50	2.2	1.1	10.044	B
3	470.58	470.58	78.07	601.72	0.782	469.77	510.33	3.2	4.0	7.789	A
4	181.13	181.13	409.39	216.65	0.836	181.42	138.46	6.7	6.4	30.243	D

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	519.81	519.81	165.27	576.08	0.902	516.02	342.09	5.0	8.8	15.491	C
2	118.38	118.38	516.78	186.35	0.635	117.60	164.51	1.1	1.9	14.922	B
3	434.85	434.85	96.78	587.87	0.740	435.43	537.59	4.0	3.4	6.930	A
4	119.22	119.22	382.95	230.86	0.516	124.40	149.26	6.4	1.2	9.563	A

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	15.43	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.05	21.82	293.73	38.19
	2	19.93	0.00	36.82	48.15
	3	321.95	53.29	5.14	77.42
	4	61.68	59.48	64.41	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.05	21.30	318.18	47.94
	2	35.46	0.00	99.13	49.41
	3	332.65	53.82	0.00	82.14
	4	42.49	55.28	58.85	1.05

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	18.88	305.59	45.00
	2	30.32	1.05	60.22	67.66
	3	355.00	43.01	0.00	88.43
	4	44.48	56.44	72.80	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.05	17.73	306.43	61.58
	2	69.45	0.00	61.68	51.30
	3	333.49	50.88	1.05	81.20
	4	32.73	41.12	53.71	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	25.70	264.36	61.16
	2	43.33	0.00	62.94	78.36
	3	347.76	33.88	0.00	93.05
	4	45.63	40.49	61.47	1.05

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	21.51	262.26	49.93
	2	81.93	0.00	74.17	69.34
	3	303.70	48.78	0.00	76.90
	4	45.63	39.86	42.07	1.05

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	11	8	13
	2	0	0	10	2
	3	10	4	33	23
	4	24	6	22	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	18	7	8
	2	6	0	6	7
	3	8	17	0	11
	4	15	23	23	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	8	2
	2	4	0	13	9
	3	7	11	0	10
	4	19	20	19	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	8	6
	2	3	0	4	2
	3	6	12	0	9
	4	7	5	22	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	26	8	2
	2	3	0	7	4
	3	4	30	0	20
	4	13	5	18	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	33	7	10
	2	4	0	5	5
	3	3	13	0	7
	4	15	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.68	5.22	2.2	A	364.07	2184.43
2	0.79	15.42	3.7	C	173.44	1040.65
3	0.91	18.76	9.4	C	463.92	2783.54
4	0.84	29.55	5.4	D	153.63	921.80

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	354.79	354.79	178.48	566.17	0.627	352.99	400.00	0.0	1.8	4.554	A
2	104.90	104.90	399.05	258.33	0.406	104.20	132.41	0.0	0.7	6.062	A
3	457.80	457.80	106.66	580.55	0.789	453.80	396.59	0.0	4.0	7.712	A
4	185.58	185.58	397.90	222.82	0.833	180.58	162.56	0.0	5.0	22.776	C

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	388.46	388.46	169.42	572.97	0.678	388.04	410.86	1.8	2.2	5.222	A
2	184.00	184.00	426.96	241.27	0.763	181.53	130.49	0.7	3.2	15.424	C
3	468.61	468.61	133.79	560.47	0.836	467.34	474.70	4.0	5.3	10.418	B
4	157.67	157.67	421.47	210.16	0.750	158.81	179.66	5.0	3.9	21.583	C

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	369.47	369.47	172.04	571.00	0.647	369.72	428.18	2.2	2.0	4.784	A
2	159.25	159.25	422.81	243.81	0.653	160.30	118.95	3.2	2.1	11.915	B
3	486.44	486.44	144.24	552.73	0.880	484.57	438.86	5.3	7.2	13.721	B
4	173.72	173.72	428.07	206.61	0.841	172.15	200.74	3.9	5.4	29.550	D

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	386.78	386.78	148.83	588.42	0.657	386.73	436.34	2.0	2.0	4.803	A
2	182.43	182.43	425.02	242.45	0.752	181.59	110.53	2.1	3.0	14.982	B
3	466.62	466.62	182.65	524.29	0.890	465.85	423.97	7.2	7.9	16.055	C
4	127.56	127.56	454.51	192.40	0.663	130.66	193.98	5.4	2.3	17.076	C

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	351.22	351.22	137.00	597.29	0.588	351.71	435.85	2.0	1.6	3.967	A
2	184.63	184.63	388.43	264.83	0.697	185.09	100.28	3.0	2.5	11.919	B
3	474.69	474.69	184.25	523.11	0.907	473.25	389.27	7.9	9.4	18.764	C
4	148.65	148.65	424.53	208.51	0.713	148.32	232.97	2.3	2.7	16.705	C

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	333.70	333.70	132.33	600.79	0.555	333.89	433.24	1.6	1.4	3.676	A
2	225.44	225.44	355.94	284.69	0.792	224.24	110.28	2.5	3.7	15.203	C
3	429.37	429.37	201.49	510.35	0.841	432.74	378.69	9.4	6.0	12.652	B
4	128.61	128.61	436.25	202.21	0.636	129.33	197.97	2.7	2.0	13.424	B

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	15.97	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	44.73	349.26	52.69
	2	10.16	0.00	83.18	40.65
	3	279.60	71.45	8.17	82.97
	4	47.77	46.72	58.14	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	47.04	342.87	48.61
	2	37.40	0.00	74.80	52.06
	3	310.61	55.10	2.10	63.90
	4	50.60	61.49	69.98	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	69.04	288.09	36.35
	2	18.33	0.00	64.85	54.16
	3	260.85	67.67	1.05	91.14
	4	52.17	99.73	73.96	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	41.17	350.21	38.34
	2	21.58	0.00	59.61	57.93
	3	291.33	55.31	4.09	74.59
	4	54.79	64.74	79.41	1.05

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	44.63	370.43	27.66
	2	8.28	0.00	52.69	41.38
	3	316.06	84.54	1.05	68.93
	4	45.67	48.29	87.16	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	51.96	421.55	46.30
	2	14.56	0.00	67.15	36.67
	3	292.70	72.28	3.04	66.84
	4	33.31	39.18	46.72	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	7	17
	2	43	0	53	6
	3	14	25	40	37
	4	10	10	11	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	8	16
	2	33	0	34	26
	3	16	8	0	24
	4	19	6	26	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	8	10
	2	42	0	30	24
	3	15	7	0	35
	4	4	10	14	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	11	14
	2	27	0	25	16
	3	12	4	50	14
	4	17	3	9	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	8	35
	2	14	0	11	15
	3	13	14	0	26
	4	11	7	23	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	9	26
	2	8	0	18	14
	3	14	19	50	28
	4	7	6	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.90	15.49	8.8	C	445.15	2670.92
2	0.75	20.19	3.6	C	132.57	795.43
3	0.78	8.22	4.0	A	437.56	2625.35
4	0.91	33.20	8.1	D	176.81	1060.89

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	446.69	446.69	182.54	563.12	0.793	442.70	334.50	0.0	4.0	7.865	A
2	133.99	133.99	463.90	218.68	0.613	131.95	161.34	0.0	2.0	13.618	B
3	442.19	442.19	102.26	583.81	0.757	438.56	493.59	0.0	3.6	7.264	A
4	152.63	152.63	366.28	239.82	0.636	150.76	174.54	0.0	1.9	10.950	B

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	438.52	438.52	186.56	560.11	0.783	438.55	396.68	4.0	4.0	8.019	A
2	164.26	164.26	462.49	219.54	0.748	162.70	162.62	2.0	3.6	20.193	C
3	431.71	431.71	136.92	558.15	0.773	431.48	488.28	3.6	3.9	8.220	A
4	182.07	182.07	404.20	219.44	0.830	179.04	164.20	1.9	4.9	24.342	C

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	393.47	393.47	239.71	520.23	0.756	394.00	332.24	4.0	3.4	7.674	A
2	137.34	137.34	399.39	258.12	0.532	139.44	234.32	3.6	1.5	9.923	A
3	420.71	420.71	110.14	577.98	0.728	421.35	428.70	3.9	3.2	6.764	A
4	225.86	225.86	349.29	248.95	0.907	222.66	182.20	4.9	8.1	33.197	D

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	429.72	429.72	206.06	545.47	0.788	429.20	367.42	3.4	3.9	8.475	A
2	139.12	139.12	472.29	213.55	0.651	138.44	162.97	1.5	2.2	14.370	B
3	425.32	425.32	118.38	571.88	0.744	425.35	492.36	3.2	3.2	6.851	A
4	199.98	199.98	372.06	236.71	0.845	201.42	171.66	8.1	6.7	29.113	D

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	442.71	442.71	220.84	534.39	0.828	441.68	369.98	3.9	5.0	10.409	B
2	102.35	102.35	485.02	205.77	0.497	103.38	177.50	2.2	1.1	10.044	B
3	470.58	470.58	78.07	601.72	0.782	469.77	510.33	3.2	4.0	7.789	A
4	181.13	181.13	409.39	216.65	0.836	181.42	138.46	6.7	6.4	30.243	D

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	519.81	519.81	165.27	576.08	0.902	516.02	342.09	5.0	8.8	15.491	C
2	118.38	118.38	516.78	186.35	0.635	117.60	164.51	1.1	1.9	14.922	B
3	434.85	434.85	96.78	587.87	0.740	435.43	537.59	4.0	3.4	6.930	A
4	119.22	119.22	382.95	230.86	0.516	124.40	149.26	6.4	1.2	9.563	A

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	15.43	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.05	21.82	293.73	38.19
	2	19.93	0.00	36.82	48.15
	3	321.95	53.29	5.14	77.42
	4	61.68	59.48	64.41	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.05	21.30	318.18	47.94
	2	35.46	0.00	99.13	49.41
	3	332.65	53.82	0.00	82.14
	4	42.49	55.28	58.85	1.05

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	18.88	305.59	45.00
	2	30.32	1.05	60.22	67.66
	3	355.00	43.01	0.00	88.43
	4	44.48	56.44	72.80	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.05	17.73	306.43	61.58
	2	69.45	0.00	61.68	51.30
	3	333.49	50.88	1.05	81.20
	4	32.73	41.12	53.71	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	25.70	264.36	61.16
	2	43.33	0.00	62.94	78.36
	3	347.76	33.88	0.00	93.05
	4	45.63	40.49	61.47	1.05

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	21.51	262.26	49.93
	2	81.93	0.00	74.17	69.34
	3	303.70	48.78	0.00	76.90
	4	45.63	39.86	42.07	1.05

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	11	8	13
	2	0	0	10	2
	3	10	4	33	23
	4	24	6	22	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	18	7	8
	2	6	0	6	7
	3	8	17	0	11
	4	15	23	23	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	8	2
	2	4	0	13	9
	3	7	11	0	10
	4	19	20	19	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	8	6
	2	3	0	4	2
	3	6	12	0	9
	4	7	5	22	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	26	8	2
	2	3	0	7	4
	3	4	30	0	20
	4	13	5	18	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	33	7	10
	2	4	0	5	5
	3	3	13	0	7
	4	15	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.68	5.22	2.2	A	364.07	2184.43
2	0.79	15.42	3.7	C	173.44	1040.65
3	0.91	18.76	9.4	C	463.92	2783.54
4	0.84	29.55	5.4	D	153.63	921.80

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	354.79	354.79	178.48	566.17	0.627	352.99	400.00	0.0	1.8	4.554	A
2	104.90	104.90	399.05	258.33	0.406	104.20	132.41	0.0	0.7	6.062	A
3	457.80	457.80	106.66	580.55	0.789	453.80	396.59	0.0	4.0	7.712	A
4	185.58	185.58	397.90	222.82	0.833	180.58	162.56	0.0	5.0	22.776	C

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	388.46	388.46	169.42	572.97	0.678	388.04	410.86	1.8	2.2	5.222	A
2	184.00	184.00	426.96	241.27	0.763	181.53	130.49	0.7	3.2	15.424	C
3	468.61	468.61	133.79	560.47	0.836	467.34	474.70	4.0	5.3	10.418	B
4	157.67	157.67	421.47	210.16	0.750	158.81	179.66	5.0	3.9	21.583	C

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	369.47	369.47	172.04	571.00	0.647	369.72	428.18	2.2	2.0	4.784	A
2	159.25	159.25	422.81	243.81	0.653	160.30	118.95	3.2	2.1	11.915	B
3	486.44	486.44	144.24	552.73	0.880	484.57	438.86	5.3	7.2	13.721	B
4	173.72	173.72	428.07	206.61	0.841	172.15	200.74	3.9	5.4	29.550	D

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	386.78	386.78	148.83	588.42	0.657	386.73	436.34	2.0	2.0	4.803	A
2	182.43	182.43	425.02	242.45	0.752	181.59	110.53	2.1	3.0	14.982	B
3	466.62	466.62	182.65	524.29	0.890	465.85	423.97	7.2	7.9	16.055	C
4	127.56	127.56	454.51	192.40	0.663	130.66	193.98	5.4	2.3	17.076	C

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	351.22	351.22	137.00	597.29	0.588	351.71	435.85	2.0	1.6	3.967	A
2	184.63	184.63	388.43	264.83	0.697	185.09	100.28	3.0	2.5	11.919	B
3	474.69	474.69	184.25	523.11	0.907	473.25	389.27	7.9	9.4	18.764	C
4	148.65	148.65	424.53	208.51	0.713	148.32	232.97	2.3	2.7	16.705	C

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	333.70	333.70	132.33	600.79	0.555	333.89	433.24	1.6	1.4	3.676	A
2	225.44	225.44	355.94	284.69	0.792	224.24	110.28	2.5	3.7	15.203	C
3	429.37	429.37	201.49	510.35	0.841	432.74	378.69	9.4	6.0	12.652	B
4	128.61	128.61	436.25	202.21	0.636	129.33	197.97	2.7	2.0	13.424	B

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	18.50	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	44.73	349.26	52.69
	2	10.16	0.00	94.54	40.65
	3	279.60	82.80	8.17	82.97
	4	47.77	46.72	58.14	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	47.04	342.87	48.61
	2	37.40	0.00	86.16	52.06
	3	310.61	66.46	2.10	63.90
	4	50.60	61.49	69.98	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	69.04	288.09	36.35
	2	18.33	0.00	76.20	54.16
	3	260.85	79.03	1.05	91.14
	4	52.17	99.73	73.96	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	41.17	350.21	38.34
	2	21.58	0.00	70.97	57.93
	3	291.33	66.67	4.09	74.59
	4	54.79	64.74	79.41	1.05

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	44.63	370.43	27.66
	2	8.28	0.00	64.05	41.38
	3	316.06	95.90	1.05	68.93
	4	45.67	48.29	87.16	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	51.96	421.55	46.30
	2	14.56	0.00	78.51	36.67
	3	292.70	83.64	3.04	66.84
	4	33.31	39.18	46.72	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	7	17
	2	43	0	56	6
	3	14	30	40	37
	4	10	10	11	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	8	16
	2	33	0	39	26
	3	16	15	0	24
	4	19	6	26	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	8	10
	2	42	0	35	24
	3	15	13	0	35
	4	4	10	14	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1	2	3	4
From	1	0	3	11	14
	2	27	0	31	16
	3	12	11	50	14
	4	17	3	9	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1	2	3	4
From	1	0	5	8	35
	2	14	0	18	15
	3	13	18	0	26
	4	11	7	23	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1	2	3	4
From	1	0	10	9	26
	2	8	0	24	14
	3	14	24	50	28
	4	7	6	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.92	17.66	10.0	C	445.15	2670.92
2	0.80	24.84	4.7	C	143.93	863.58
3	0.80	9.06	4.5	A	448.92	2693.50
4	0.93	39.42	9.7	E	176.81	1060.89

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	446.69	446.69	193.65	554.78	0.805	442.42	334.23	0.0	4.3	8.394	A
2	145.34	145.34	463.59	218.87	0.664	142.77	172.48	0.0	2.6	15.732	C
3	453.54	453.54	102.10	583.93	0.777	449.50	504.27	0.0	4.0	7.878	A
4	152.63	152.63	377.25	233.92	0.653	150.63	174.35	0.0	2.0	11.678	B

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	438.52	438.52	197.50	551.90	0.795	438.55	396.30	4.3	4.2	8.601	A
2	175.62	175.62	462.28	219.67	0.799	173.46	173.78	2.6	4.7	24.841	C
3	443.07	443.07	136.59	558.39	0.793	442.77	499.15	4.0	4.3	9.059	A
4	182.07	182.07	415.33	213.46	0.853	178.48	164.04	2.0	5.6	27.568	D

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	393.47	393.47	250.33	512.26	0.768	394.05	332.31	4.2	3.7	8.201	A
2	148.70	148.70	399.19	258.25	0.576	151.59	245.20	4.7	1.8	11.377	B
3	432.07	432.07	110.49	577.72	0.748	432.81	440.29	4.3	3.6	7.373	A
4	225.86	225.86	360.92	242.70	0.931	221.73	182.38	5.6	9.7	39.419	E

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	429.72	429.72	217.57	536.84	0.800	429.14	367.33	3.7	4.2	9.139	A
2	150.48	150.48	472.14	213.65	0.704	149.52	174.57	1.8	2.8	17.117	C
3	436.68	436.68	118.24	571.98	0.763	436.72	503.42	3.6	3.6	7.481	A
4	199.98	199.98	383.38	230.63	0.867	201.52	171.57	9.7	8.2	35.778	E

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	442.71	442.71	232.17	525.89	0.842	441.53	370.01	4.2	5.4	11.397	B
2	113.71	113.71	484.80	205.91	0.552	115.01	188.90	2.8	1.5	11.731	B
3	481.93	481.93	78.22	601.61	0.801	481.02	521.59	3.6	4.5	8.573	A
4	181.13	181.13	420.69	210.58	0.860	181.49	138.55	8.2	7.8	37.148	E

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	519.81	519.81	177.68	566.77	0.917	515.21	342.44	5.4	10.0	17.657	C
2	129.74	129.74	516.72	186.39	0.696	128.66	176.17	1.5	2.6	18.176	C
3	446.21	446.21	96.61	587.99	0.759	446.87	548.76	4.5	3.8	7.557	A
4	119.22	119.22	394.35	224.73	0.530	125.78	149.14	7.8	1.3	10.452	B

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	18.55	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.05	21.82	293.73	38.19
	2	19.93	0.00	48.18	48.15
	3	321.95	64.65	5.14	77.42
	4	61.68	59.48	64.41	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.05	21.30	318.18	47.94
	2	35.46	0.00	110.49	49.41
	3	332.65	65.17	0.00	82.14
	4	42.49	55.28	58.85	1.05

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	18.88	305.59	45.00
	2	30.32	1.05	71.57	67.66
	3	355.00	54.37	0.00	88.43
	4	44.48	56.44	72.80	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.05	17.73	306.43	61.58
	2	69.45	0.00	73.04	51.30
	3	333.49	62.24	1.05	81.20
	4	32.73	41.12	53.71	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	25.70	264.36	61.16
	2	43.33	0.00	74.30	78.36
	3	347.76	45.24	0.00	93.05
	4	45.63	40.49	61.47	1.05

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	21.51	262.26	49.93
	2	81.93	0.00	85.53	69.34
	3	303.70	60.14	0.00	76.90
	4	45.63	39.86	42.07	1.05

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	11	8	13
	2	0	0	19	2
	3	10	11	33	23
	4	24	6	22	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	18	7	8
	2	6	0	10	7
	3	8	24	0	11
	4	15	23	23	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	8	2
	2	4	0	19	9
	3	7	20	0	10
	4	19	20	19	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	8	6
	2	3	0	10	2
	3	6	20	0	9
	4	7	5	22	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	26	8	2
	2	3	0	13	4
	3	4	40	0	20
	4	13	5	18	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	33	7	10
	2	4	0	10	5
	3	3	20	0	7
	4	15	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.69	5.47	2.3	A	364.07	2184.43
2	0.83	18.75	4.7	C	184.80	1108.80
3	0.93	23.37	11.9	C	475.28	2851.69
4	0.87	34.43	6.3	D	153.63	921.80

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	354.79	354.79	189.22	558.11	0.636	352.92	399.48	0.0	1.9	4.729	A
2	116.26	116.26	398.74	258.52	0.450	115.39	143.40	0.0	0.9	6.769	A
3	469.16	469.16	106.60	580.60	0.808	464.65	407.54	0.0	4.5	8.443	A
4	185.58	185.58	408.80	216.97	0.855	179.90	162.45	0.0	5.7	25.460	D

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	388.46	388.46	180.78	564.45	0.688	388.00	410.61	1.9	2.3	5.471	A
2	195.36	195.36	426.96	241.27	0.810	192.09	141.81	0.9	4.1	18.748	C
3	479.97	479.97	133.50	560.68	0.856	478.38	485.55	4.5	6.1	11.810	B
4	157.67	157.67	432.44	204.26	0.772	158.94	179.44	5.7	4.4	24.616	C

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	369.47	369.47	183.06	562.74	0.657	369.73	427.74	2.3	2.1	4.992	A
2	170.60	170.60	422.66	243.90	0.699	172.03	130.13	4.1	2.7	14.297	B
3	497.80	497.80	144.33	552.66	0.901	495.31	450.36	6.1	8.6	16.150	C
4	173.72	173.72	438.98	200.74	0.865	171.82	200.66	4.4	6.3	34.428	D

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	386.78	386.78	160.55	579.62	0.667	386.72	436.07	2.1	2.1	5.022	A
2	193.79	193.79	425.27	242.30	0.800	192.64	121.99	2.7	3.9	18.543	C
3	477.97	477.97	182.45	524.44	0.911	476.80	435.46	8.6	9.8	19.482	C
4	127.56	127.56	465.34	186.58	0.684	131.28	193.91	6.3	2.6	19.310	C

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	351.22	351.22	148.34	588.79	0.597	351.74	435.49	2.1	1.6	4.112	A
2	195.99	195.99	388.46	264.81	0.740	196.66	111.62	3.9	3.2	14.310	B
3	486.05	486.05	184.37	523.02	0.929	483.95	400.75	9.8	11.9	23.367	C
4	148.65	148.65	435.52	202.60	0.734	148.30	232.79	2.6	2.9	18.483	C

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	333.70	333.70	143.86	592.14	0.564	333.90	433.88	1.6	1.4	3.800	A
2	236.80	236.80	355.99	284.66	0.832	235.24	121.77	3.2	4.7	18.671	C
3	440.73	440.73	201.28	510.50	0.863	445.23	389.96	11.9	7.4	15.472	C
4	128.61	128.61	448.34	195.71	0.657	129.40	198.17	2.9	2.2	14.782	B

FB+CD+N2T SCN2 WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	16.02	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	FB+CD+N2T SCN2 WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	50.00	346.00	52.00
	2	16.00	0.00	82.00	40.00
	3	277.00	71.00	8.00	82.00
	4	47.00	46.00	58.00	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	52.00	340.00	48.00
	2	43.00	0.00	74.00	52.00
	3	308.00	55.00	2.00	63.00
	4	50.00	61.00	69.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	74.00	285.00	36.00
	2	24.00	0.00	64.00	54.00
	3	258.00	67.00	1.00	90.00
	4	52.00	99.00	73.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	47.00	347.00	38.00
	2	27.00	0.00	59.00	57.00
	3	289.00	55.00	4.00	74.00
	4	54.00	64.00	79.00	1.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	50.00	367.00	27.00
	2	14.00	0.00	52.00	41.00
	3	313.00	84.00	1.00	68.00
	4	45.00	48.00	86.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	57.00	418.00	46.00
	2	20.00	0.00	67.00	36.00
	3	290.00	72.00	3.00	66.00
	4	33.00	39.00	46.00	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	12	7	17
	2	55	0	53	6
	3	14	25	40	37
	4	10	10	11	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	8	16
	2	38	0	34	26
	3	16	8	0	24
	4	19	6	26	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	8	10
	2	50	0	30	24
	3	15	7	0	35
	4	4	10	14	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	7	11	14
	2	35	0	25	16
	3	12	4	50	14
	4	17	3	9	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	9	8	35
	2	33	0	11	15
	3	13	14	0	26
	4	11	7	23	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	14	9	26
	2	20	0	18	14
	3	14	19	50	28
	4	7	6	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.90	15.57	8.8	C	446.67	2680.00
2	0.76	20.99	3.9	C	137.00	822.00
3	0.78	8.21	3.9	A	433.50	2601.00
4	0.90	32.64	7.9	D	175.00	1050.00

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	448.00	448.00	181.09	564.21	0.794	443.98	336.92	0.0	4.0	7.908	A
2	138.00	138.00	459.65	221.28	0.624	135.84	165.41	0.0	2.2	13.964	B
3	438.00	438.00	106.66	580.56	0.754	434.43	488.84	0.0	3.6	7.223	A
4	151.00	151.00	368.85	238.44	0.633	149.15	172.24	0.0	1.8	10.926	B

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	440.00	440.00	184.95	561.32	0.784	440.03	399.03	4.0	4.0	8.070	A
2	169.00	169.00	457.98	222.31	0.760	167.31	167.00	2.2	3.9	20.990	C
3	428.00	428.00	141.74	554.58	0.772	427.75	483.54	3.6	3.8	8.209	A
4	180.00	180.00	406.92	217.98	0.826	177.06	162.58	1.8	4.8	24.082	C

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	395.00	395.00	237.39	521.97	0.757	395.54	334.99	4.0	3.4	7.698	A
2	142.00	142.00	394.99	260.81	0.544	144.26	237.94	3.9	1.6	10.243	B
3	416.00	416.00	115.41	574.08	0.725	416.66	423.84	3.8	3.2	6.728	A
4	224.00	224.00	351.49	247.77	0.904	220.89	180.58	4.8	7.9	32.643	D

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	432.00	432.00	204.42	546.70	0.790	431.43	369.70	3.4	4.0	8.580	A
2	143.00	143.00	468.15	216.08	0.662	142.29	167.70	1.6	2.3	14.812	B
3	422.00	422.00	122.45	568.86	0.742	422.01	488.00	3.2	3.1	6.837	A
4	198.00	198.00	374.71	235.29	0.842	199.41	169.75	7.9	6.5	28.598	D

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	444.00	444.00	218.85	535.88	0.829	443.02	372.03	4.0	5.0	10.437	B
2	107.00	107.00	479.84	208.94	0.512	108.06	182.03	2.3	1.2	10.393	B
3	466.00	466.00	82.80	598.22	0.779	465.23	505.11	3.1	3.9	7.730	A
4	179.00	179.00	411.52	215.50	0.831	179.36	136.50	6.5	6.1	29.466	D

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	521.00	521.00	163.87	577.13	0.903	517.17	344.41	5.0	8.8	15.568	C
2	123.00	123.00	512.04	189.25	0.650	122.17	169.00	1.2	2.1	15.499	C
3	431.00	431.00	101.22	584.58	0.737	431.56	532.99	3.9	3.4	6.901	A
4	118.00	118.00	385.32	229.58	0.514	122.95	147.45	6.1	1.2	9.527	A

FB+CD+N2T SCN2 WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	15.27	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	FB+CD+N2T SCN2 WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	27.00	291.00	38.00
	2	26.00	0.00	36.00	48.00
	3	319.00	53.00	5.00	77.00
	4	61.00	59.00	64.00	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	27.00	315.00	47.00
	2	41.00	0.00	98.00	49.00
	3	329.00	53.00	0.00	81.00
	4	42.00	55.00	58.00	1.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	25.00	303.00	45.00
	2	36.00	1.00	60.00	67.00
	3	352.00	43.00	0.00	88.00
	4	44.00	56.00	72.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	23.00	304.00	61.00
	2	75.00	0.00	61.00	51.00
	3	330.00	50.00	1.00	80.00
	4	32.00	41.00	53.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	31.00	262.00	61.00
	2	49.00	0.00	62.00	78.00
	3	344.00	34.00	0.00	92.00
	4	45.00	40.00	61.00	1.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	27.00	260.00	49.00
	2	87.00	0.00	73.00	69.00
	3	301.00	48.00	0.00	76.00
	4	45.00	39.00	42.00	1.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	20	8	13
	2	9	0	10	2
	3	10	4	33	23
	4	24	6	22	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	26	7	8
	2	12	0	6	7
	3	8	17	0	11
	4	15	23	23	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	8	2
	2	10	0	13	9
	3	7	11	0	10
	4	19	20	19	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	16	8	6
	2	6	0	4	2
	3	6	12	0	9
	4	7	5	22	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	33	8	2
	2	7	0	7	4
	3	4	30	0	20
	4	13	5	18	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	41	7	10
	2	6	0	5	5
	3	3	13	0	7
	4	15	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.68	5.25	2.2	A	366.50	2199.00
2	0.80	15.79	3.9	C	177.83	1067.00
3	0.91	18.44	9.1	C	459.33	2756.00
4	0.84	29.24	5.3	D	152.00	912.00

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	357.00	357.00	177.19	567.14	0.629	355.17	402.38	0.0	1.8	4.605	A
2	110.00	110.00	395.54	260.48	0.422	109.23	136.81	0.0	0.8	6.290	A
3	454.00	454.00	112.28	576.39	0.788	450.02	392.49	0.0	4.0	7.734	A
4	184.00	184.00	400.51	221.42	0.831	179.06	161.80	0.0	4.9	22.735	C

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	390.00	390.00	167.50	574.41	0.679	389.58	412.27	1.8	2.2	5.254	A
2	188.00	188.00	421.95	244.33	0.769	185.44	135.13	0.8	3.3	15.789	C
3	463.00	463.00	137.82	557.48	0.831	461.90	469.57	4.0	5.1	10.171	B
4	156.00	156.00	422.57	209.57	0.744	157.20	177.15	4.9	3.7	21.171	C

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	373.00	373.00	170.70	572.00	0.652	373.21	430.30	2.2	2.0	4.870	A
2	164.00	164.00	419.37	245.91	0.667	165.04	124.54	3.3	2.3	12.453	B
3	483.00	483.00	149.19	549.06	0.880	480.97	435.21	5.1	7.1	13.715	B
4	172.00	172.00	430.59	205.25	0.838	170.41	199.57	3.7	5.3	29.239	D

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	389.00	389.00	147.07	589.73	0.660	388.96	437.73	2.0	2.1	4.849	A
2	187.00	187.00	421.21	244.79	0.764	186.12	114.83	2.3	3.2	15.690	C
3	461.00	461.00	187.23	520.90	0.885	460.48	420.09	7.1	7.6	15.619	C
4	126.00	126.00	455.75	191.73	0.657	129.05	191.96	5.3	2.3	16.801	C

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	354.00	354.00	136.07	597.99	0.592	354.49	437.16	2.1	1.6	4.025	A
2	189.00	189.00	385.37	266.70	0.709	189.49	105.18	3.2	2.7	12.451	B
3	470.00	470.00	189.38	519.31	0.905	468.52	385.49	7.6	9.1	18.437	C
4	147.00	147.00	426.57	207.42	0.709	146.66	231.34	2.3	2.6	16.550	C

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	336.00	336.00	130.59	602.10	0.558	336.20	434.90	1.6	1.4	3.717	A
2	229.00	229.00	352.63	286.72	0.799	227.79	114.16	2.7	3.9	15.718	C
3	425.00	425.00	205.23	507.58	0.837	428.31	375.19	9.1	5.8	12.372	B
4	127.00	127.00	437.78	201.39	0.631	127.71	195.75	2.6	1.9	13.279	B

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 12_four_arm_V3_WITH_CONGESTION_WITHREDUCEDFLOWS.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\1 Reduced Flow Models
Report generation date: 09/04/2025 15:13:49

»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	FB+CD+N2T WD													
Arm 1	D7	9.4	16.51	0.91	C	17.15	C	D8	2.3	5.34	0.68	A	16.86	C
Arm 2		4.1	22.33	0.77	C				4.2	16.96	0.81	C		
Arm 3		4.2	8.62	0.79	A				10.5	20.86	0.92	C		
Arm 4		8.8	36.10	0.92	E				5.8	31.83	0.85	D		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

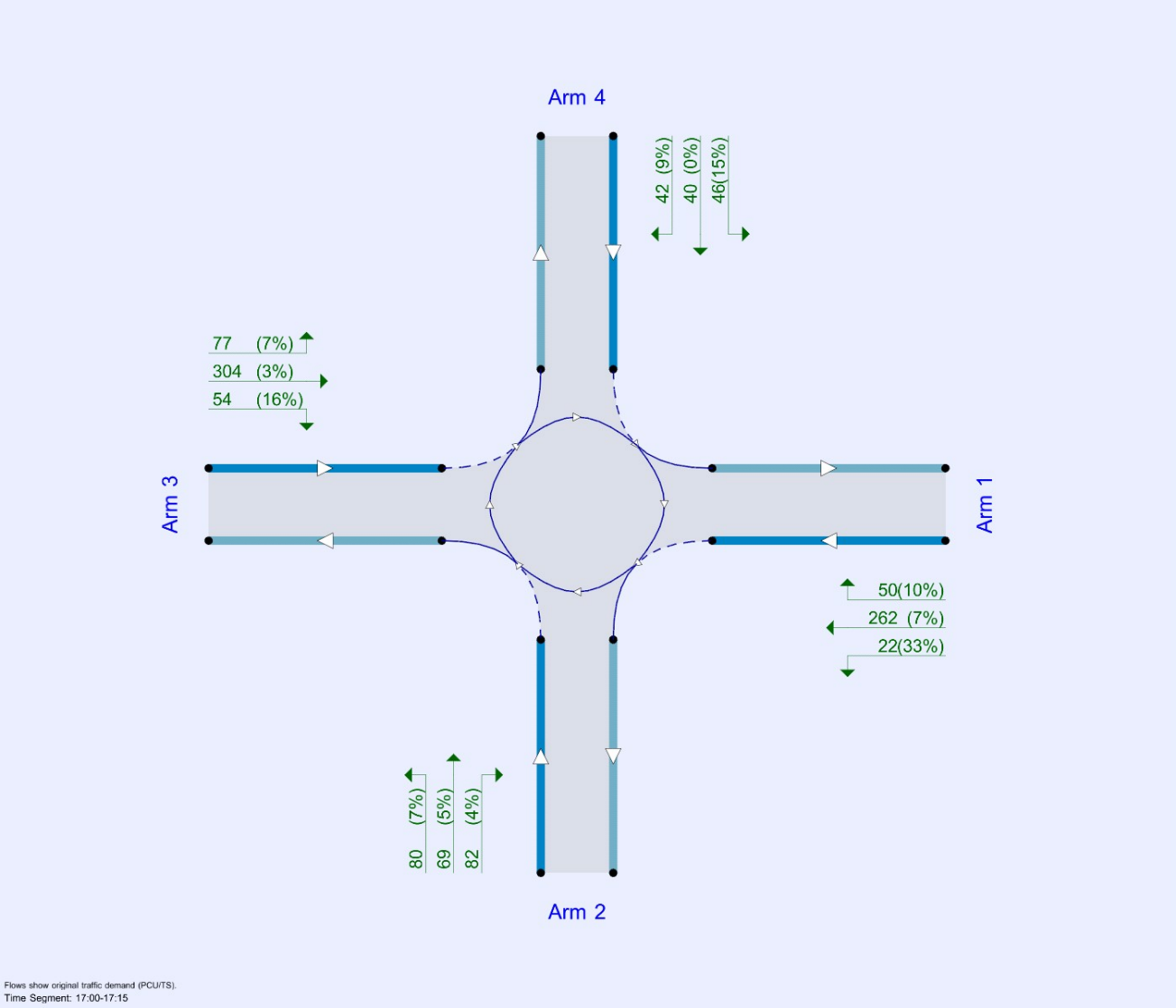
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	15:45	17:15	90	15	✓

Analysis Set Details

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

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	17.15	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A11 Thetford Bypass (E)	
2	A1066 Mundford Road (S)	
3	A11 Thetford Bypass (W)	
4	A134 (N)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	7.40	10.07	24.7	33.1	59.1	25.0	
2	3.68	8.71	25.2	16.5	59.1	32.0	
3	7.10	9.60	6.9	52.6	59.1	23.0	
4	3.43	9.01	23.1	18.1	59.1	36.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.790	736.924
2	0.611	502.312
3	0.740	659.523
4	0.597	485.192

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1	Percentage		95.00
4	Percentage		90.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	44.73	349.26	52.69
	2	10.16	0.00	88.86	40.65
	3	279.60	77.12	8.17	82.97
	4	47.77	46.72	58.14	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	47.04	342.87	48.61
	2	37.40	0.00	80.48	52.06
	3	310.61	60.78	2.10	63.90
	4	50.60	61.49	69.98	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	69.04	288.09	36.35
	2	18.33	0.00	70.52	54.16
	3	260.85	73.35	1.05	91.14
	4	52.17	99.73	73.96	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	41.17	350.21	38.34
	2	21.58	0.00	65.29	57.93
	3	291.33	60.99	4.09	74.59
	4	54.79	64.74	79.41	1.05

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	44.63	370.43	27.66
	2	8.28	0.00	58.37	41.38
	3	316.06	90.22	1.05	68.93
	4	45.67	48.29	87.16	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	51.96	421.55	46.30
	2	14.56	0.00	72.83	36.67
	3	292.70	77.96	3.04	66.84
	4	33.31	39.18	46.72	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	7	17
	2	43	0	55	6
	3	14	28	40	37
	4	10	10	11	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	8	16
	2	33	0	37	26
	3	16	12	0	24
	4	19	6	26	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	8	10
	2	42	0	32	24
	3	15	10	0	35
	4	4	10	14	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	11	14
	2	27	0	28	16
	3	12	8	50	14
	4	17	3	9	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	8	35
	2	14	0	15	15
	3	13	16	0	26
	4	11	7	23	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1	2	3	4
From	1	0	10	9	26
	2	8	0	21	14
	3	14	22	50	28
	4	7	6	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.91	16.51	9.4	C	445.15	2670.92
2	0.77	22.33	4.1	C	138.25	829.51
3	0.79	8.62	4.2	A	443.24	2659.43
4	0.92	36.10	8.8	E	176.81	1060.89

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	446.69	446.69	188.10	558.95	0.799	442.57	334.37	0.0	4.1	8.122	A
2	139.67	139.67	463.75	218.77	0.638	137.38	166.92	0.0	2.3	14.620	B
3	447.86	447.86	102.18	583.87	0.767	444.04	498.95	0.0	3.8	7.560	A
4	152.63	152.63	371.77	236.87	0.644	150.70	174.45	0.0	1.9	11.304	B

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	438.52	438.52	192.04	555.99	0.789	438.55	396.51	4.1	4.1	8.299	A
2	169.94	169.94	462.39	219.61	0.774	168.11	168.20	2.3	4.1	22.329	C
3	437.39	437.39	136.77	558.26	0.783	437.13	493.74	3.8	4.1	8.621	A
4	182.07	182.07	409.77	216.44	0.841	178.78	164.13	1.9	5.2	25.873	D

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	393.47	393.47	245.05	516.22	0.762	394.03	332.28	4.1	3.5	7.928	A
2	143.02	143.02	399.30	258.18	0.554	145.48	239.78	4.1	1.7	10.602	B
3	426.39	426.39	110.30	577.86	0.738	427.08	434.48	4.1	3.4	7.054	A
4	225.86	225.86	355.09	245.83	0.919	222.24	182.28	5.2	8.8	36.100	E

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	429.72	429.72	211.82	541.15	0.794	429.17	367.38	3.5	4.1	8.795	A
2	144.80	144.80	472.23	213.59	0.678	144.00	168.77	1.7	2.5	15.648	C
3	431.00	431.00	118.31	571.93	0.754	431.03	497.91	3.4	3.4	7.155	A
4	199.98	199.98	377.72	233.67	0.856	201.48	171.62	8.8	7.4	32.126	D

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	442.71	442.71	226.50	530.14	0.835	441.61	369.99	4.1	5.2	10.882	B
2	108.03	108.03	484.92	205.83	0.525	109.18	183.19	2.5	1.3	10.837	B
3	476.25	476.25	78.14	601.67	0.792	475.40	515.96	3.4	4.2	8.164	A
4	181.13	181.13	415.04	213.61	0.848	181.46	138.50	7.4	7.0	33.338	D

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	519.81	519.81	171.42	571.46	0.910	515.65	342.25	5.2	9.4	16.508	C
2	124.06	124.06	516.74	186.37	0.666	123.15	170.32	1.3	2.2	16.424	C
3	440.53	440.53	96.71	587.92	0.749	441.15	543.18	4.2	3.6	7.228	A
4	119.22	119.22	388.65	227.79	0.523	125.02	149.21	7.0	1.2	9.975	A

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	16.86	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.05	21.82	293.73	38.19
	2	19.93	0.00	42.50	48.15
	3	321.95	58.97	5.14	77.42
	4	61.68	59.48	64.41	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.05	21.30	318.18	47.94
	2	35.46	0.00	104.81	49.41
	3	332.65	59.50	0.00	82.14
	4	42.49	55.28	58.85	1.05

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	18.88	305.59	45.00
	2	30.32	1.05	65.89	67.66
	3	355.00	48.69	0.00	88.43
	4	44.48	56.44	72.80	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.05	17.73	306.43	61.58
	2	69.45	0.00	67.36	51.30
	3	333.49	56.56	1.05	81.20
	4	32.73	41.12	53.71	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	25.70	264.36	61.16
	2	43.33	0.00	68.62	78.36
	3	347.76	39.56	0.00	93.05
	4	45.63	40.49	61.47	1.05

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	21.51	262.26	49.93
	2	81.93	0.00	79.85	69.34
	3	303.70	54.46	0.00	76.90
	4	45.63	39.86	42.07	1.05

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	11	8	13
	2	0	0	15	2
	3	10	8	33	23
	4	24	6	22	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	18	7	8
	2	6	0	8	7
	3	8	21	0	11
	4	15	23	23	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	8	2
	2	4	0	16	9
	3	7	16	0	10
	4	19	20	19	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	8	6
	2	3	0	7	2
	3	6	16	0	9
	4	7	5	22	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	26	8	2
	2	3	0	10	4
	3	4	36	0	20
	4	13	5	18	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	33	7	10
	2	4	0	7	5
	3	3	16	0	7
	4	15	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.68	5.34	2.3	A	364.07	2184.43
2	0.81	16.96	4.2	C	179.12	1074.73
3	0.92	20.86	10.5	C	469.60	2817.61
4	0.85	31.83	5.8	D	153.63	921.80

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	354.79	354.79	183.87	562.13	0.631	352.95	399.75	0.0	1.8	4.641	A
2	110.58	110.58	398.90	258.42	0.428	109.80	137.91	0.0	0.8	6.404	A
3	463.48	463.48	106.63	580.58	0.798	459.24	402.07	0.0	4.2	8.063	A
4	185.58	185.58	403.36	219.89	0.844	180.26	162.51	0.0	5.3	24.056	C

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	388.46	388.46	175.10	568.70	0.683	388.02	410.74	1.8	2.3	5.344	A
2	189.68	189.68	426.96	241.27	0.786	186.85	136.15	0.8	3.6	16.960	C
3	474.29	474.29	133.66	560.56	0.846	472.87	480.15	4.2	5.7	11.078	B
4	157.67	157.67	426.97	207.20	0.761	158.87	179.56	5.3	4.1	23.003	C

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	369.47	369.47	177.56	566.86	0.652	369.72	427.98	2.3	2.0	4.887	A
2	164.92	164.92	422.74	243.85	0.676	166.15	124.55	3.6	2.4	13.009	B
3	492.12	492.12	144.28	552.70	0.890	489.97	444.60	5.7	7.8	14.853	B
4	173.72	173.72	433.55	203.66	0.853	172.00	200.70	4.1	5.8	31.833	D

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	386.78	386.78	154.68	584.03	0.662	386.72	436.23	2.0	2.1	4.910	A
2	188.11	188.11	425.14	242.38	0.776	187.13	116.26	2.4	3.4	16.602	C
3	472.29	472.29	182.56	524.36	0.901	471.35	429.72	7.8	8.8	17.631	C
4	127.56	127.56	459.96	189.47	0.673	130.95	193.95	5.8	2.5	18.117	C

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	351.22	351.22	142.67	593.03	0.592	351.72	435.69	2.1	1.6	4.037	A
2	190.31	190.31	388.44	264.82	0.719	190.86	105.95	3.4	2.8	13.013	B
3	480.37	480.37	184.30	523.07	0.918	478.64	395.01	8.8	10.5	20.859	C
4	148.65	148.65	430.05	205.54	0.723	148.31	232.89	2.5	2.8	17.553	C

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	333.70	333.70	138.09	596.47	0.559	333.89	433.53	1.6	1.4	3.737	A
2	231.12	231.12	355.96	284.67	0.812	229.76	116.02	2.8	4.2	16.786	C
3	435.05	435.05	201.39	510.42	0.852	438.92	384.33	10.5	6.6	13.913	B
4	128.61	128.61	442.26	198.98	0.646	129.36	198.06	2.8	2.0	14.063	B

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 13 (three arm)_V3.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 21/03/2025 11:39:56

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Arm 1	D1	1.0	4.18	0.48	A	5.03	A	D2	0.5	3.29	0.29	A	5.73	A
Arm 2		0.9	9.50	0.39	A				1.7	10.49	0.63	B		
Arm 3		0.5	4.11	0.31	A				0.6	4.36	0.33	A		
	FB WD													
Arm 1	D3	1.1	4.38	0.51	A	5.22	A	D4	0.5	3.36	0.30	A	6.14	A
Arm 2		1.0	9.81	0.41	A				2.0	11.62	0.67	B		
Arm 3		0.6	4.22	0.33	A				0.6	4.53	0.35	A		
	FB+CD WD													
Arm 1	D5	1.1	4.38	0.51	A	5.22	A	D6	0.5	3.36	0.30	A	6.14	A
Arm 2		1.0	9.81	0.41	A				2.0	11.62	0.67	B		
Arm 3		0.6	4.22	0.33	A				0.6	4.53	0.35	A		
	FB+CD+N2T WD													
Arm 1	D7	1.2	4.70	0.53	A	5.49	A	D8	0.6	3.57	0.33	A	6.44	A
Arm 2		1.0	10.17	0.42	B				2.1	12.46	0.69	B		
Arm 3		0.7	4.53	0.36	A				0.7	4.93	0.38	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

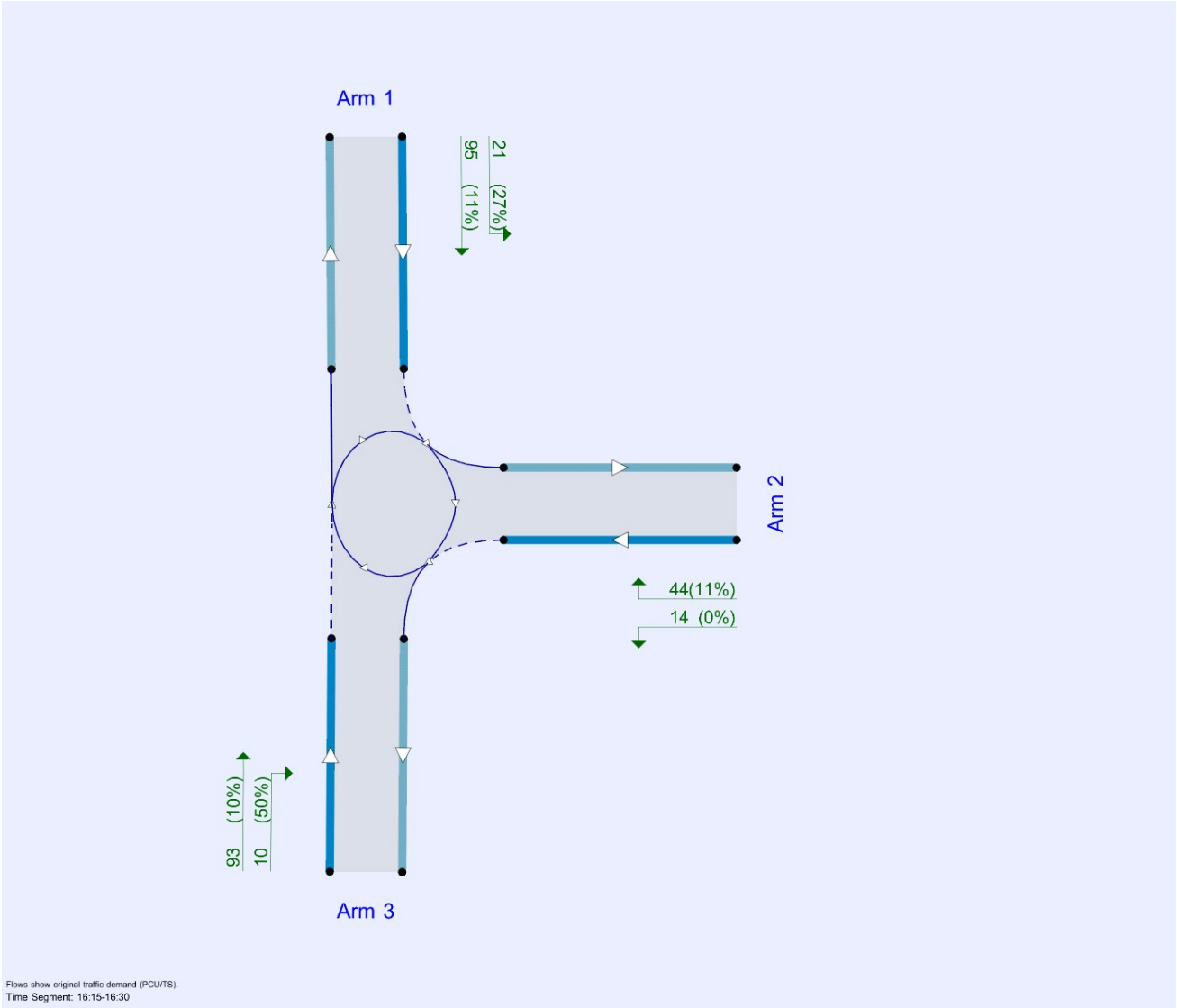
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A1066 Munford Road (N) 1 - A1066 Munford Road (N)	
2	Wyatt Way	
3	A1066 Munford Road (S)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.20	7.60	25.4	22.0	48.3	34.0	
2	2.70	6.20	4.2	23.0	48.3	41.0	
3	3.20	7.50	14.7	23.0	48.3	41.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.634	452.523
2	0.486	268.031
3	0.585	397.587

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.00	66.50	93.90
	2	40.90	0.00	22.90
	3	95.60	5.00	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	65.70	90.40
	2	61.30	0.00	25.70
	3	86.80	13.00	1.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	95.80	119.90
	2	44.80	0.00	7.90
	3	87.30	12.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	66.40	95.50
	2	33.50	0.00	7.00
	3	105.30	13.40	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	60.20	104.30
	2	26.80	0.00	10.00
	3	75.80	9.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.00	52.80	103.30
	2	28.70	0.00	7.90
	3	81.50	13.80	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	9	21
	2	68	0	69
	3	26	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	7
	2	49	0	25
	3	18	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	11
	2	29	0	17
	3	28	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	6
	2	17	0	0
	3	21	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	13
	2	8	0	0
	3	16	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	4	16
	2	12	0	14
	3	13	18	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.48	4.18	1.0	A	169.45	1016.70
2	0.39	9.50	0.9	A	52.90	317.40
3	0.31	4.11	0.5	A	99.92	599.50

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	161.40	161.40	4.98	449.37	0.359	160.76	136.63	0.0	0.6	3.599	A
2	63.80	63.80	94.52	222.07	0.287	63.13	71.21	0.0	0.7	9.499	A
3	100.60	100.60	41.47	373.31	0.269	100.14	116.19	0.0	0.5	4.094	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	156.10	156.10	13.96	443.67	0.352	156.16	147.96	0.6	0.6	3.328	A
2	87.00	87.00	91.44	223.57	0.389	86.78	78.69	0.7	0.9	9.258	A
3	100.80	100.80	61.11	361.81	0.279	100.82	117.11	0.5	0.4	3.961	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	215.70	215.70	12.01	444.91	0.485	215.28	132.34	0.6	1.0	4.179	A
2	52.70	52.70	119.69	209.84	0.251	53.15	107.60	0.9	0.4	7.345	A
3	99.30	99.30	45.06	371.21	0.268	99.29	127.78	0.4	0.5	4.105	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	161.90	161.90	13.39	444.03	0.365	162.30	138.88	1.0	0.6	3.307	A
2	40.50	40.50	95.70	221.50	0.183	40.68	79.99	0.4	0.3	5.677	A
3	118.70	118.70	33.66	377.88	0.314	118.62	102.72	0.5	0.5	4.109	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	164.50	164.50	9.03	446.80	0.368	164.46	102.84	0.6	0.6	3.475	A
2	36.80	36.80	104.25	217.34	0.169	36.84	69.24	0.3	0.2	5.284	A
3	84.80	84.80	26.85	381.86	0.222	85.01	114.24	0.5	0.3	3.459	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	157.10	157.10	13.78	443.79	0.354	157.12	111.14	0.6	0.6	3.498	A
2	36.60	36.60	104.29	217.32	0.168	36.59	66.61	0.2	0.2	5.599	A
3	95.30	95.30	29.68	380.21	0.251	95.25	111.21	0.3	0.4	3.603	A

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	21.20	94.50
	2	43.60	0.00	14.00
	3	93.20	9.90	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.00	15.30	87.30
	2	93.20	0.00	17.80
	3	89.00	7.50	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	23.30	75.10
	2	56.00	0.00	15.90
	3	114.90	6.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	22.50	76.60
	2	120.20	0.00	26.00
	3	96.70	4.80	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	3.90	19.60	77.40
	2	56.90	0.00	7.00
	3	104.80	15.10	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	30.00	97.30
	2	46.80	0.00	14.90
	3	77.10	10.30	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	27	11
	2	11	0	0
	3	10	50	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	25	6
	2	2	0	0
	3	5	17	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	47	10
	2	0	0	7
	3	5	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	31	6
	2	2	0	0
	3	8	67	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	50	46	9
	2	2	0	0
	3	11	50	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	56	8
	2	4	0	7
	3	4	43	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.29	3.29	0.5	A	107.50	645.00
2	0.63	10.49	1.7	B	85.38	512.30
3	0.33	4.36	0.6	A	104.88	629.30

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	115.70	115.70	9.86	446.27	0.259	115.30	136.13	0.0	0.4	3.086	A
2	57.60	57.60	94.18	222.24	0.259	57.23	30.99	0.0	0.4	5.876	A
3	103.10	103.10	43.32	372.23	0.277	102.67	108.09	0.0	0.4	3.754	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	103.60	103.60	7.51	447.76	0.231	103.67	182.67	0.4	0.3	2.840	A
2	111.00	111.00	88.34	225.08	0.493	110.40	22.83	0.4	1.0	7.954	A
3	96.50	96.50	93.66	342.75	0.282	96.52	105.08	0.4	0.4	3.862	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	98.40	98.40	6.01	448.71	0.219	98.40	171.25	0.3	0.3	3.014	A
2	71.90	71.90	75.13	231.50	0.311	72.41	29.28	1.0	0.5	5.756	A
3	120.90	120.90	56.46	364.53	0.332	120.80	91.08	0.4	0.5	3.853	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	99.10	99.10	4.80	449.48	0.220	99.12	215.88	0.3	0.3	2.839	A
2	146.20	146.20	76.61	230.78	0.634	144.96	27.31	0.5	1.7	10.488	B
3	101.50	101.50	119.16	327.82	0.310	101.52	102.41	0.5	0.5	4.364	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	100.90	100.90	15.05	442.98	0.228	100.87	166.61	0.3	0.3	3.045	A
2	63.90	63.90	81.27	228.52	0.280	65.20	34.66	1.7	0.4	5.643	A
3	119.90	119.90	61.83	361.39	0.332	119.83	84.64	0.5	0.6	4.269	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	127.30	127.30	10.33	445.97	0.285	127.18	124.16	0.3	0.5	3.291	A
2	61.70	61.70	97.22	220.76	0.279	61.69	40.29	0.4	0.4	5.943	A
3	87.40	87.40	46.86	370.15	0.236	87.63	112.05	0.6	0.3	3.429	A

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	69.63	98.32
	2	42.83	0.00	23.98
	3	100.11	5.24	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	68.80	94.66
	2	64.19	0.00	26.91
	3	90.89	13.61	1.05

07:45 - 08:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	100.31	125.55
	2	46.91	0.00	8.27
	3	91.41	12.57	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	69.53	100.00
	2	35.08	0.00	7.33
	3	110.26	14.03	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	63.04	109.22
	2	28.06	0.00	10.47
	3	79.37	9.42	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	55.29	108.17
	2	30.05	0.00	8.27
	3	85.34	14.45	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	9	21
	2	68	0	69
	3	26	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	7
	2	49	0	25
	3	18	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	11
	2	29	0	17
	3	28	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	6
	2	17	0	0
	3	21	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		1	2	3
From	1	0	3	13
	2	8	0	0
	3	16	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		1	2	3
From	1	0	4	16
	2	12	0	14
	3	13	18	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.51	4.38	1.1	A	177.44	1064.61
2	0.41	9.81	1.0	A	55.39	332.36
3	0.33	4.22	0.6	A	104.63	627.75

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	169.01	169.01	5.21	449.22	0.376	168.31	143.05	0.0	0.7	3.696	A
2	66.81	66.81	98.96	219.91	0.304	66.08	74.56	0.0	0.7	9.810	A
3	105.34	105.34	43.41	372.17	0.283	104.85	121.64	0.0	0.5	4.183	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	163.46	163.46	14.62	443.25	0.369	163.53	154.92	0.7	0.6	3.420	A
2	91.10	91.10	95.75	221.48	0.411	90.85	82.39	0.7	1.0	9.692	A
3	105.55	105.55	63.97	360.13	0.293	105.56	122.63	0.5	0.5	4.061	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	225.86	225.86	12.57	444.55	0.508	225.40	138.59	0.6	1.1	4.378	A
2	55.18	55.18	125.31	207.10	0.266	55.68	112.66	1.0	0.5	7.607	A
3	103.98	103.98	47.20	369.96	0.281	103.97	133.80	0.5	0.5	4.198	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	169.53	169.53	14.03	443.63	0.382	169.98	145.43	1.1	0.6	3.402	A
2	42.41	42.41	100.23	219.30	0.193	42.60	83.78	0.5	0.3	5.813	A
3	124.29	124.29	35.25	376.95	0.330	124.20	107.58	0.5	0.6	4.215	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	172.25	172.25	9.45	446.53	0.386	172.21	107.70	0.6	0.7	3.576	A
2	38.53	38.53	109.16	214.95	0.179	38.58	72.50	0.3	0.2	5.410	A
3	88.80	88.80	28.12	381.12	0.233	89.03	119.62	0.6	0.3	3.516	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	164.50	164.50	14.43	443.37	0.371	164.52	116.38	0.7	0.7	3.597	A
2	38.32	38.32	109.21	214.93	0.178	38.31	69.74	0.2	0.2	5.729	A
3	99.79	99.79	31.07	379.39	0.263	99.73	116.45	0.3	0.4	3.671	A

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	22.23	99.09
	2	45.72	0.00	14.68
	3	97.73	10.38	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	16.04	91.54
	2	97.73	0.00	18.66
	3	93.32	7.86	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	24.43	78.75
	2	58.72	0.00	16.67
	3	120.48	6.29	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	23.59	80.32
	2	126.04	0.00	27.26
	3	101.40	5.03	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	4.09	20.55	81.16
	2	59.66	0.00	7.34
	3	109.89	15.83	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	31.46	102.03
	2	49.07	0.00	15.62
	3	80.85	10.80	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	27	11
	2	11	0	0
	3	10	50	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	25	6
	2	2	0	0
	3	5	17	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	47	10
	2	0	0	7
	3	5	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	31	6
	2	2	0	0
	3	8	67	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	50	46	9
	2	2	0	0
	3	11	50	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	56	8
	2	4	0	7
	3	4	43	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.30	3.36	0.5	A	112.72	676.34
2	0.67	11.62	2.0	B	89.53	537.19
3	0.35	4.53	0.6	A	109.98	659.87

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	121.32	121.32	10.34	445.97	0.272	120.90	142.72	0.0	0.4	3.143	A
2	60.40	60.40	98.75	220.02	0.275	59.99	32.49	0.0	0.4	6.058	A
3	108.11	108.11	45.41	371.00	0.291	107.65	113.33	0.0	0.5	3.844	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	108.63	108.63	7.87	447.53	0.243	108.71	191.49	0.4	0.3	2.887	A
2	116.39	116.39	92.64	222.99	0.522	115.71	23.94	0.4	1.1	8.493	A
3	101.19	101.19	98.16	340.11	0.298	101.20	110.18	0.5	0.4	3.981	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	103.18	103.18	6.30	448.53	0.230	103.18	179.61	0.3	0.4	3.055	A
2	75.39	75.39	78.78	229.73	0.328	75.98	30.70	1.1	0.5	5.957	A
3	126.77	126.77	59.25	362.90	0.349	126.66	95.51	0.4	0.6	3.975	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	103.91	103.91	5.04	449.33	0.231	103.93	226.22	0.4	0.3	2.880	A
2	153.30	153.30	80.33	228.97	0.670	151.83	28.64	0.5	2.0	11.617	B
3	106.43	106.43	124.80	324.52	0.328	106.45	107.36	0.6	0.5	4.527	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	105.80	105.80	15.78	442.52	0.239	105.77	174.85	0.3	0.4	3.093	A
2	67.00	67.00	85.21	226.60	0.296	68.55	36.34	2.0	0.4	5.839	A
3	125.73	125.73	64.98	359.54	0.350	125.65	88.78	0.5	0.6	4.409	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	133.48	133.48	10.84	445.65	0.300	133.35	130.20	0.4	0.5	3.357	A
2	64.70	64.70	101.94	218.47	0.296	64.68	42.25	0.4	0.4	6.147	A
3	91.65	91.65	49.13	368.82	0.248	91.90	117.49	0.6	0.4	3.498	A

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	69.63	98.32
	2	42.83	0.00	23.98
	3	100.11	5.24	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	68.80	94.66
	2	64.19	0.00	26.91
	3	90.89	13.61	1.05

07:45 - 08:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	100.31	125.55
	2	46.91	0.00	8.27
	3	91.41	12.57	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	69.53	100.00
	2	35.08	0.00	7.33
	3	110.26	14.03	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	63.04	109.22
	2	28.06	0.00	10.47
	3	79.37	9.42	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	55.29	108.17
	2	30.05	0.00	8.27
	3	85.34	14.45	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	9	21
	2	68	0	69
	3	26	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	7
	2	49	0	25
	3	18	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	11
	2	29	0	17
	3	28	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	6
	2	17	0	0
	3	21	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		1	2	3
From	1	0	3	13
	2	8	0	0
	3	16	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		1	2	3
From	1	0	4	16
	2	12	0	14
	3	13	18	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.51	4.38	1.1	A	177.44	1064.61
2	0.41	9.81	1.0	A	55.39	332.36
3	0.33	4.22	0.6	A	104.63	627.75

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	169.01	169.01	5.21	449.22	0.376	168.31	143.05	0.0	0.7	3.696	A
2	66.81	66.81	98.96	219.91	0.304	66.08	74.56	0.0	0.7	9.810	A
3	105.34	105.34	43.41	372.17	0.283	104.85	121.64	0.0	0.5	4.183	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	163.46	163.46	14.62	443.25	0.369	163.53	154.92	0.7	0.6	3.420	A
2	91.10	91.10	95.75	221.48	0.411	90.85	82.39	0.7	1.0	9.692	A
3	105.55	105.55	63.97	360.13	0.293	105.56	122.63	0.5	0.5	4.061	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	225.86	225.86	12.57	444.55	0.508	225.40	138.59	0.6	1.1	4.378	A
2	55.18	55.18	125.31	207.10	0.266	55.68	112.66	1.0	0.5	7.607	A
3	103.98	103.98	47.20	369.96	0.281	103.97	133.80	0.5	0.5	4.198	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	169.53	169.53	14.03	443.63	0.382	169.98	145.43	1.1	0.6	3.402	A
2	42.41	42.41	100.23	219.30	0.193	42.60	83.78	0.5	0.3	5.813	A
3	124.29	124.29	35.25	376.95	0.330	124.20	107.58	0.5	0.6	4.215	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	172.25	172.25	9.45	446.53	0.386	172.21	107.70	0.6	0.7	3.576	A
2	38.53	38.53	109.16	214.95	0.179	38.58	72.50	0.3	0.2	5.410	A
3	88.80	88.80	28.12	381.12	0.233	89.03	119.62	0.6	0.3	3.516	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	164.50	164.50	14.43	443.37	0.371	164.52	116.38	0.7	0.7	3.597	A
2	38.32	38.32	109.21	214.93	0.178	38.31	69.74	0.2	0.2	5.729	A
3	99.79	99.79	31.07	379.39	0.263	99.73	116.45	0.3	0.4	3.671	A

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	22.23	99.09
	2	45.72	0.00	14.68
	3	97.73	10.38	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	16.04	91.54
	2	97.73	0.00	18.66
	3	93.32	7.86	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	24.43	78.75
	2	58.72	0.00	16.67
	3	120.48	6.29	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	23.59	80.32
	2	126.04	0.00	27.26
	3	101.40	5.03	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	4.09	20.55	81.16
	2	59.66	0.00	7.34
	3	109.89	15.83	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	31.46	102.03
	2	49.07	0.00	15.62
	3	80.85	10.80	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	27	11
	2	11	0	0
	3	10	50	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	25	6
	2	2	0	0
	3	5	17	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	47	10
	2	0	0	7
	3	5	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	31	6
	2	2	0	0
	3	8	67	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	50	46	9
	2	2	0	0
	3	11	50	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	56	8
	2	4	0	7
	3	4	43	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.30	3.36	0.5	A	112.72	676.34
2	0.67	11.62	2.0	B	89.53	537.19
3	0.35	4.53	0.6	A	109.98	659.87

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	121.32	121.32	10.34	445.97	0.272	120.90	142.72	0.0	0.4	3.143	A
2	60.40	60.40	98.75	220.02	0.275	59.99	32.49	0.0	0.4	6.058	A
3	108.11	108.11	45.41	371.00	0.291	107.65	113.33	0.0	0.5	3.844	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	108.63	108.63	7.87	447.53	0.243	108.71	191.49	0.4	0.3	2.887	A
2	116.39	116.39	92.64	222.99	0.522	115.71	23.94	0.4	1.1	8.493	A
3	101.19	101.19	98.16	340.11	0.298	101.20	110.18	0.5	0.4	3.981	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	103.18	103.18	6.30	448.53	0.230	103.18	179.61	0.3	0.4	3.055	A
2	75.39	75.39	78.78	229.73	0.328	75.98	30.70	1.1	0.5	5.957	A
3	126.77	126.77	59.25	362.90	0.349	126.66	95.51	0.4	0.6	3.975	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	103.91	103.91	5.04	449.33	0.231	103.93	226.22	0.4	0.3	2.880	A
2	153.30	153.30	80.33	228.97	0.670	151.83	28.64	0.5	2.0	11.617	B
3	106.43	106.43	124.80	324.52	0.328	106.45	107.36	0.6	0.5	4.527	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	105.80	105.80	15.78	442.52	0.239	105.77	174.85	0.3	0.4	3.093	A
2	67.00	67.00	85.21	226.60	0.296	68.55	36.34	2.0	0.4	5.839	A
3	125.73	125.73	64.98	359.54	0.350	125.65	88.78	0.5	0.6	4.409	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	133.48	133.48	10.84	445.65	0.300	133.35	130.20	0.4	0.5	3.357	A
2	64.70	64.70	101.94	218.47	0.296	64.68	42.25	0.4	0.4	6.147	A
3	91.65	91.65	49.13	368.82	0.248	91.90	117.49	0.6	0.4	3.498	A

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	69.63	109.68
	2	42.83	0.00	23.98
	3	111.46	5.24	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	68.80	106.02
	2	64.19	0.00	26.91
	3	102.25	13.61	1.05

07:45 - 08:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	100.31	136.91
	2	46.91	0.00	8.27
	3	102.77	12.57	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	69.53	111.36
	2	35.08	0.00	7.33
	3	121.62	14.03	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	63.04	120.57
	2	28.06	0.00	10.47
	3	90.73	9.42	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	55.29	119.53
	2	30.05	0.00	8.27
	3	96.70	14.45	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	9	25
	2	68	0	69
	3	30	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	11
	2	49	0	25
	3	22	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	14
	2	29	0	17
	3	33	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	10
	2	17	0	0
	3	25	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	16
	2	8	0	0
	3	21	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	4	20
	2	12	0	14
	3	18	18	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.53	4.70	1.2	A	188.79	1132.76
2	0.42	10.17	1.0	B	55.39	332.36
3	0.36	4.53	0.7	A	115.98	695.90

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	180.36	180.36	5.21	449.22	0.402	179.58	154.30	0.0	0.8	3.934	A
2	66.81	66.81	110.25	214.43	0.312	66.06	74.54	0.0	0.7	10.168	B
3	116.70	116.70	43.39	372.18	0.314	116.12	132.91	0.0	0.6	4.495	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	174.81	174.81	14.61	443.26	0.394	174.89	166.27	0.8	0.7	3.643	A
2	91.10	91.10	107.11	215.95	0.422	90.84	82.39	0.7	1.0	10.117	B
3	116.91	116.91	63.96	360.14	0.325	116.92	133.99	0.6	0.6	4.393	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	237.22	237.22	12.57	444.55	0.534	236.70	149.96	0.7	1.2	4.695	A
2	55.18	55.18	136.64	201.60	0.274	55.71	112.64	1.0	0.5	7.897	A
3	115.34	115.34	47.21	369.95	0.312	115.32	145.13	0.6	0.6	4.524	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	180.89	180.89	14.02	443.63	0.408	181.38	156.79	1.2	0.7	3.634	A
2	42.41	42.41	111.62	213.76	0.198	42.61	83.79	0.5	0.3	6.002	A
3	135.65	135.65	35.26	376.94	0.360	135.56	118.97	0.6	0.7	4.535	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	183.61	183.61	9.45	446.53	0.411	183.57	119.08	0.7	0.8	3.813	A
2	38.53	38.53	120.52	209.43	0.184	38.58	72.51	0.3	0.2	5.585	A
3	100.15	100.15	28.12	381.12	0.263	100.41	130.97	0.7	0.4	3.798	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	175.86	175.86	14.43	443.38	0.397	175.88	127.73	0.8	0.8	3.839	A
2	38.32	38.32	120.57	209.41	0.183	38.31	69.74	0.2	0.3	5.914	A
3	111.15	111.15	31.07	379.40	0.293	111.09	127.81	0.4	0.5	3.958	A

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	22.23	110.45
	2	45.72	0.00	14.68
	3	109.09	10.38	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.05	16.04	102.90
	2	97.73	0.00	18.66
	3	104.68	7.86	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	24.43	90.11
	2	58.72	0.00	16.67
	3	131.84	6.29	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	23.59	91.68
	2	126.04	0.00	27.26
	3	112.76	5.03	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	4.09	20.55	92.52
	2	59.66	0.00	7.34
	3	121.25	15.83	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	31.46	113.39
	2	49.07	0.00	15.62
	3	92.20	10.80	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	27	15
	2	11	0	0
	3	14	50	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	25	10
	2	2	0	0
	3	9	17	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	47	15
	2	0	0	7
	3	8	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	31	10
	2	2	0	0
	3	12	67	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	50	46	14
	2	2	0	0
	3	14	50	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	56	12
	2	4	0	7
	3	9	43	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.33	3.57	0.6	A	124.08	744.49
2	0.69	12.46	2.1	B	89.53	537.19
3	0.38	4.93	0.7	A	121.34	728.02

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	132.68	132.68	10.33	445.97	0.298	132.19	153.99	0.0	0.5	3.351	A
2	60.40	60.40	110.04	214.53	0.282	59.98	32.48	0.0	0.4	6.272	A
3	119.47	119.47	45.40	371.01	0.322	118.92	124.62	0.0	0.5	4.136	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	119.99	119.99	7.87	447.53	0.268	120.07	202.81	0.5	0.4	3.080	A
2	116.39	116.39	104.00	217.46	0.535	115.66	23.95	0.4	1.1	8.943	A
3	112.55	112.55	98.13	340.14	0.331	112.56	121.54	0.5	0.5	4.328	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	114.54	114.54	6.30	448.53	0.255	114.54	191.00	0.4	0.4	3.253	A
2	75.39	75.39	90.14	224.20	0.336	76.02	30.70	1.1	0.5	6.185	A
3	138.13	138.13	59.28	362.88	0.381	138.01	106.88	0.5	0.7	4.299	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	115.27	115.27	5.04	449.33	0.257	115.30	237.46	0.4	0.4	3.073	A
2	153.30	153.30	91.69	223.45	0.686	151.70	28.64	0.5	2.1	12.456	B
3	117.79	117.79	124.70	324.58	0.363	117.80	118.69	0.7	0.6	4.927	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	117.16	117.16	15.78	442.52	0.265	117.13	186.32	0.4	0.4	3.297	A
2	67.00	67.00	96.57	221.08	0.303	68.68	36.34	2.1	0.4	6.065	A
3	137.08	137.08	65.09	359.48	0.381	137.01	100.16	0.6	0.7	4.754	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	144.84	144.84	10.84	445.65	0.325	144.70	141.59	0.4	0.6	3.566	A
2	64.70	64.70	113.29	212.95	0.304	64.68	42.25	0.4	0.5	6.379	A
3	103.00	103.00	49.14	368.82	0.279	103.29	128.84	0.7	0.4	3.788	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 14 (four_arm).j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 11/03/2025 16:32:31

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Arm 1	D1	1.0	4.08	0.50	A	3.91	A	D2	0.5	3.27	0.34	A	4.02	A
Arm 2		0.9	3.85	0.45	A				1.3	4.35	0.55	A		
Arm 3		0.7	3.17	0.39	A				0.9	3.69	0.48	A		
Arm 4		1.3	4.29	0.56	A				1.0	4.56	0.50	A		
	FB WD													
Arm 1	D3	1.1	4.41	0.53	A	4.19	A	D4	0.6	3.44	0.37	A	4.34	A
Arm 2		1.0	4.08	0.47	A				1.4	4.71	0.58	A		
Arm 3		0.7	3.34	0.41	A				1.1	3.98	0.51	A		
Arm 4		1.5	4.63	0.59	A				1.2	4.99	0.54	A		
	FB+CD WD													
Arm 1	D5	1.1	4.41	0.53	A	4.19	A	D6	0.6	3.44	0.37	A	4.34	A
Arm 2		1.0	4.08	0.47	A				1.4	4.71	0.58	A		
Arm 3		0.7	3.34	0.41	A				1.1	3.98	0.51	A		
Arm 4		1.5	4.63	0.59	A				1.2	4.99	0.54	A		
	FB+CD+N2T WD													
Arm 1	D7	1.2	4.55	0.54	A	4.42	A	D8	0.6	3.52	0.37	A	4.62	A
Arm 2		1.1	4.38	0.50	A				1.6	5.06	0.60	A		
Arm 3		0.7	3.42	0.42	A				1.1	4.11	0.52	A		
Arm 4		1.6	4.97	0.62	A				1.3	5.42	0.56	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

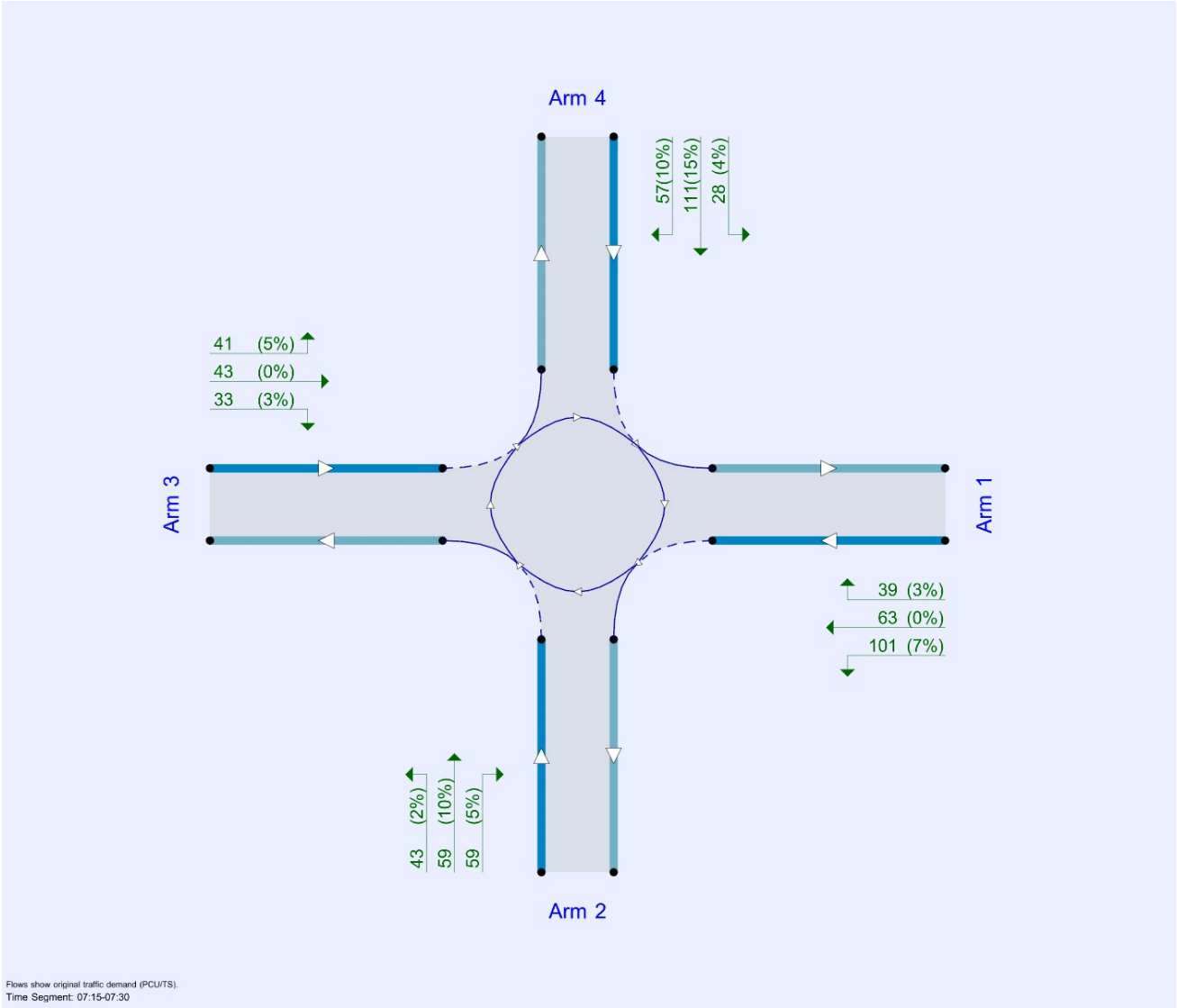
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓
D2	2024	PM	DIRECT	15:45	17:15	90	15	✓
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓
D4	FB WD	PM	DIRECT	15:45	17:15	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓
D6	FB+CD WD	PM	DIRECT	15:45	17:15	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	15:45	17:15	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A1075 Norwich Road	
2	A1066 Hurth Way	
3	Norwich Road (W)	
4	A1066 Mundford Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.76	10.31	28.3	63.2	78.9	34.0	
2	4.49	7.38	66.3	50.4	78.9	25.0	
3	3.46	9.33	55.3	48.0	78.9	28.0	
4	4.30	7.24	91.8	82.0	78.9	30.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.571	580.786
2	0.563	557.162
3	0.595	615.130
4	0.555	547.233

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	101.40	63.40	38.90
	2	58.70	2.00	42.90	58.90
	3	43.00	32.50	0.00	40.80
	4	27.90	110.60	57.30	1.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	108.20	74.90	45.90
	2	57.10	1.00	29.00	117.30
	3	62.80	31.90	0.00	60.80
	4	22.00	122.40	48.90	3.90

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	91.50	52.90	41.00
	2	37.60	3.00	36.50	119.60
	3	39.50	37.00	0.00	68.00
	4	19.00	124.50	53.90	6.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	64.20	42.50	56.90
	2	52.20	2.00	29.00	107.20
	3	50.10	34.60	1.00	102.40
	4	32.20	104.50	90.50	4.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	85.50	57.30	58.00
	2	37.80	2.00	29.00	95.90
	3	39.90	23.00	0.00	50.00
	4	32.00	114.50	126.80	2.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	64.60	57.90	26.90
	2	53.80	1.00	24.50	71.30
	3	49.40	42.00	0.00	48.00
	4	39.00	110.50	75.50	1.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	7	0	3
	2	5	0	2	10
	3	0	3	0	5
	4	4	15	10	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	4	2
	2	6	0	0	11
	3	3	3	0	3
	4	11	12	2	33

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	2	0
	2	13	0	3	7
	3	3	0	0	0
	4	0	4	2	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	2	2
	2	4	0	0	6
	3	2	13	0	2
	4	7	5	1	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	2	0
	2	6	0	0	14
	3	3	0	0	0
	4	0	5	2	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1	2	3	4
From	1	0	7	2	4
	2	4	0	4	12
	3	0	0	0	4
	4	0	5	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.50	4.08	1.0	A	188.82	1132.90
2	0.45	3.85	0.9	A	178.22	1069.30
3	0.39	3.17	0.7	A	142.78	856.70
4	0.56	4.29	1.3	A	221.65	1329.90

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	203.70	203.70	202.63	465.02	0.438	202.90	129.18	0.0	0.8	3.550	A
2	162.50	162.50	159.96	467.03	0.348	161.94	245.57	0.0	0.6	3.122	A
3	116.30	116.30	158.93	520.54	0.223	116.01	162.97	0.0	0.3	2.283	A
4	196.80	196.80	135.80	471.81	0.417	196.01	139.14	0.0	0.8	3.634	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	230.00	230.00	208.05	461.93	0.498	229.79	142.79	0.8	1.0	3.979	A
2	204.40	204.40	174.49	458.85	0.445	204.10	263.35	0.6	0.9	3.808	A
3	155.50	155.50	225.81	480.74	0.323	155.30	152.78	0.3	0.5	2.856	A
4	197.20	197.20	153.65	461.90	0.427	197.18	227.46	0.8	0.8	3.714	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	185.40	185.40	224.42	452.57	0.410	185.69	96.30	1.0	0.7	3.491	A
2	196.70	196.70	153.96	470.41	0.418	196.78	256.14	0.9	0.8	3.538	A
3	144.50	144.50	207.34	491.73	0.294	144.57	143.40	0.5	0.4	2.611	A
4	203.40	203.40	117.27	482.11	0.422	203.45	234.65	0.8	0.8	3.333	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	163.60	163.60	236.41	445.72	0.367	163.72	134.31	0.7	0.6	3.273	A
2	190.40	190.40	194.71	447.45	0.426	190.41	205.42	0.8	0.8	3.656	A
3	188.10	188.10	222.24	482.86	0.390	187.86	162.88	0.4	0.7	3.166	A
4	231.20	231.20	139.76	469.61	0.492	230.96	270.34	0.8	1.0	3.905	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	200.80	200.80	268.07	427.63	0.470	200.49	109.81	0.6	0.9	4.084	A
2	164.70	164.70	243.74	419.82	0.392	164.76	224.82	0.8	0.7	3.850	A
3	112.90	112.90	195.72	498.64	0.226	113.26	212.78	0.7	0.3	2.360	A
4	275.30	275.30	102.88	490.09	0.562	274.99	206.10	1.0	1.3	4.291	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	149.40	149.40	230.30	449.21	0.333	149.78	142.14	0.9	0.5	3.138	A
2	150.60	150.60	161.80	465.99	0.323	150.79	218.28	0.7	0.5	3.076	A
3	139.40	139.40	154.32	523.28	0.266	139.33	158.27	0.3	0.4	2.378	A
4	226.00	226.00	146.11	466.09	0.485	226.33	147.55	1.3	1.0	3.864	A

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

15:45 - 16:00

		To			
		1	2	3	4
From	1	0.00	41.70	48.90	25.30
	2	97.20	4.00	30.00	65.20
	3	76.50	63.00	0.00	53.40
	4	36.00	90.30	42.00	1.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	62.00	54.40	32.90
	2	113.60	9.00	30.50	81.50
	3	70.90	62.00	0.00	77.50
	4	42.20	90.70	49.00	5.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	68.70	45.90	31.40
	2	96.70	5.00	25.90	107.60
	3	75.40	68.40	1.00	73.90
	4	37.00	88.90	52.00	1.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	65.10	46.40	27.00
	2	115.60	12.00	35.00	99.60
	3	78.90	66.00	0.00	72.80
	4	30.90	101.30	61.00	2.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	59.60	52.00	39.00
	2	100.80	6.00	23.40	75.30
	3	84.60	76.00	0.00	72.00
	4	31.40	83.30	82.00	2.90

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	40.80	63.50	30.00
	2	109.10	9.00	19.90	90.50
	3	72.00	73.90	0.00	57.50
	4	50.00	77.60	46.50	2.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	2	4
	2	2	0	0	7
	3	1	0	0	4
	4	0	9	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	7	0	3
	2	4	0	3	7
	3	1	0	0	1
	4	5	1	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	2	0
	2	3	0	4	4
	3	0	0	0	4
	4	0	1	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	0
	2	4	0	6	9
	3	1	0	0	0
	4	3	1	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	4	0
	2	2	0	0	7
	3	2	0	0	3
	4	0	1	0	50

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	2	0
	2	3	0	5	6
	3	0	1	0	2
	4	0	6	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.34	3.27	0.5	A	139.27	835.60
2	0.55	4.35	1.3	A	227.07	1362.40
3	0.48	3.69	0.9	A	212.62	1275.70
4	0.50	4.56	1.0	A	184.33	1106.00

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	115.90	115.90	199.51	466.80	0.248	115.56	208.96	0.0	0.3	2.676	A
2	196.40	196.40	116.80	491.35	0.400	195.72	198.27	0.0	0.7	3.137	A
3	192.90	192.90	192.04	500.83	0.385	192.27	120.47	0.0	0.6	2.956	A
4	169.30	169.30	239.89	414.00	0.409	168.58	144.42	0.0	0.7	3.821	A

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	150.30	150.30	215.54	457.65	0.328	150.14	227.48	0.3	0.5	3.030	A
2	234.60	234.60	142.16	477.06	0.492	234.28	223.52	0.7	1.0	3.872	A
3	210.40	210.40	242.65	470.72	0.447	210.22	133.79	0.6	0.8	3.487	A
4	186.90	186.90	256.27	404.91	0.462	186.75	196.60	0.7	0.9	4.193	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	146.00	146.00	216.33	457.20	0.319	146.02	209.19	0.5	0.5	2.978	A
2	235.20	235.20	131.35	483.15	0.487	235.22	230.99	1.0	1.0	3.762	A
3	218.70	218.70	241.72	471.27	0.464	218.64	124.85	0.8	0.9	3.612	A
4	178.90	178.90	246.54	410.31	0.436	178.98	213.83	0.9	0.8	3.913	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	138.50	138.50	242.07	442.49	0.313	138.52	225.24	0.5	0.5	3.028	A
2	262.20	262.20	136.33	480.34	0.546	261.93	244.26	1.0	1.3	4.352	A
3	217.70	217.70	256.00	462.77	0.470	217.69	142.26	0.9	0.9	3.688	A
4	195.20	195.20	272.30	396.00	0.493	195.01	201.38	0.8	1.0	4.520	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	150.60	150.60	250.17	437.86	0.344	150.52	216.91	0.5	0.5	3.268	A
2	205.50	205.50	175.71	458.16	0.449	205.91	224.98	1.3	0.8	3.701	A
3	232.60	232.60	224.28	481.65	0.483	232.54	157.33	0.9	0.9	3.675	A
4	199.60	199.60	267.51	398.66	0.501	199.57	189.32	1.0	1.0	4.563	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	134.30	134.30	209.28	461.22	0.291	134.42	231.06	0.5	0.4	2.821	A
2	228.50	228.50	142.24	477.02	0.479	228.40	201.46	0.8	1.0	3.767	A
3	203.40	203.40	240.54	471.97	0.431	203.57	130.10	0.9	0.8	3.388	A
4	176.10	176.10	264.05	400.59	0.440	176.29	180.06	1.0	0.8	4.138	A

FB WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:15 - 07:30

		To			
		1	2	3	4
From	1	0.00	106.23	66.42	40.75
	2	61.49	2.10	44.94	61.70
	3	45.05	34.05	0.00	42.74
	4	29.23	115.86	60.03	1.05

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.05	113.35	78.46	48.08
	2	59.82	1.05	30.38	122.88
	3	65.79	33.42	0.00	63.69
	4	23.05	128.22	51.23	4.09

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	95.85	55.42	42.95
	2	39.39	3.14	38.24	125.29
	3	41.38	38.76	0.00	71.24
	4	19.90	130.42	56.46	6.29

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	67.25	44.52	59.61
	2	54.68	2.10	30.38	112.30
	3	52.48	36.25	1.05	107.27
	4	33.73	109.47	94.81	4.19

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	89.57	60.03	60.76
	2	39.60	2.10	30.38	100.46
	3	41.80	24.09	0.00	52.38
	4	33.52	119.95	132.83	2.10

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	67.67	60.66	28.18
	2	56.36	1.05	25.67	74.69
	3	51.75	44.00	0.00	50.28
	4	40.86	115.76	79.09	1.05

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	7	0	3
	2	5	0	2	10
	3	0	3	0	5
	4	4	15	10	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	4	2
	2	6	0	0	11
	3	3	3	0	3
	4	11	12	2	33

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	2	0
	2	13	0	3	7
	3	3	0	0	0
	4	0	4	2	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	2	2
	2	4	0	0	6
	3	2	13	0	2
	4	7	5	1	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	2	0
	2	6	0	0	14
	3	3	0	0	0
	4	0	5	2	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	7	2	4
	2	4	0	4	12
	3	0	0	0	4
	4	0	5	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.53	4.41	1.1	A	197.80	1186.81
2	0.47	4.08	1.0	A	186.70	1120.18
3	0.41	3.34	0.7	A	149.58	897.47
4	0.59	4.63	1.5	A	232.20	1393.18

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	213.39	213.39	212.23	459.53	0.464	212.50	135.30	0.0	0.9	3.763	A
2	170.23	170.23	167.54	462.76	0.368	169.62	257.20	0.0	0.6	3.247	A
3	121.83	121.83	166.46	516.06	0.236	121.52	170.69	0.0	0.3	2.339	A
4	206.16	206.16	142.25	468.23	0.440	205.29	145.73	0.0	0.9	3.811	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	240.94	240.94	217.94	456.28	0.528	240.70	149.57	0.9	1.1	4.283	A
2	214.13	214.13	182.77	454.18	0.471	213.79	275.86	0.6	1.0	4.033	A
3	162.90	162.90	236.52	474.36	0.343	162.68	160.04	0.3	0.5	2.982	A
4	206.58	206.58	160.95	457.85	0.451	206.56	238.25	0.9	0.9	3.914	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	194.22	194.22	235.10	446.47	0.435	194.56	100.89	1.1	0.8	3.703	A
2	206.06	206.06	161.31	466.27	0.442	206.16	268.35	1.0	0.9	3.722	A
3	151.38	151.38	217.23	485.84	0.312	151.46	150.24	0.5	0.5	2.710	A
4	213.08	213.08	122.86	479.00	0.445	213.14	245.83	0.9	0.8	3.493	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	171.38	171.38	247.64	439.31	0.390	171.53	140.68	0.8	0.7	3.447	A
2	199.46	199.46	203.97	442.24	0.451	199.46	215.20	0.9	0.9	3.871	A
3	197.05	197.05	232.81	476.57	0.413	196.78	170.62	0.5	0.7	3.336	A
4	242.20	242.20	146.40	465.92	0.520	241.92	283.19	0.8	1.1	4.160	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	210.36	210.36	280.80	420.36	0.500	209.99	115.04	0.7	1.0	4.407	A
2	172.54	172.54	255.30	413.31	0.417	172.60	235.49	0.9	0.8	4.078	A
3	118.27	118.27	205.03	493.11	0.240	118.68	222.87	0.7	0.3	2.429	A
4	288.40	288.40	107.79	487.37	0.592	288.04	215.92	1.1	1.5	4.628	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	156.51	156.51	241.29	442.93	0.353	156.96	148.90	1.0	0.6	3.289	A
2	157.77	157.77	169.56	461.62	0.342	157.99	228.70	0.8	0.6	3.196	A
3	146.03	146.03	161.70	518.89	0.281	145.96	165.84	0.3	0.4	2.449	A
4	236.75	236.75	153.06	462.23	0.512	237.14	154.60	1.5	1.1	4.118	A

FB WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

15:45 - 16:00

		To			
		1	2	3	4
From	1	0.00	43.75	51.30	26.54
	2	101.97	4.20	31.47	68.40
	3	80.25	66.09	0.00	56.02
	4	37.77	94.73	44.06	1.05

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.05	65.04	57.07	34.51
	2	119.17	9.44	32.00	85.50
	3	74.38	65.04	0.00	81.30
	4	44.27	95.15	51.40	5.25

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	72.07	48.15	32.94
	2	101.44	5.25	27.17	112.88
	3	79.10	71.75	1.05	77.52
	4	38.81	93.26	54.55	1.05

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	68.29	48.68	28.32
	2	121.27	12.59	36.72	104.48
	3	82.77	69.24	0.00	76.37
	4	32.42	106.27	63.99	2.10

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	62.52	54.55	40.91
	2	105.74	6.29	24.55	78.99
	3	88.75	79.73	0.00	75.53
	4	32.94	87.39	86.02	3.04

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	42.80	66.61	31.47
	2	114.45	9.44	20.88	94.94
	3	75.53	77.52	0.00	60.32
	4	52.45	81.41	48.78	2.10

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	2	4
	2	2	0	0	7
	3	1	0	0	4
	4	0	9	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	7	0	3
	2	4	0	3	7
	3	1	0	0	1
	4	5	1	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	2	0
	2	3	0	4	4
	3	0	0	0	4
	4	0	1	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	0
	2	4	0	6	9
	3	1	0	0	0
	4	3	1	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	4	0
	2	2	0	0	7
	3	2	0	0	3
	4	0	1	0	50

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	2	0
	2	3	0	5	6
	3	0	1	0	2
	4	0	6	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.37	3.44	0.6	A	146.10	876.58
2	0.58	4.71	1.4	A	238.20	1429.22
3	0.51	3.98	1.1	A	223.04	1338.27
4	0.54	4.99	1.2	A	193.37	1160.24

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	121.58	121.58	209.25	461.24	0.264	121.21	219.17	0.0	0.4	2.764	A
2	206.03	206.03	122.51	488.13	0.422	205.28	207.96	0.0	0.7	3.277	A
3	202.36	202.36	201.43	495.25	0.409	201.66	126.36	0.0	0.7	3.106	A
4	177.60	177.60	251.61	407.49	0.436	176.80	151.48	0.0	0.8	4.063	A

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	157.67	157.67	226.08	451.62	0.349	157.49	238.61	0.4	0.6	3.169	A
2	246.11	246.11	149.11	473.14	0.520	245.73	234.46	0.7	1.1	4.132	A
3	220.72	220.72	254.51	463.66	0.476	220.51	140.34	0.7	0.9	3.733	A
4	196.07	196.07	268.81	397.94	0.493	195.89	206.21	0.8	1.0	4.522	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	153.16	153.16	226.94	451.13	0.340	153.18	219.46	0.6	0.5	3.110	A
2	246.74	246.74	137.80	479.52	0.515	246.75	242.32	1.1	1.1	4.005	A
3	229.43	229.43	253.58	464.21	0.494	229.35	130.97	0.9	1.0	3.885	A
4	187.67	187.67	258.63	403.60	0.465	187.77	224.31	1.0	0.9	4.194	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	145.29	145.29	253.91	435.72	0.333	145.31	236.26	0.5	0.5	3.169	A
2	275.06	275.06	143.01	476.58	0.577	274.74	256.22	1.1	1.4	4.709	A
3	228.38	228.38	268.52	455.32	0.502	228.36	149.22	1.0	1.0	3.984	A
4	204.77	204.77	285.63	388.60	0.527	204.54	211.25	0.9	1.1	4.934	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	157.99	157.99	262.43	430.86	0.367	157.90	227.57	0.5	0.6	3.441	A
2	215.58	215.58	184.31	453.31	0.476	216.06	236.03	1.4	0.9	3.936	A
3	244.01	244.01	235.32	475.08	0.514	243.95	165.04	1.0	1.1	3.960	A
4	209.39	209.39	280.65	391.37	0.535	209.35	198.62	1.1	1.2	4.992	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	140.89	140.89	219.58	455.34	0.309	141.03	242.39	0.6	0.5	2.931	A
2	239.71	239.71	149.24	473.07	0.507	239.59	211.37	0.9	1.1	4.013	A
3	213.38	213.38	252.33	464.95	0.459	213.58	136.51	1.1	0.9	3.620	A
4	184.74	184.74	277.01	393.39	0.470	184.97	188.90	1.2	0.9	4.456	A

FB+CD WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:15 - 07:30

		To			
		1	2	3	4
From	1	0.00	106.23	66.42	40.75
	2	61.49	2.10	44.94	61.70
	3	45.05	34.05	0.00	42.74
	4	29.23	115.86	60.03	1.05

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.05	113.35	78.46	48.08
	2	59.82	1.05	30.38	122.88
	3	65.79	33.42	0.00	63.69
	4	23.05	128.22	51.23	4.09

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	95.85	55.42	42.95
	2	39.39	3.14	38.24	125.29
	3	41.38	38.76	0.00	71.24
	4	19.90	130.42	56.46	6.29

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	67.25	44.52	59.61
	2	54.68	2.10	30.38	112.30
	3	52.48	36.25	1.05	107.27
	4	33.73	109.47	94.81	4.19

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	89.57	60.03	60.76
	2	39.60	2.10	30.38	100.46
	3	41.80	24.09	0.00	52.38
	4	33.52	119.95	132.83	2.10

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	67.67	60.66	28.18
	2	56.36	1.05	25.67	74.69
	3	51.75	44.00	0.00	50.28
	4	40.86	115.76	79.09	1.05

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	7	0	3
	2	5	0	2	10
	3	0	3	0	5
	4	4	15	10	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	4	2
	2	6	0	0	11
	3	3	3	0	3
	4	11	12	2	33

Heavy Vehicle Percentages

07:45 - 08:00

		To			
		1	2	3	4
From	1	0	6	2	0
	2	13	0	3	7
	3	3	0	0	0
	4	0	4	2	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1	2	3	4
From	1	0	3	2	2
	2	4	0	0	6
	3	2	13	0	2
	4	7	5	1	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1	2	3	4
From	1	0	6	2	0
	2	6	0	0	14
	3	3	0	0	0
	4	0	5	2	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1	2	3	4
From	1	0	7	2	4
	2	4	0	4	12
	3	0	0	0	4
	4	0	5	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.53	4.41	1.1	A	197.80	1186.81
2	0.47	4.08	1.0	A	186.70	1120.18
3	0.41	3.34	0.7	A	149.58	897.47
4	0.59	4.63	1.5	A	232.20	1393.18

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	213.39	213.39	212.23	459.53	0.464	212.50	135.30	0.0	0.9	3.763	A
2	170.23	170.23	167.54	462.76	0.368	169.62	257.20	0.0	0.6	3.247	A
3	121.83	121.83	166.46	516.06	0.236	121.52	170.69	0.0	0.3	2.339	A
4	206.16	206.16	142.25	468.23	0.440	205.29	145.73	0.0	0.9	3.811	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	240.94	240.94	217.94	456.28	0.528	240.70	149.57	0.9	1.1	4.283	A
2	214.13	214.13	182.77	454.18	0.471	213.79	275.86	0.6	1.0	4.033	A
3	162.90	162.90	236.52	474.36	0.343	162.68	160.04	0.3	0.5	2.982	A
4	206.58	206.58	160.95	457.85	0.451	206.56	238.25	0.9	0.9	3.914	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	194.22	194.22	235.10	446.47	0.435	194.56	100.89	1.1	0.8	3.703	A
2	206.06	206.06	161.31	466.27	0.442	206.16	268.35	1.0	0.9	3.722	A
3	151.38	151.38	217.23	485.84	0.312	151.46	150.24	0.5	0.5	2.710	A
4	213.08	213.08	122.86	479.00	0.445	213.14	245.83	0.9	0.8	3.493	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	171.38	171.38	247.64	439.31	0.390	171.53	140.68	0.8	0.7	3.447	A
2	199.46	199.46	203.97	442.24	0.451	199.46	215.20	0.9	0.9	3.871	A
3	197.05	197.05	232.81	476.57	0.413	196.78	170.62	0.5	0.7	3.336	A
4	242.20	242.20	146.40	465.92	0.520	241.92	283.19	0.8	1.1	4.160	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	210.36	210.36	280.80	420.36	0.500	209.99	115.04	0.7	1.0	4.407	A
2	172.54	172.54	255.30	413.31	0.417	172.60	235.49	0.9	0.8	4.078	A
3	118.27	118.27	205.03	493.11	0.240	118.68	222.87	0.7	0.3	2.429	A
4	288.40	288.40	107.79	487.37	0.592	288.04	215.92	1.1	1.5	4.628	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	156.51	156.51	241.29	442.93	0.353	156.96	148.90	1.0	0.6	3.289	A
2	157.77	157.77	169.56	461.62	0.342	157.99	228.70	0.8	0.6	3.196	A
3	146.03	146.03	161.70	518.89	0.281	145.96	165.84	0.3	0.4	2.449	A
4	236.75	236.75	153.06	462.23	0.512	237.14	154.60	1.5	1.1	4.118	A

FB+CD WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

15:45 - 16:00

		To			
		1	2	3	4
From	1	0.00	43.75	51.30	26.54
	2	101.97	4.20	31.47	68.40
	3	80.25	66.09	0.00	56.02
	4	37.77	94.73	44.06	1.05

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.05	65.04	57.07	34.51
	2	119.17	9.44	32.00	85.50
	3	74.38	65.04	0.00	81.30
	4	44.27	95.15	51.40	5.25

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	72.07	48.15	32.94
	2	101.44	5.25	27.17	112.88
	3	79.10	71.75	1.05	77.52
	4	38.81	93.26	54.55	1.05

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	68.29	48.68	28.32
	2	121.27	12.59	36.72	104.48
	3	82.77	69.24	0.00	76.37
	4	32.42	106.27	63.99	2.10

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	62.52	54.55	40.91
	2	105.74	6.29	24.55	78.99
	3	88.75	79.73	0.00	75.53
	4	32.94	87.39	86.02	3.04

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	42.80	66.61	31.47
	2	114.45	9.44	20.88	94.94
	3	75.53	77.52	0.00	60.32
	4	52.45	81.41	48.78	2.10

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	2	4
	2	2	0	0	7
	3	1	0	0	4
	4	0	9	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	7	0	3
	2	4	0	3	7
	3	1	0	0	1
	4	5	1	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To			
		1	2	3	4
From	1	0	5	2	0
	2	3	0	4	4
	3	0	0	0	4
	4	0	1	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To			
		1	2	3	4
From	1	0	5	0	0
	2	4	0	6	9
	3	1	0	0	0
	4	3	1	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To			
		1	2	3	4
From	1	0	8	4	0
	2	2	0	0	7
	3	2	0	0	3
	4	0	1	0	50

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		1	2	3	4
From	1	0	5	2	0
	2	3	0	5	6
	3	0	1	0	2
	4	0	6	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.37	3.44	0.6	A	146.10	876.58
2	0.58	4.71	1.4	A	238.20	1429.22
3	0.51	3.98	1.1	A	223.04	1338.27
4	0.54	4.99	1.2	A	193.37	1160.24

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	121.58	121.58	209.25	461.24	0.264	121.21	219.17	0.0	0.4	2.764	A
2	206.03	206.03	122.51	488.13	0.422	205.28	207.96	0.0	0.7	3.277	A
3	202.36	202.36	201.43	495.25	0.409	201.66	126.36	0.0	0.7	3.106	A
4	177.60	177.60	251.61	407.49	0.436	176.80	151.48	0.0	0.8	4.063	A

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	157.67	157.67	226.08	451.62	0.349	157.49	238.61	0.4	0.6	3.169	A
2	246.11	246.11	149.11	473.14	0.520	245.73	234.46	0.7	1.1	4.132	A
3	220.72	220.72	254.51	463.66	0.476	220.51	140.34	0.7	0.9	3.733	A
4	196.07	196.07	268.81	397.94	0.493	195.89	206.21	0.8	1.0	4.522	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	153.16	153.16	226.94	451.13	0.340	153.18	219.46	0.6	0.5	3.110	A
2	246.74	246.74	137.80	479.52	0.515	246.75	242.32	1.1	1.1	4.005	A
3	229.43	229.43	253.58	464.21	0.494	229.35	130.97	0.9	1.0	3.885	A
4	187.67	187.67	258.63	403.60	0.465	187.77	224.31	1.0	0.9	4.194	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	145.29	145.29	253.91	435.72	0.333	145.31	236.26	0.5	0.5	3.169	A
2	275.06	275.06	143.01	476.58	0.577	274.74	256.22	1.1	1.4	4.709	A
3	228.38	228.38	268.52	455.32	0.502	228.36	149.22	1.0	1.0	3.984	A
4	204.77	204.77	285.63	388.60	0.527	204.54	211.25	0.9	1.1	4.934	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	157.99	157.99	262.43	430.86	0.367	157.90	227.57	0.5	0.6	3.441	A
2	215.58	215.58	184.31	453.31	0.476	216.06	236.03	1.4	0.9	3.936	A
3	244.01	244.01	235.32	475.08	0.514	243.95	165.04	1.0	1.1	3.960	A
4	209.39	209.39	280.65	391.37	0.535	209.35	198.62	1.1	1.2	4.992	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	140.89	140.89	219.58	455.34	0.309	141.03	242.39	0.6	0.5	2.931	A
2	239.71	239.71	149.24	473.07	0.507	239.59	211.37	0.9	1.1	4.013	A
3	213.38	213.38	252.33	464.95	0.459	213.58	136.51	1.1	0.9	3.620	A
4	184.74	184.74	277.01	393.39	0.470	184.97	188.90	1.2	0.9	4.456	A

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:15 - 07:30

		To			
		1	2	3	4
From	1	0.00	106.23	66.42	40.75
	2	61.49	2.10	44.94	73.06
	3	45.05	34.05	0.00	42.74
	4	29.23	127.22	60.03	1.05

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.05	113.35	78.46	48.08
	2	59.82	1.05	30.38	134.24
	3	65.79	33.42	0.00	63.69
	4	23.05	139.58	51.23	4.09

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	95.85	55.42	42.95
	2	39.39	3.14	38.24	136.65
	3	41.38	38.76	0.00	71.24
	4	19.90	141.78	56.46	6.29

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	67.25	44.52	59.61
	2	54.68	2.10	30.38	123.66
	3	52.48	36.25	1.05	107.27
	4	33.73	120.83	94.81	4.19

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	89.57	60.03	60.76
	2	39.60	2.10	30.38	111.82
	3	41.80	24.09	0.00	52.38
	4	33.52	131.31	132.83	2.10

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	67.67	60.66	28.18
	2	56.36	1.05	25.67	86.05
	3	51.75	44.00	0.00	50.28
	4	40.86	127.12	79.09	1.05

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	7	0	3
	2	5	0	2	16
	3	0	3	0	5
	4	4	18	10	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	4	2
	2	6	0	0	14
	3	3	3	0	3
	4	11	15	2	33

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	2	0
	2	13	0	3	11
	3	3	0	0	0
	4	0	7	2	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	2	2
	2	4	0	0	9
	3	2	13	0	2
	4	7	9	1	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	2	0
	2	6	0	0	18
	3	3	0	0	0
	4	0	8	2	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	7	2	4
	2	4	0	4	17
	3	0	0	0	4
	4	0	8	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.54	4.55	1.2	A	197.80	1186.81
2	0.50	4.38	1.1	A	198.06	1188.33
3	0.42	3.42	0.7	A	149.58	897.47
4	0.62	4.97	1.6	A	243.56	1461.33

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	213.39	213.39	223.49	453.10	0.471	212.48	135.28	0.0	0.9	3.863	A
2	181.59	181.59	167.51	462.78	0.392	180.89	268.46	0.0	0.7	3.453	A
3	121.83	121.83	177.74	509.34	0.239	121.51	170.66	0.0	0.3	2.379	A
4	217.52	217.52	142.23	468.24	0.465	216.55	157.03	0.0	1.0	4.049	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	240.94	240.94	229.29	449.79	0.536	240.69	149.57	0.9	1.2	4.416	A
2	225.48	225.48	182.77	454.18	0.496	225.11	287.21	0.7	1.1	4.309	A
3	162.90	162.90	247.84	467.63	0.348	162.67	160.04	0.3	0.5	3.048	A
4	217.94	217.94	160.94	457.85	0.476	217.92	249.57	1.0	1.0	4.172	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	194.22	194.22	246.47	439.98	0.441	194.57	100.91	1.2	0.8	3.798	A
2	217.42	217.42	161.32	466.27	0.466	217.53	279.72	1.1	1.0	3.960	A
3	151.38	151.38	228.60	479.08	0.316	151.46	150.24	0.5	0.5	2.769	A
4	224.44	224.44	122.87	479.00	0.469	224.51	257.19	1.0	0.9	3.713	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	171.38	171.38	258.97	432.83	0.396	171.53	140.67	0.8	0.7	3.535	A
2	210.82	210.82	203.95	442.24	0.477	210.82	226.55	1.0	1.0	4.138	A
3	197.05	197.05	244.16	469.82	0.419	196.77	170.61	0.5	0.7	3.419	A
4	253.56	253.56	146.39	465.93	0.544	253.25	294.54	0.9	1.2	4.451	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	210.36	210.36	292.12	413.89	0.508	209.98	115.04	0.7	1.1	4.545	A
2	183.90	183.90	255.27	413.33	0.445	183.96	246.83	1.0	0.9	4.376	A
3	118.27	118.27	216.38	486.35	0.243	118.69	222.85	0.7	0.3	2.474	A
4	299.76	299.76	107.80	487.36	0.615	299.36	227.27	1.2	1.6	4.973	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	156.51	156.51	252.69	436.42	0.359	156.98	148.90	1.1	0.6	3.364	A
2	169.12	169.12	169.59	461.60	0.366	169.38	240.08	0.9	0.6	3.406	A
3	146.03	146.03	173.10	512.11	0.285	145.96	165.88	0.3	0.4	2.494	A
4	248.11	248.11	153.06	462.23	0.537	248.53	165.99	1.6	1.2	4.412	A

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

15:45 - 16:00

		To			
		1	2	3	4
From	1	0.00	43.75	51.30	26.54
	2	101.97	4.20	31.47	79.76
	3	80.25	66.09	0.00	56.02
	4	37.77	106.09	44.06	1.05

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.05	65.04	57.07	34.51
	2	119.17	9.44	32.00	96.86
	3	74.38	65.04	0.00	81.30
	4	44.27	106.51	51.40	5.25

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	72.07	48.15	32.94
	2	101.44	5.25	27.17	124.24
	3	79.10	71.75	1.05	77.52
	4	38.81	104.62	54.55	1.05

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	68.29	48.68	28.32
	2	121.27	12.59	36.72	115.84
	3	82.77	69.24	0.00	76.37
	4	32.42	117.63	63.99	2.10

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	62.52	54.55	40.91
	2	105.74	6.29	24.55	90.35
	3	88.75	79.73	0.00	75.53
	4	32.94	98.74	86.02	3.04

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	42.80	66.61	31.47
	2	114.45	9.44	20.88	106.30
	3	75.53	77.52	0.00	60.32
	4	52.45	92.76	48.78	2.10

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	2	4
	2	2	0	0	12
	3	1	0	0	4
	4	0	13	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	7	0	3
	2	4	0	3	11
	3	1	0	0	1
	4	5	5	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To			
		1	2	3	4
From	1	0	5	2	0
	2	3	0	4	7
	3	0	0	0	4
	4	0	5	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To			
		1	2	3	4
From	1	0	5	0	0
	2	4	0	6	13
	3	1	0	0	0
	4	3	5	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To			
		1	2	3	4
From	1	0	8	4	0
	2	2	0	0	12
	3	2	0	0	3
	4	0	5	0	50

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		1	2	3	4
From	1	0	5	2	0
	2	3	0	5	10
	3	0	1	0	2
	4	0	10	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.37	3.52	0.6	A	146.10	876.58
2	0.60	5.06	1.6	A	249.56	1497.37
3	0.52	4.11	1.1	A	223.04	1338.27
4	0.56	5.42	1.3	A	204.73	1228.39

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	121.58	121.58	220.50	454.81	0.267	121.20	219.13	0.0	0.4	2.818	A
2	217.39	217.39	122.49	488.15	0.445	216.55	219.22	0.0	0.8	3.479	A
3	202.36	202.36	212.70	488.54	0.414	201.65	126.33	0.0	0.7	3.179	A
4	188.96	188.96	251.58	407.51	0.464	188.05	162.77	0.0	0.9	4.362	A

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	157.67	157.67	237.42	445.15	0.354	157.49	238.59	0.4	0.6	3.240	A
2	257.46	257.46	149.10	473.15	0.544	257.05	245.80	0.8	1.3	4.417	A
3	220.72	220.72	265.83	456.92	0.483	220.50	140.33	0.7	0.9	3.840	A
4	207.42	207.42	268.78	397.96	0.521	207.22	217.54	0.9	1.1	4.883	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	153.16	153.16	238.31	444.64	0.344	153.18	219.46	0.6	0.5	3.177	A
2	258.09	258.09	137.80	479.52	0.538	258.12	253.69	1.3	1.2	4.276	A
3	229.43	229.43	264.94	457.45	0.502	229.35	130.98	0.9	1.0	4.000	A
4	199.03	199.03	258.63	403.59	0.493	199.14	235.66	1.1	1.0	4.520	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	145.29	145.29	265.23	429.26	0.338	145.31	236.24	0.5	0.5	3.241	A
2	286.42	286.42	143.00	476.59	0.601	286.06	267.55	1.2	1.6	5.056	A
3	228.38	228.38	279.85	448.58	0.509	228.36	149.21	1.0	1.0	4.106	A
4	216.13	216.13	285.61	388.61	0.556	215.87	222.59	1.0	1.3	5.354	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	157.99	157.99	273.79	424.37	0.372	157.90	227.58	0.5	0.6	3.524	A
2	226.94	226.94	184.29	453.32	0.501	227.46	247.39	1.6	1.1	4.208	A
3	244.01	244.01	246.72	468.29	0.521	243.94	165.04	1.0	1.1	4.080	A
4	220.75	220.75	280.66	391.36	0.564	220.70	210.00	1.3	1.3	5.423	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	140.89	140.89	230.98	448.83	0.314	141.03	242.39	0.6	0.5	2.996	A
2	251.07	251.07	149.27	473.06	0.531	250.95	222.74	1.1	1.2	4.287	A
3	213.38	213.38	263.68	458.20	0.466	213.59	136.53	1.1	0.9	3.721	A
4	196.10	196.10	277.01	393.39	0.498	196.36	200.26	1.3	1.1	4.816	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 15 (four_arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 21/03/2025 11:47:17

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB WD, PM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Arm 1	D1	1.8	4.79	0.63	A	4.42	A	D2	0.7	3.01	0.41	A	3.19	A
Arm 2		0.5	4.56	0.33	A				0.3	3.02	0.23	A		
Arm 3		0.3	3.70	0.19	A				0.4	3.47	0.26	A		
Arm 4		0.2	2.84	0.18	A				0.4	3.46	0.30	A		
	FB WD													
Arm 1	D3	2.0	5.22	0.66	A	4.75	A	D4	0.8	3.12	0.43	A	3.31	A
Arm 2		0.6	4.81	0.36	A				0.3	3.10	0.25	A		
Arm 3		0.3	3.83	0.20	A				0.4	3.60	0.28	A		
Arm 4		0.2	2.90	0.19	A				0.5	3.60	0.32	A		
	FB+CD WD													
Arm 1	D5	2.0	5.22	0.66	A	4.75	A	D6	0.8	3.12	0.43	A	3.31	A
Arm 2		0.6	4.81	0.36	A				0.3	3.10	0.25	A		
Arm 3		0.3	3.83	0.20	A				0.4	3.60	0.28	A		
Arm 4		0.2	2.90	0.19	A				0.5	3.60	0.32	A		
	FB+CD+N2T WD													
Arm 1	D7	2.2	5.64	0.68	A	5.11	A	D8	0.9	3.30	0.45	A	3.46	A
Arm 2		0.7	5.23	0.39	A				0.4	3.35	0.27	A		
Arm 3		0.3	3.92	0.21	A				0.4	3.69	0.29	A		
Arm 4		0.2	2.96	0.19	A				0.5	3.69	0.33	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

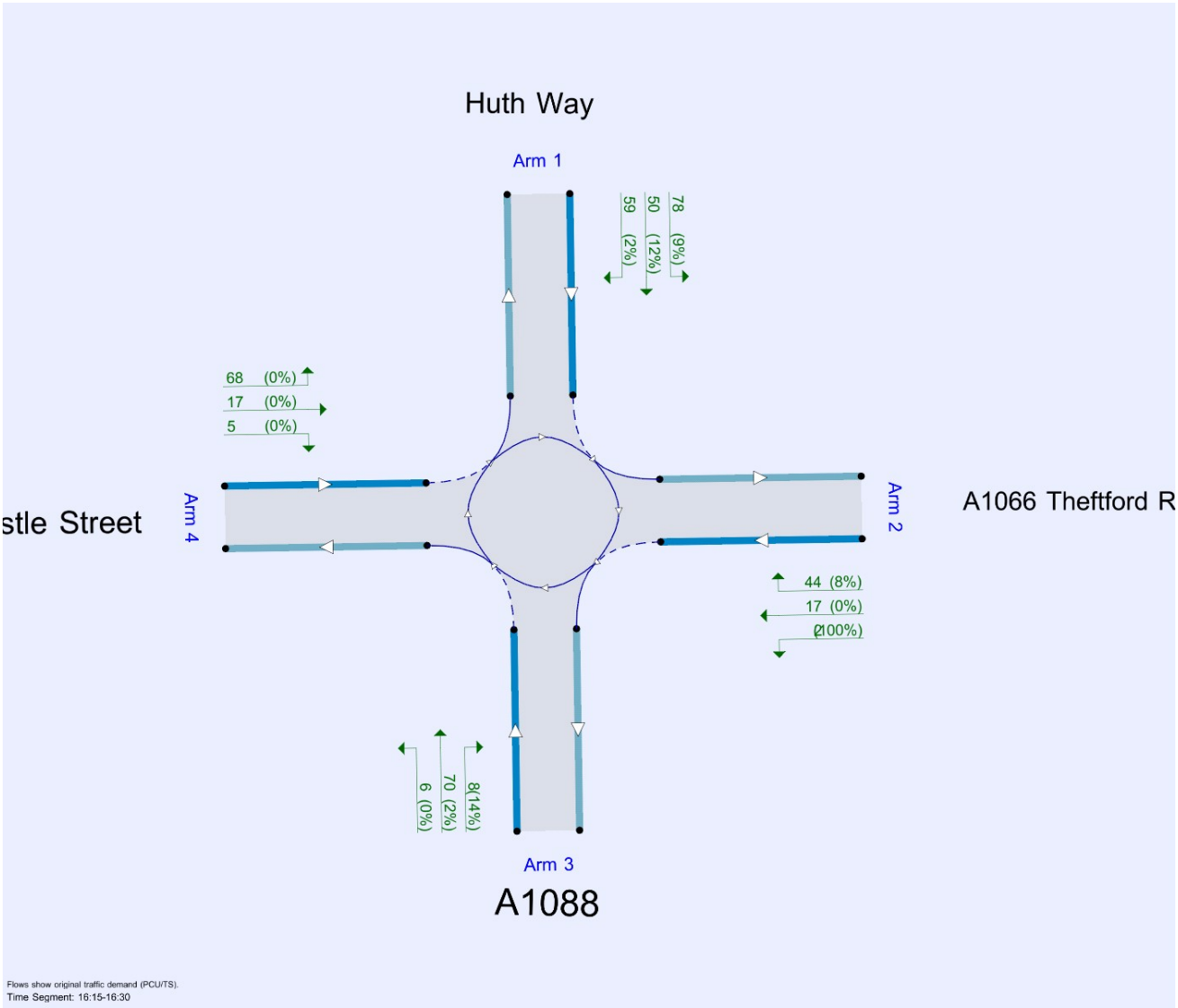
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	untitled	
2	untitled	
3	untitled	
4	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.10	7.15	81.9	44.0	69.0	15.0	
2	3.54	7.00	44.3	37.0	69.0	32.0	
3	3.07	7.10	28.4	75.6	69.0	22.0	
4	3.10	6.80	63.0	34.7	69.0	38.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.601	539.050
2	0.552	485.252
3	0.554	470.593
4	0.535	467.468

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	25.50	72.90	91.00	110.80
	2	64.20	0.00	0.00	9.00
	3	47.70	0.00	0.00	2.00
	4	27.90	15.00	2.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	27.00	89.20	82.10	117.00
	2	79.00	0.00	4.00	15.00
	3	61.00	0.00	1.00	3.00
	4	41.40	14.00	5.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	32.40	67.10	90.80	144.00
	2	86.30	0.00	3.00	22.00
	3	39.20	1.00	0.00	4.00
	4	32.00	9.00	5.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	38.00	54.30	60.80	142.30
	2	52.20	0.00	0.00	26.00
	3	44.80	3.00	0.00	3.00
	4	52.40	12.00	6.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	24.00	58.80	84.50	138.00
	2	81.70	0.00	2.00	24.30
	3	39.70	1.00	0.00	3.00
	4	30.90	13.00	20.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	15.50	65.30	50.80	105.00
	2	52.70	0.00	2.00	13.00
	3	47.60	0.00	1.00	9.00
	4	25.00	8.00	3.00	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	4	19	7	2
	2	11	0	0	0
	3	7	0	0	0
	4	4	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	21	4	0
	2	16	0	0	0
	3	7	0	0	0
	4	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	7	17	2	0
	2	9	0	0	0
	3	5	0	0	0
	4	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	16	3	1
	2	4	0	0	0
	3	16	0	0	0
	4	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	12	7	0
	2	22	0	0	4
	3	9	0	0	0
	4	3	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		1	2	3	4
From	1	7	13	4	0
	2	6	0	0	0
	3	10	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.63	4.79	1.8	A	297.85	1787.10
2	0.33	4.56	0.5	A	89.40	536.40
3	0.19	3.70	0.3	A	51.83	311.00
4	0.18	2.84	0.2	A	53.60	321.60

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	300.20	300.20	16.95	528.86	0.568	298.80	164.69	0.0	1.4	4.182	A
2	73.20	73.20	228.24	359.26	0.204	72.92	87.52	0.0	0.3	3.431	A
3	49.70	49.70	208.59	354.97	0.140	49.53	92.57	0.0	0.2	3.141	A
4	44.90	44.90	136.87	394.20	0.114	44.77	121.24	0.0	0.1	2.634	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	315.30	315.30	19.99	527.03	0.598	315.13	208.17	1.4	1.6	4.508	A
2	98.00	98.00	232.02	357.17	0.274	97.85	103.10	0.3	0.4	3.913	A
3	65.00	65.00	237.79	338.79	0.192	64.92	92.09	0.2	0.3	3.509	A
4	60.40	60.40	167.81	377.64	0.160	60.34	134.90	0.1	0.2	2.836	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	334.30	334.30	15.02	530.02	0.631	334.10	189.91	1.6	1.8	4.788	A
2	111.30	111.30	271.92	335.15	0.332	111.19	77.20	0.4	0.5	4.306	A
3	44.20	44.20	284.38	312.96	0.141	44.28	98.74	0.3	0.2	3.512	A
4	46.00	46.00	158.88	382.42	0.120	46.05	169.78	0.2	0.1	2.675	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	295.40	295.40	20.98	526.44	0.561	295.82	187.51	1.8	1.3	4.053	A
2	78.20	78.20	247.41	348.68	0.224	78.43	69.39	0.5	0.3	3.425	A
3	50.80	50.80	258.83	327.12	0.155	50.77	67.01	0.2	0.2	3.700	A
4	70.40	70.40	138.17	393.50	0.179	70.32	171.42	0.1	0.2	2.784	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	305.30	305.30	33.96	518.63	0.589	305.17	176.24	1.3	1.5	4.381	A
2	108.00	108.00	266.36	338.22	0.319	107.75	72.77	0.3	0.5	4.555	A
3	43.70	43.70	267.80	322.15	0.136	43.74	106.31	0.2	0.2	3.485	A
4	63.90	63.90	146.28	389.16	0.164	63.92	165.26	0.2	0.2	2.810	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	236.60	236.60	12.07	531.79	0.445	237.23	141.12	1.5	0.8	3.204	A
2	67.70	67.70	175.93	388.14	0.174	68.02	73.37	0.5	0.2	2.953	A
3	57.60	57.60	186.87	367.01	0.157	57.57	57.08	0.2	0.2	3.138	A
4	36.00	36.00	117.09	404.79	0.089	36.10	127.35	0.2	0.1	2.441	A

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:15 - 16:30

		To			
		1	2	3	4
From	1	18.90	74.40	48.10	55.90
	2	42.30	1.00	1.90	16.00
	3	66.90	7.30	0.00	6.00
	4	64.40	16.00	5.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	15.40	67.50	51.30	70.00
	2	66.60	0.00	6.00	21.40
	3	76.60	3.00	1.00	8.00
	4	91.00	17.00	4.90	1.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	18.00	66.40	47.70	70.80
	2	56.60	0.00	0.00	24.00
	3	89.50	2.00	0.00	8.00
	4	71.40	15.00	3.00	1.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	13.50	76.60	46.20	75.00
	2	69.00	0.00	0.00	15.00
	3	93.40	3.00	0.00	2.00
	4	80.00	23.00	9.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	12.00	63.70	49.80	75.40
	2	66.00	0.00	1.00	24.00
	3	67.10	1.00	0.00	6.00
	4	67.40	16.00	6.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	16.50	66.50	30.80	57.00
	2	43.10	0.00	1.00	17.00
	3	77.00	0.40	0.00	2.40
	4	88.30	19.00	4.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	6	9	12	2
	2	8	0	100	0
	3	2	14	0	0
	4	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	17	9	2	0
	2	7	0	0	0
	3	6	0	0	0
	4	0	0	33	0

Heavy Vehicle Percentages

16:45 - 17:00

		To			
		1	2	3	4
From	1	0	3	7	0
	2	8	0	0	0
	3	6	0	0	0
	4	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		1	2	3	4
From	1	8	3	5	0
	2	10	0	0	0
	3	7	0	0	0
	4	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		1	2	3	4
From	1	0	5	4	0
	2	6	0	0	0
	3	5	0	0	0
	4	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		1	2	3	4
From	1	7	8	7	0
	2	8	0	0	0
	3	6	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.41	3.01	0.7	A	197.90	1187.40
2	0.23	3.02	0.3	A	78.65	471.90
3	0.26	3.47	0.4	A	86.77	520.60
4	0.30	3.46	0.4	A	100.40	602.40

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	197.30	197.30	29.21	521.49	0.378	196.65	191.89	0.0	0.6	2.966	A
2	61.20	61.20	127.48	414.88	0.148	61.02	98.38	0.0	0.2	2.725	A
3	80.20	80.20	133.67	396.50	0.202	79.94	54.82	0.0	0.3	2.910	A
4	85.40	85.40	135.97	394.68	0.216	85.13	77.65	0.0	0.3	2.904	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	204.20	204.20	26.89	522.88	0.391	204.18	249.32	0.6	0.7	2.947	A
2	94.00	94.00	143.55	406.01	0.232	93.87	87.53	0.2	0.3	3.015	A
3	88.60	88.60	174.25	374.01	0.237	88.53	63.17	0.3	0.3	3.304	A
4	113.90	113.90	162.47	380.50	0.299	113.75	100.32	0.3	0.4	3.409	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	202.90	202.90	21.03	526.41	0.385	202.92	235.57	0.7	0.6	2.853	A
2	80.60	80.60	140.52	407.68	0.198	80.65	83.42	0.3	0.3	2.902	A
3	99.50	99.50	170.43	376.12	0.265	99.45	50.75	0.3	0.4	3.429	A
4	90.40	90.40	166.08	378.56	0.239	90.51	103.80	0.4	0.3	3.125	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	211.30	211.30	34.94	518.04	0.408	211.24	255.79	0.6	0.7	3.006	A
2	84.00	84.00	143.67	405.95	0.207	83.98	102.52	0.3	0.3	3.016	A
3	98.40	98.40	172.47	374.99	0.262	98.40	55.17	0.4	0.4	3.475	A
4	112.00	112.00	178.84	371.73	0.301	111.89	92.03	0.3	0.4	3.461	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	200.90	200.90	23.06	525.19	0.383	200.96	212.73	0.7	0.6	2.851	A
2	91.00	91.00	143.23	406.19	0.224	90.98	80.79	0.3	0.3	2.986	A
3	74.10	74.10	177.40	372.26	0.199	74.22	56.81	0.4	0.3	3.152	A
4	89.40	89.40	146.25	389.18	0.230	89.53	105.37	0.4	0.3	3.004	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	170.80	170.80	23.39	524.98	0.325	170.93	224.87	0.6	0.5	2.672	A
2	61.10	61.10	108.43	425.40	0.144	61.22	85.89	0.3	0.2	2.602	A
3	79.80	79.80	133.78	396.44	0.201	79.80	35.87	0.3	0.3	2.993	A
4	111.30	111.30	137.06	394.10	0.282	111.20	76.51	0.3	0.4	3.210	A

FB WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:30 - 07:45

		To			
		1	2	3	4
From	1	26.71	76.37	95.33	116.07
	2	67.25	0.00	0.00	9.43
	3	49.97	0.00	0.00	2.10
	4	29.23	15.71	2.10	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	28.28	93.44	86.01	122.57
	2	82.76	0.00	4.19	15.71
	3	63.90	0.00	1.05	3.14
	4	43.37	14.67	5.24	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	33.94	70.29	95.12	150.85
	2	90.41	0.00	3.14	23.05
	3	41.07	1.05	0.00	4.19
	4	33.52	9.43	5.24	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	39.81	56.88	63.69	149.07
	2	54.68	0.00	0.00	27.24
	3	46.93	3.14	0.00	3.14
	4	54.89	12.57	6.29	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	25.14	61.60	88.52	144.57
	2	85.59	0.00	2.10	25.46
	3	41.59	1.05	0.00	3.14
	4	32.37	13.62	20.95	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	16.24	68.41	53.22	110.00
	2	55.21	0.00	2.10	13.62
	3	49.87	0.00	1.05	9.43
	4	26.19	8.38	3.14	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	4	19	7	2
	2	11	0	0	0
	3	7	0	0	0
	4	4	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	21	4	0
	2	16	0	0	0
	3	7	0	0	0
	4	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	7	17	2	0
	2	9	0	0	0
	3	5	0	0	0
	4	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	16	3	1
	2	4	0	0	0
	3	16	0	0	0
	4	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	12	7	0
	2	22	0	0	4
	3	9	0	0	0
	4	3	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	7	13	4	0
	2	6	0	0	0
	3	10	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.66	5.22	2.0	A	312.02	1872.14
2	0.36	4.81	0.6	A	93.65	561.92
3	0.20	3.83	0.3	A	54.30	325.80
4	0.19	2.90	0.2	A	56.15	336.90

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	314.48	314.48	17.76	528.37	0.595	312.92	172.50	0.0	1.6	4.460	A
2	76.68	76.68	239.02	353.31	0.217	76.38	91.66	0.0	0.3	3.548	A
3	52.06	52.06	218.46	349.50	0.149	51.88	96.95	0.0	0.2	3.224	A
4	47.04	47.04	143.36	390.72	0.120	46.90	126.97	0.0	0.1	2.675	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	330.30	330.30	20.94	526.46	0.627	330.10	218.06	1.6	1.8	4.862	A
2	102.66	102.66	243.05	351.09	0.292	102.50	107.99	0.3	0.5	4.081	A
3	68.09	68.09	249.09	332.52	0.205	68.01	96.46	0.2	0.3	3.633	A
4	63.27	63.27	175.78	373.37	0.169	63.21	141.31	0.1	0.2	2.901	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	350.21	350.21	15.73	529.59	0.661	349.97	198.94	1.8	2.0	5.220	A
2	116.60	116.60	284.82	328.03	0.355	116.47	80.88	0.5	0.6	4.558	A
3	46.30	46.30	297.87	305.48	0.152	46.39	103.42	0.3	0.2	3.639	A
4	48.19	48.19	166.43	378.38	0.127	48.25	177.83	0.2	0.1	2.728	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	309.46	309.46	21.98	525.84	0.589	309.96	196.45	2.0	1.5	4.332	A
2	81.92	81.92	259.23	342.15	0.239	82.18	72.70	0.6	0.3	3.561	A
3	53.22	53.22	271.19	320.27	0.166	53.18	70.23	0.2	0.2	3.828	A
4	73.75	73.75	144.77	389.97	0.189	73.66	179.61	0.1	0.2	2.845	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	319.83	319.83	35.58	517.66	0.618	319.67	184.61	1.5	1.7	4.722	A
2	113.14	113.14	279.02	331.23	0.342	112.86	76.22	0.3	0.6	4.806	A
3	45.78	45.78	280.52	315.10	0.145	45.82	111.36	0.2	0.2	3.601	A
4	66.94	66.94	153.23	385.44	0.174	66.96	173.11	0.2	0.2	2.870	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	247.86	247.86	12.65	531.44	0.466	248.60	147.86	1.7	0.9	3.338	A
2	70.92	70.92	184.37	383.48	0.185	71.28	76.88	0.6	0.2	3.031	A
3	60.34	60.34	195.83	362.04	0.167	60.31	59.82	0.2	0.2	3.218	A
4	37.71	37.71	122.69	401.79	0.094	37.82	133.45	0.2	0.1	2.473	A

FB WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:15 - 16:30

		To			
		1	2	3	4
From	1	19.83	78.05	50.46	58.64
	2	44.37	1.05	1.99	16.78
	3	70.18	7.66	0.00	6.29
	4	67.56	16.78	5.25	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	16.16	70.81	53.82	73.43
	2	69.87	0.00	6.29	22.45
	3	80.36	3.15	1.05	8.39
	4	95.46	17.83	5.14	1.05

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	18.88	69.66	50.04	74.27
	2	59.38	0.00	0.00	25.18
	3	93.89	2.10	0.00	8.39
	4	74.90	15.74	3.15	1.05

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	14.16	80.36	48.47	78.68
	2	72.38	0.00	0.00	15.74
	3	97.98	3.15	0.00	2.10
	4	83.92	24.13	9.44	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	12.59	66.82	52.24	79.10
	2	69.24	0.00	1.05	25.18
	3	70.39	1.05	0.00	6.29
	4	70.71	16.78	6.29	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	17.31	69.76	32.31	59.80
	2	45.21	0.00	1.05	17.83
	3	80.78	0.42	0.00	2.52
	4	92.63	19.93	4.20	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	6	9	12	2
	2	8	0	100	0
	3	2	14	0	0
	4	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	17	9	2	0
	2	7	0	0	0
	3	6	0	0	0
	4	0	0	33	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	7	0
	2	8	0	0	0
	3	6	0	0	0
	4	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	8	3	5	0
	2	10	0	0	0
	3	7	0	0	0
	4	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	4	0
	2	6	0	0	0
	3	5	0	0	0
	4	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	7	8	7	0
	2	8	0	0	0
	3	6	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.43	3.12	0.8	A	207.61	1245.64
2	0.25	3.10	0.3	A	82.51	495.04
3	0.28	3.60	0.4	A	91.02	546.13
4	0.32	3.60	0.5	A	105.32	631.95

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	206.98	206.98	30.64	520.63	0.398	206.27	201.28	0.0	0.7	3.066	A
2	64.20	64.20	133.72	411.44	0.156	64.00	103.19	0.0	0.2	2.776	A
3	84.13	84.13	140.22	392.87	0.214	83.86	57.50	0.0	0.3	2.981	A
4	89.59	89.59	142.63	391.12	0.229	89.29	81.45	0.0	0.3	2.979	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	214.22	214.22	28.21	522.09	0.410	214.20	261.53	0.7	0.7	3.051	A
2	98.61	98.61	150.59	402.13	0.245	98.47	91.82	0.2	0.3	3.100	A
3	92.95	92.95	182.79	369.27	0.252	92.87	66.27	0.3	0.4	3.413	A
4	119.49	119.49	170.43	376.24	0.318	119.31	105.24	0.3	0.5	3.539	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	212.85	212.85	22.06	525.78	0.405	212.87	247.12	0.7	0.7	2.952	A
2	84.55	84.55	147.42	403.88	0.209	84.61	87.52	0.3	0.3	2.972	A
3	104.38	104.38	178.79	371.49	0.281	104.32	53.24	0.4	0.4	3.552	A
4	94.83	94.83	174.22	374.20	0.253	94.96	108.89	0.5	0.3	3.226	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221.66	221.66	36.65	517.01	0.429	221.60	268.32	0.7	0.8	3.122	A
2	88.12	88.12	150.71	402.06	0.219	88.10	107.54	0.3	0.3	3.093	A
3	103.23	103.23	180.93	370.30	0.279	103.22	57.88	0.4	0.4	3.599	A
4	117.49	117.49	187.61	367.04	0.320	117.37	96.54	0.3	0.5	3.602	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	210.75	210.75	24.19	524.50	0.402	210.83	223.17	0.8	0.7	2.944	A
2	95.46	95.46	150.25	402.31	0.237	95.44	84.76	0.3	0.3	3.067	A
3	77.73	77.73	186.10	367.44	0.212	77.87	59.59	0.4	0.3	3.245	A
4	93.78	93.78	153.43	385.33	0.243	93.93	110.53	0.5	0.3	3.091	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	179.18	179.18	24.54	524.29	0.342	179.32	235.90	0.7	0.5	2.743	A
2	64.10	64.10	113.76	422.46	0.152	64.23	90.11	0.3	0.2	2.648	A
3	83.71	83.71	140.35	392.80	0.213	83.71	37.64	0.3	0.3	3.066	A
4	116.76	116.76	143.79	390.50	0.299	116.65	80.27	0.3	0.4	3.316	A

FB WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:15 - 16:30

		To			
		1	2	3	4
From	1	26.71	76.37	95.33	116.07
	2	67.25	0.00	0.00	9.43
	3	49.97	0.00	0.00	2.10
	4	29.23	15.71	2.10	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	28.28	93.44	86.01	122.57
	2	82.76	0.00	4.19	15.71
	3	63.90	0.00	1.05	3.14
	4	43.37	14.67	5.24	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	33.94	70.29	95.12	150.85
	2	90.41	0.00	3.14	23.05
	3	41.07	1.05	0.00	4.19
	4	33.52	9.43	5.24	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	39.81	56.88	63.69	149.07
	2	54.68	0.00	0.00	27.24
	3	46.93	3.14	0.00	3.14
	4	54.89	12.57	6.29	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	25.14	61.60	88.52	144.57
	2	85.59	0.00	2.10	25.46
	3	41.59	1.05	0.00	3.14
	4	32.37	13.62	20.95	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	16.24	68.41	53.22	110.00
	2	55.21	0.00	2.10	13.62
	3	49.87	0.00	1.05	9.43
	4	26.19	8.38	3.14	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	4	19	7	2
	2	11	0	0	0
	3	7	0	0	0
	4	4	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	21	4	0
	2	16	0	0	0
	3	7	0	0	0
	4	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	7	17	2	0
	2	9	0	0	0
	3	5	0	0	0
	4	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	16	3	1
	2	4	0	0	0
	3	16	0	0	0
	4	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	12	7	0
	2	22	0	0	4
	3	9	0	0	0
	4	3	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	7	13	4	0
	2	6	0	0	0
	3	10	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.66	5.22	2.0	A	312.02	1872.14
2	0.36	4.81	0.6	A	93.65	561.92
3	0.20	3.83	0.3	A	54.30	325.80
4	0.19	2.90	0.2	A	56.15	336.90

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	314.48	314.48	17.76	528.37	0.595	312.92	172.50	0.0	1.6	4.460	A
2	76.68	76.68	239.02	353.31	0.217	76.38	91.66	0.0	0.3	3.548	A
3	52.06	52.06	218.46	349.50	0.149	51.88	96.95	0.0	0.2	3.224	A
4	47.04	47.04	143.36	390.72	0.120	46.90	126.97	0.0	0.1	2.675	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	330.30	330.30	20.94	526.46	0.627	330.10	218.06	1.6	1.8	4.862	A
2	102.66	102.66	243.05	351.09	0.292	102.50	107.99	0.3	0.5	4.081	A
3	68.09	68.09	249.09	332.52	0.205	68.01	96.46	0.2	0.3	3.633	A
4	63.27	63.27	175.78	373.37	0.169	63.21	141.31	0.1	0.2	2.901	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	350.21	350.21	15.73	529.59	0.661	349.97	198.94	1.8	2.0	5.220	A
2	116.60	116.60	284.82	328.03	0.355	116.47	80.88	0.5	0.6	4.558	A
3	46.30	46.30	297.87	305.48	0.152	46.39	103.42	0.3	0.2	3.639	A
4	48.19	48.19	166.43	378.38	0.127	48.25	177.83	0.2	0.1	2.728	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	309.46	309.46	21.98	525.84	0.589	309.96	196.45	2.0	1.5	4.332	A
2	81.92	81.92	259.23	342.15	0.239	82.18	72.70	0.6	0.3	3.561	A
3	53.22	53.22	271.19	320.27	0.166	53.18	70.23	0.2	0.2	3.828	A
4	73.75	73.75	144.77	389.97	0.189	73.66	179.61	0.1	0.2	2.845	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	319.83	319.83	35.58	517.66	0.618	319.67	184.61	1.5	1.7	4.722	A
2	113.14	113.14	279.02	331.23	0.342	112.86	76.22	0.3	0.6	4.806	A
3	45.78	45.78	280.52	315.10	0.145	45.82	111.36	0.2	0.2	3.601	A
4	66.94	66.94	153.23	385.44	0.174	66.96	173.11	0.2	0.2	2.870	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	247.86	247.86	12.65	531.44	0.466	248.60	147.86	1.7	0.9	3.338	A
2	70.92	70.92	184.37	383.48	0.185	71.28	76.88	0.6	0.2	3.031	A
3	60.34	60.34	195.83	362.04	0.167	60.31	59.82	0.2	0.2	3.218	A
4	37.71	37.71	122.69	401.79	0.094	37.82	133.45	0.2	0.1	2.473	A

FB+CD WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:15 - 16:30

		To			
		1	2	3	4
From	1	19.83	78.05	50.46	58.64
	2	44.37	1.05	1.99	16.78
	3	70.18	7.66	0.00	6.29
	4	67.56	16.78	5.25	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	16.16	70.81	53.82	73.43
	2	69.87	0.00	6.29	22.45
	3	80.36	3.15	1.05	8.39
	4	95.46	17.83	5.14	1.05

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	18.88	69.66	50.04	74.27
	2	59.38	0.00	0.00	25.18
	3	93.89	2.10	0.00	8.39
	4	74.90	15.74	3.15	1.05

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	14.16	80.36	48.47	78.68
	2	72.38	0.00	0.00	15.74
	3	97.98	3.15	0.00	2.10
	4	83.92	24.13	9.44	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	12.59	66.82	52.24	79.10
	2	69.24	0.00	1.05	25.18
	3	70.39	1.05	0.00	6.29
	4	70.71	16.78	6.29	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	17.31	69.76	32.31	59.80
	2	45.21	0.00	1.05	17.83
	3	80.78	0.42	0.00	2.52
	4	92.63	19.93	4.20	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	6	9	12	2
	2	8	0	100	0
	3	2	14	0	0
	4	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	17	9	2	0
	2	7	0	0	0
	3	6	0	0	0
	4	0	0	33	0

Heavy Vehicle Percentages

16:45 - 17:00

		To			
		1	2	3	4
From	1	0	3	7	0
	2	8	0	0	0
	3	6	0	0	0
	4	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		1	2	3	4
From	1	8	3	5	0
	2	10	0	0	0
	3	7	0	0	0
	4	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		1	2	3	4
From	1	0	5	4	0
	2	6	0	0	0
	3	5	0	0	0
	4	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		1	2	3	4
From	1	7	8	7	0
	2	8	0	0	0
	3	6	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.43	3.12	0.8	A	207.61	1245.64
2	0.25	3.10	0.3	A	82.51	495.04
3	0.28	3.60	0.4	A	91.02	546.13
4	0.32	3.60	0.5	A	105.32	631.95

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	206.98	206.98	30.64	520.63	0.398	206.27	201.28	0.0	0.7	3.066	A
2	64.20	64.20	133.72	411.44	0.156	64.00	103.19	0.0	0.2	2.776	A
3	84.13	84.13	140.22	392.87	0.214	83.86	57.50	0.0	0.3	2.981	A
4	89.59	89.59	142.63	391.12	0.229	89.29	81.45	0.0	0.3	2.979	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	214.22	214.22	28.21	522.09	0.410	214.20	261.53	0.7	0.7	3.051	A
2	98.61	98.61	150.59	402.13	0.245	98.47	91.82	0.2	0.3	3.100	A
3	92.95	92.95	182.79	369.27	0.252	92.87	66.27	0.3	0.4	3.413	A
4	119.49	119.49	170.43	376.24	0.318	119.31	105.24	0.3	0.5	3.539	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	212.85	212.85	22.06	525.78	0.405	212.87	247.12	0.7	0.7	2.952	A
2	84.55	84.55	147.42	403.88	0.209	84.61	87.52	0.3	0.3	2.972	A
3	104.38	104.38	178.79	371.49	0.281	104.32	53.24	0.4	0.4	3.552	A
4	94.83	94.83	174.22	374.20	0.253	94.96	108.89	0.5	0.3	3.226	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221.66	221.66	36.65	517.01	0.429	221.60	268.32	0.7	0.8	3.122	A
2	88.12	88.12	150.71	402.06	0.219	88.10	107.54	0.3	0.3	3.093	A
3	103.23	103.23	180.93	370.30	0.279	103.22	57.88	0.4	0.4	3.599	A
4	117.49	117.49	187.61	367.04	0.320	117.37	96.54	0.3	0.5	3.602	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	210.75	210.75	24.19	524.50	0.402	210.83	223.17	0.8	0.7	2.944	A
2	95.46	95.46	150.25	402.31	0.237	95.44	84.76	0.3	0.3	3.067	A
3	77.73	77.73	186.10	367.44	0.212	77.87	59.59	0.4	0.3	3.245	A
4	93.78	93.78	153.43	385.33	0.243	93.93	110.53	0.5	0.3	3.091	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	179.18	179.18	24.54	524.29	0.342	179.32	235.90	0.7	0.5	2.743	A
2	64.10	64.10	113.76	422.46	0.152	64.23	90.11	0.3	0.2	2.648	A
3	83.71	83.71	140.35	392.80	0.213	83.71	37.64	0.3	0.3	3.066	A
4	116.76	116.76	143.79	390.50	0.299	116.65	80.27	0.3	0.4	3.316	A

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:30 - 07:45

		To			
		1	2	3	4
From	1	26.71	87.73	95.33	116.07
	2	78.61	0.00	0.00	9.43
	3	49.97	0.00	0.00	2.10
	4	29.23	15.71	2.10	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	28.28	104.80	86.01	122.57
	2	94.12	0.00	4.19	15.71
	3	63.90	0.00	1.05	3.14
	4	43.37	14.67	5.24	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	33.94	81.65	95.12	150.85
	2	101.76	0.00	3.14	23.05
	3	41.07	1.05	0.00	4.19
	4	33.52	9.43	5.24	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	39.81	68.24	63.69	149.07
	2	66.04	0.00	0.00	27.24
	3	46.93	3.14	0.00	3.14
	4	54.89	12.57	6.29	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	25.14	72.96	88.52	144.57
	2	96.95	0.00	2.10	25.46
	3	41.59	1.05	0.00	3.14
	4	32.37	13.62	20.95	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	16.24	79.77	53.22	110.00
	2	66.57	0.00	2.10	13.62
	3	49.87	0.00	1.05	9.43
	4	26.19	8.38	3.14	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	4	24	7	2
	2	16	0	0	0
	3	7	0	0	0
	4	4	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	25	4	0
	2	21	0	0	0
	3	7	0	0	0
	4	0	0	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1	2	3	4
From	1	7	23	2	0
	2	14	0	0	0
	3	5	0	0	0
	4	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1	2	3	4
From	1	0	22	3	1
	2	11	0	0	0
	3	16	0	0	0
	4	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1	2	3	4
From	1	0	18	7	0
	2	26	0	0	4
	3	9	0	0	0
	4	3	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		1	2	3	4
From	1	7	19	4	0
	2	13	0	0	0
	3	10	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.68	5.64	2.2	A	323.38	1940.29
2	0.39	5.23	0.7	A	105.01	630.07
3	0.21	3.92	0.3	A	54.30	325.80
4	0.19	2.96	0.2	A	56.15	336.90

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	325.84	325.84	17.76	528.37	0.617	324.11	183.78	0.0	1.7	4.762	A
2	88.04	88.04	238.94	353.35	0.249	87.66	102.93	0.0	0.4	3.866	A
3	52.06	52.06	229.69	343.27	0.152	51.88	96.91	0.0	0.2	3.293	A
4	47.04	47.04	154.64	384.69	0.122	46.89	126.93	0.0	0.1	2.723	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	341.66	341.66	20.94	526.46	0.649	341.43	229.40	1.7	2.0	5.227	A
2	114.02	114.02	243.03	351.09	0.325	113.84	119.33	0.4	0.6	4.431	A
3	68.09	68.09	260.42	326.24	0.209	68.00	96.46	0.2	0.3	3.722	A
4	63.27	63.27	187.12	367.30	0.172	63.21	141.29	0.1	0.2	2.959	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	361.57	361.57	15.73	529.59	0.683	361.29	210.28	2.0	2.2	5.640	A
2	127.95	127.95	284.79	328.04	0.390	127.81	92.24	0.6	0.7	4.972	A
3	46.30	46.30	309.18	299.21	0.155	46.39	103.42	0.3	0.2	3.730	A
4	48.19	48.19	177.77	372.31	0.129	48.25	177.81	0.2	0.1	2.779	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	320.81	320.81	21.97	525.84	0.610	321.38	207.85	2.2	1.7	4.640	A
2	93.28	93.28	259.27	342.13	0.273	93.58	84.09	0.7	0.4	3.896	A
3	53.22	53.22	282.60	313.95	0.170	53.18	70.25	0.2	0.2	3.922	A
4	73.75	73.75	156.16	383.88	0.192	73.66	179.62	0.1	0.2	2.901	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	331.19	331.19	35.57	517.66	0.640	331.01	195.94	1.7	1.8	5.075	A
2	124.50	124.50	279.00	331.24	0.376	124.18	87.58	0.4	0.7	5.229	A
3	45.78	45.78	291.84	308.82	0.148	45.82	111.34	0.2	0.2	3.689	A
4	66.94	66.94	164.56	379.38	0.176	66.96	173.11	0.2	0.2	2.928	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	259.22	259.22	12.65	531.44	0.488	260.04	159.27	1.8	1.0	3.539	A
2	82.28	82.28	184.43	383.44	0.215	82.69	88.26	0.7	0.3	3.311	A
3	60.34	60.34	207.28	355.70	0.170	60.31	59.85	0.2	0.2	3.287	A
4	37.71	37.71	134.10	395.69	0.095	37.83	133.49	0.2	0.1	2.515	A

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:15 - 16:30

		To			
		1	2	3	4
From	1	19.83	89.41	50.46	58.64
	2	55.73	1.05	1.99	16.78
	3	70.18	7.66	0.00	6.29
	4	67.56	16.78	5.25	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	16.16	82.17	53.82	73.43
	2	81.22	0.00	6.29	22.45
	3	80.36	3.15	1.05	8.39
	4	95.46	17.83	5.14	1.05

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	18.88	81.01	50.04	74.27
	2	70.73	0.00	0.00	25.18
	3	93.89	2.10	0.00	8.39
	4	74.90	15.74	3.15	1.05

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	14.16	91.72	48.47	78.68
	2	83.74	0.00	0.00	15.74
	3	97.98	3.15	0.00	2.10
	4	83.92	24.13	9.44	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	12.59	78.18	52.24	79.10
	2	80.60	0.00	1.05	25.18
	3	70.39	1.05	0.00	6.29
	4	70.71	16.78	6.29	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	17.31	81.12	32.31	59.80
	2	56.57	0.00	1.05	17.83
	3	80.78	0.42	0.00	2.52
	4	92.63	19.93	4.20	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	6	14	12	2
	2	17	0	100	0
	3	2	14	0	0
	4	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	17	14	2	0
	2	12	0	0	0
	3	6	0	0	0
	4	0	0	33	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	7	0
	2	14	0	0	0
	3	6	0	0	0
	4	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	8	7	5	0
	2	15	0	0	0
	3	7	0	0	0
	4	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	11	4	0
	2	12	0	0	0
	3	5	0	0	0
	4	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	7	14	7	0
	2	16	0	0	0
	3	6	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.45	3.30	0.9	A	218.96	1313.79
2	0.27	3.35	0.4	A	93.87	563.19
3	0.29	3.69	0.4	A	91.02	546.13
4	0.33	3.69	0.5	A	105.32	631.95

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	218.34	218.34	30.63	520.63	0.419	217.55	212.58	0.0	0.8	3.237	A
2	75.56	75.56	133.69	411.45	0.184	75.31	114.49	0.0	0.3	3.034	A
3	84.13	84.13	151.51	386.61	0.218	83.85	57.49	0.0	0.3	3.043	A
4	89.59	89.59	153.92	385.07	0.233	89.29	81.43	0.0	0.3	3.040	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	225.57	225.57	28.21	522.09	0.432	225.55	272.87	0.8	0.8	3.229	A
2	109.97	109.97	150.58	402.13	0.273	109.82	103.18	0.3	0.4	3.345	A
3	92.95	92.95	194.13	362.98	0.256	92.87	66.27	0.3	0.4	3.492	A
4	119.49	119.49	181.77	370.16	0.323	119.31	105.23	0.3	0.5	3.625	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	224.21	224.21	22.06	525.78	0.426	224.23	258.49	0.8	0.8	3.116	A
2	95.91	95.91	147.42	403.87	0.237	95.97	98.88	0.4	0.3	3.216	A
3	104.38	104.38	190.15	365.19	0.286	104.32	53.24	0.4	0.4	3.637	A
4	94.83	94.83	185.58	368.12	0.258	94.96	108.89	0.5	0.3	3.295	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	233.02	233.02	36.65	517.01	0.451	232.95	279.68	0.8	0.9	3.303	A
2	99.48	99.48	150.71	402.06	0.247	99.45	118.89	0.3	0.4	3.341	A
3	103.23	103.23	192.28	364.01	0.284	103.22	57.88	0.4	0.4	3.686	A
4	117.49	117.49	198.96	360.96	0.326	117.36	96.54	0.3	0.5	3.692	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	222.11	222.11	24.19	524.50	0.423	222.19	234.54	0.9	0.8	3.116	A
2	106.82	106.82	150.25	402.31	0.266	106.80	96.13	0.4	0.4	3.308	A
3	77.73	77.73	197.46	361.14	0.215	77.87	59.59	0.4	0.3	3.314	A
4	93.78	93.78	164.80	379.25	0.247	93.93	110.53	0.5	0.3	3.155	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	190.54	190.54	24.54	524.29	0.363	190.69	247.27	0.8	0.6	2.899	A
2	75.46	75.46	113.76	422.45	0.179	75.60	101.47	0.4	0.2	2.892	A
3	83.71	83.71	151.73	386.49	0.217	83.71	37.64	0.3	0.3	3.130	A
4	116.76	116.76	155.16	384.41	0.304	116.65	80.28	0.3	0.4	3.389	A

H.3 Suffolk Junction Modelling Results

H.3.1 The list of the scenarios included in this Appendix for Suffolk is presented in Table H.2.

Table H.2 Suffolk Modelling scenarios

Junction ID	Location	Model type	Scenarios reported						
			Base	Future Baseline (FB)	FB+Commited Development (CD)	FB+CD+Project	Multi-modal Scenario 1	Multi-modal Scenario 2	Other
Site 16	A140 Ipswich Rd / A143 Old Bury Rd	Junctions 9	Y	Y	Y	Y	N	Y	N
Site 17	A143 Old Bury Rd / B1077 Stunston Rd	Junctions 9	Y	Y	Y	Y	N	Y	N
Site 18	A143 Old Bury Rd / Lion Rd	Junctions 9	Y	Y	Y	Y	N	Y	N
Site 21	A14 J50 Cedars Interchange	Junctions 9	Y	Y	Y	Y	N	N	N
Site 22	A1120 Church Rd / B1115 Stowmarket Rd	Junctions 9	Y	Y	Y	Y	N	N	Reduced peak hour flows
Site 23	A1120 Church Rd / Thorney Green	Junctions 9	Y	Y	Y	Y	N	N	N
Site 24	A1120 / Gun Cotton Way	Junctions 9	Y	Y	Y	Y	N	N	N
Site 25	A1120 / B1113 Needham Rd	LinSig	Y	Y	Y	Y	N	N	N

Junction ID	Location	Model type	Scenarios reported						
			Base	Future Baseline (FB)	FB+Commited Development (CD)	FB+CD+Project	Multi-modal Scenario 1	Multi-modal Scenario 2	Other
Site 26	A14 J52 Claydon Roundabout	Junctions 9	Y	Y	Y	Y	N	N	N
Site 27	B1113 Bramford Rd / Bramford Rd	LinSig	Y	Y	Y	Y	N	N	N
Site 29	A14 J55 Copdock Interchange	LinSig	Y	Y	Y	Y	Y	Y	85th percentile
Site 30	A1214 London Rd / Scrivener Dr	LinSig	Y	Y	Y	Y	N	N	N
Site 31	A1214 London Rd / A1071	LinSig	Y	Y	Y	Y	N	N	Mitigation
Site 32	A1071 / B1113 Swan Hill	Junctions 9	Y	Y	Y	Y	N	N	N
Site 35	A140 Stoke Ash	Junctions 9	Y	Y	Y	Y	N	N	N

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 16 (four_arm)_V3_WITH_CONGESTION.j9
Path: C:\Users\wja78043\OneDrive - ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 03/04/2025 12:06:41

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Arm 1	D1	1.1	3.80	0.50	A	12.05	B	D2	0.8	3.11	0.42	A	6.10	A
Arm 2		6.5	33.15	0.88	D				1.7	10.12	0.62	B		
Arm 3		1.1	4.48	0.49	A				1.2	4.34	0.52	A		
Arm 4		2.8	10.17	0.73	B				1.8	8.22	0.62	A		
	FB WD													
Arm 1	D3	1.2	4.02	0.53	A	15.18	C	D4	0.8	3.26	0.44	A	6.63	A
Arm 2		9.4	45.18	0.93	E				1.9	11.08	0.65	B		
Arm 3		1.2	4.67	0.51	A				1.3	4.57	0.54	A		
Arm 4		3.3	11.70	0.76	B				2.1	9.16	0.65	A		
	FB+CD WD													
Arm 1	D5	1.2	4.02	0.53	A	15.18	C	D6	0.8	3.26	0.44	A	6.63	A
Arm 2		9.4	45.18	0.93	E				1.9	11.08	0.65	B		
Arm 3		1.2	4.67	0.51	A				1.3	4.57	0.54	A		
Arm 4		3.3	11.70	0.76	B				2.1	9.16	0.65	A		
	FB+CD+N2T WD													
Arm 1	D7	1.5	4.63	0.58	A	20.93	C	D8	1.0	3.66	0.48	A	7.69	A
Arm 2		14.6	70.58	0.99	F				2.3	12.88	0.68	B		
Arm 3		1.5	5.48	0.55	A				1.5	5.10	0.58	A		
Arm 4		4.2	14.36	0.81	B				2.8	11.09	0.72	B		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

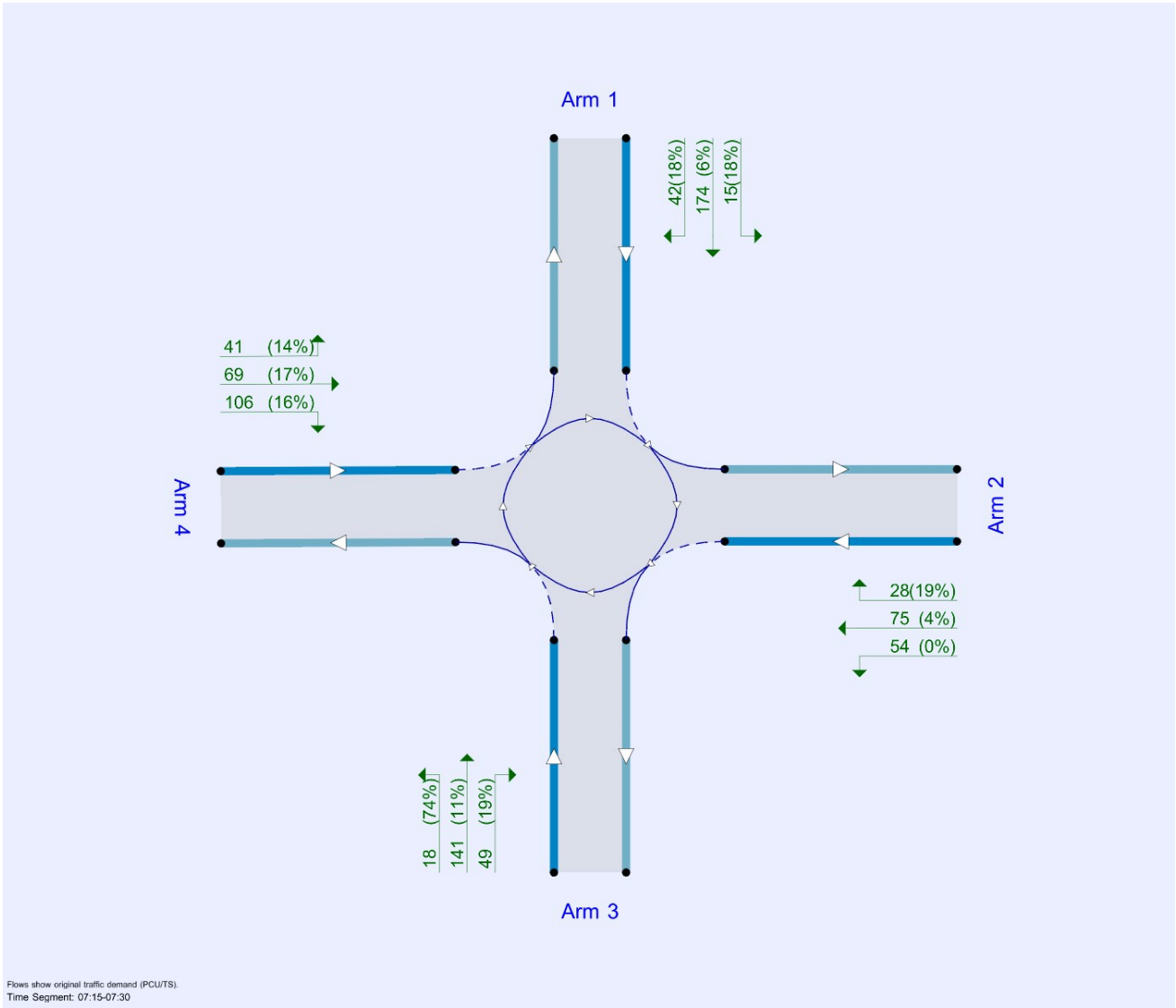
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓
D2	2024	PM	DIRECT	16:00	17:30	90	15	✓
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓
D4	FB WD	PM	DIRECT	16:00	17:30	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:00	17:30	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:00	17:30	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	12.05	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A140 (N)	
2	A143 (E)	
3	A140 (S)	
4	A143 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	8.64	8.64	0.0	20.7	62.6	20.0	
2	3.89	7.55	23.2	27.6	62.6	32.0	
3	5.36	7.60	21.2	22.9	62.6	17.5	
4	3.56	8.01	20.8	18.8	62.6	20.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.723	678.213
2	0.583	481.967
3	0.646	559.177
4	0.591	484.429

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
2	Percentage	Observed queue	70.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	3.90	14.40	158.50	35.60
	2	26.60	0.00	52.00	72.70
	3	127.00	47.30	0.00	12.60
	4	34.70	67.10	97.90	8.90

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	24.40	137.30	27.70
	2	55.80	0.00	60.00	70.90
	3	173.60	37.50	1.00	11.70
	4	30.70	71.70	79.00	6.90

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.00	17.80	171.60	36.70
	2	26.90	0.00	68.60	66.90
	3	165.20	37.90	3.00	21.30
	4	43.50	94.30	108.20	4.90

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	9.90	33.60	192.90	21.80
	2	32.00	0.00	69.30	83.20
	3	135.50	35.40	3.90	19.40
	4	33.70	101.80	83.00	3.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.00	25.70	143.00	22.70
	2	49.80	0.00	58.70	74.50
	3	139.30	40.20	0.00	30.80
	4	48.60	70.90	119.70	3.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.90	31.00	134.60	25.70
	2	25.50	0.00	81.20	84.70
	3	128.60	38.70	1.00	19.30
	4	41.60	71.40	80.80	3.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	33	18	3	14
	2	19	0	0	4
	3	9	19	0	67
	4	10	17	14	14

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	6	13
	2	4	0	0	1
	3	9	17	0	43
	4	11	4	11	17

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	13	6	9
	2	4	0	6	2
	3	8	26	0	70
	4	14	8	9	33

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	13	14	6	11
	2	0	0	12	11
	3	7	22	50	75
	4	10	14	15	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	14	8	18
	2	4	0	6	8
	3	15	26	0	92
	4	10	19	13	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1	2	3	4
From	1	25	27	8	14
	2	4	0	12	10
	3	13	22	0	100
	4	11	9	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.50	3.80	1.1	A	213.45	1280.70
2	0.88	33.15	6.5	D	176.55	1059.30
3	0.49	4.48	1.1	A	205.03	1230.20
4	0.73	10.17	2.8	B	218.05	1308.30

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	212.40	212.40	219.75	519.36	0.409	211.67	190.99	0.0	0.7	3.102	A
2	151.30	151.30	303.35	213.63	0.708	148.88	128.07	0.0	2.4	14.135	B
3	186.90	186.90	145.91	464.93	0.402	186.14	306.32	0.0	0.8	3.668	A
4	208.60	208.60	203.65	364.11	0.573	207.09	128.40	0.0	1.5	6.484	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	190.40	190.40	196.13	536.43	0.355	190.54	260.13	0.7	0.6	2.785	A
2	186.70	186.70	253.16	234.10	0.798	185.43	133.51	2.4	3.7	18.283	C
3	223.80	223.80	161.44	454.90	0.492	223.49	277.15	0.8	1.1	4.343	A
4	188.30	188.30	267.93	326.13	0.577	188.34	117.00	1.5	1.5	7.098	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	228.10	228.10	247.20	499.52	0.457	227.80	237.86	0.6	0.9	3.549	A
2	162.40	162.40	325.49	204.59	0.794	162.25	149.51	3.7	3.8	21.917	C
3	227.40	227.40	137.62	470.28	0.484	227.39	350.11	1.1	1.1	4.242	A
4	250.90	250.90	235.50	345.29	0.727	249.56	129.51	1.5	2.8	10.174	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	258.20	258.20	227.83	513.52	0.503	258.01	210.97	0.9	1.1	3.797	A
2	184.50	184.50	314.91	208.91	0.883	181.81	170.94	3.8	6.5	33.145	D
3	194.20	194.20	148.09	463.52	0.419	194.44	348.63	1.1	0.8	3.848	A
4	221.50	221.50	216.40	356.58	0.621	222.40	126.14	2.8	1.9	7.669	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	195.40	195.40	233.34	509.53	0.383	195.80	240.90	1.1	0.7	3.141	A
2	183.00	183.00	292.21	218.17	0.839	183.53	136.93	6.5	6.0	28.199	D
3	210.30	210.30	154.04	459.68	0.457	210.10	321.71	0.8	1.0	4.475	A
4	242.20	242.20	232.69	346.95	0.698	241.55	131.44	1.9	2.5	9.649	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	196.20	196.20	195.94	536.58	0.366	196.24	201.90	0.7	0.6	2.963	A
2	191.40	191.40	250.78	235.07	0.814	192.18	141.39	6.0	5.2	23.661	C
3	187.60	187.60	144.87	465.60	0.403	187.82	298.09	1.0	0.8	3.884	A
4	196.80	196.80	199.79	366.39	0.537	198.05	132.91	2.5	1.3	5.955	A

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.00	25.00	121.90	11.00
	2	28.80	0.00	47.40	77.30
	3	178.30	48.20	2.00	9.50
	4	30.80	113.20	48.60	1.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	6.50	29.80	119.50	24.90
	2	33.90	0.00	47.20	75.30
	3	165.10	50.20	4.00	22.40
	4	41.70	99.00	49.60	3.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.00	35.90	146.90	23.00
	2	30.80	0.00	44.10	54.80
	3	172.00	52.90	2.00	18.50
	4	38.80	83.50	65.20	1.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	6.90	40.90	152.80	17.90
	2	21.00	0.00	37.80	57.80
	3	154.60	61.20	2.00	17.10
	4	36.80	88.60	59.50	3.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	5.50	43.90	98.80	12.00
	2	34.50	2.90	45.40	79.00
	3	163.40	68.30	3.00	9.80
	4	41.70	106.60	47.00	3.90

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.00	47.90	115.10	13.00
	2	33.90	0.00	38.70	50.80
	3	151.20	62.80	2.00	14.70
	4	35.70	111.50	53.20	2.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	10	0
	2	8	0	15	11
	3	4	4	0	13
	4	7	8	9	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	20	7	8	4
	2	3	0	10	11
	3	6	4	0	50
	4	8	4	29	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	7	0
	2	7	0	13	4
	3	4	2	0	56
	4	6	6	20	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	20	3	6	6
	2	0	0	6	4
	3	4	3	0	56
	4	6	5	10	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	25	2	2	0
	2	3	100	16	9
	3	3	5	0	33
	4	14	11	9	33

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	0
	2	3	0	9	4
	3	4	3	0	27
	4	10	5	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.42	3.11	0.8	A	184.52	1107.10
2	0.62	10.12	1.7	B	140.23	841.40
3	0.52	4.34	1.2	A	239.20	1435.20
4	0.62	8.22	1.8	A	194.15	1164.90

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	159.90	159.90	211.54	525.30	0.304	159.43	238.61	0.0	0.5	2.648	A
2	153.50	153.50	185.71	261.61	0.587	151.96	185.25	0.0	1.5	9.024	A
3	238.00	238.00	118.99	482.32	0.493	236.99	218.68	0.0	1.0	3.818	A
4	193.60	193.60	258.04	331.98	0.583	192.11	97.94	0.0	1.5	6.889	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	180.70	180.70	205.80	529.44	0.341	180.61	246.97	0.5	0.6	2.785	A
2	156.40	156.40	207.38	252.77	0.619	156.22	179.03	1.5	1.7	10.124	B
3	241.70	241.70	143.39	466.56	0.518	241.55	220.21	1.0	1.2	4.335	A
4	193.30	193.30	259.52	331.10	0.584	193.25	125.42	1.5	1.5	7.215	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	209.80	209.80	204.63	530.29	0.396	209.67	245.72	0.6	0.7	2.950	A
2	129.70	129.70	241.90	238.69	0.543	130.12	172.40	1.7	1.3	8.952	A
3	245.40	245.40	113.97	485.56	0.505	245.46	258.05	1.2	1.1	3.973	A
4	188.50	188.50	261.81	329.75	0.572	188.54	97.62	1.5	1.5	7.045	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	218.50	218.50	214.39	523.24	0.418	218.43	219.58	0.7	0.8	3.114	A
2	116.60	116.60	242.13	238.60	0.489	116.90	190.68	1.3	1.0	7.686	A
3	234.90	234.90	106.77	490.21	0.479	235.00	252.26	1.1	1.0	3.753	A
4	187.90	187.90	245.91	339.14	0.554	188.05	95.86	1.5	1.3	6.349	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	160.20	160.20	231.27	511.03	0.313	160.48	244.73	0.8	0.5	2.639	A
2	161.80	161.80	170.45	267.84	0.604	161.17	221.30	1.0	1.6	9.246	A
3	244.50	244.50	137.32	470.48	0.520	244.37	194.30	1.0	1.1	4.140	A
4	199.20	199.20	277.25	320.62	0.621	198.75	104.44	1.3	1.8	8.217	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	178.00	178.00	231.62	510.78	0.348	177.92	223.11	0.5	0.6	2.800	A
2	123.40	123.40	187.24	260.99	0.473	124.08	222.30	1.6	1.0	6.953	A
3	230.70	230.70	102.24	493.13	0.468	230.88	209.08	1.1	0.9	3.611	A
4	202.40	202.40	252.23	335.41	0.603	202.50	80.90	1.8	1.7	7.400	A

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	15.18	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.03	14.89	163.90	36.81
	2	27.51	0.00	53.77	75.18
	3	131.33	48.91	0.00	13.03
	4	35.88	69.39	101.24	9.20

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.03	25.23	141.98	28.64
	2	57.70	0.00	62.05	73.32
	3	179.52	38.78	1.03	12.10
	4	31.75	74.14	81.69	7.14

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	18.41	177.45	37.95
	2	27.82	0.00	70.94	69.18
	3	170.83	39.19	3.10	22.03
	4	44.98	97.51	111.89	5.07

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	10.24	34.75	199.47	22.54
	2	33.09	0.00	71.66	86.04
	3	140.12	36.61	4.03	20.06
	4	34.85	105.27	85.83	3.10

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.14	26.58	147.87	23.47
	2	51.50	0.00	60.70	77.04
	3	144.05	41.57	0.00	31.85
	4	50.26	73.32	123.78	3.10

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	5.07	32.06	139.19	26.58
	2	26.37	0.00	83.97	87.59
	3	132.98	40.02	1.03	19.96
	4	43.02	73.83	83.55	3.10

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	33	18	3	14
	2	19	0	0	4
	3	9	19	0	67
	4	10	17	14	14

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	6	13
	2	4	0	0	1
	3	9	17	0	43
	4	11	4	11	17

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	13	6	9
	2	4	0	6	2
	3	8	26	0	70
	4	14	8	9	33

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1	2	3	4
From	1	13	14	6	11
	2	0	0	12	11
	3	7	22	50	75
	4	10	14	15	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1	2	3	4
From	1	0	14	8	18
	2	4	0	6	8
	3	15	26	0	92
	4	10	19	13	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1	2	3	4
From	1	25	27	8	14
	2	4	0	12	10
	3	13	22	0	100
	4	11	9	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.53	4.02	1.2	A	220.73	1324.35
2	0.93	45.18	9.4	E	182.57	1095.41
3	0.51	4.67	1.2	A	212.02	1272.13
4	0.76	11.70	3.3	B	225.48	1352.89

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	219.64	219.64	227.14	514.02	0.427	218.85	197.40	0.0	0.8	3.234	A
2	156.46	156.46	313.60	209.44	0.747	153.57	132.39	0.0	2.9	16.194	C
3	193.27	193.27	150.62	461.89	0.418	192.46	316.55	0.0	0.8	3.794	A
4	215.71	215.71	210.50	360.06	0.599	214.04	132.58	0.0	1.7	6.960	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	196.89	196.89	202.80	531.61	0.370	197.05	268.79	0.8	0.6	2.881	A
2	193.06	193.06	261.80	230.57	0.837	191.32	138.05	2.9	4.6	22.255	C
3	231.43	231.43	166.65	451.53	0.513	231.08	286.48	0.8	1.2	4.558	A
4	194.72	194.72	276.86	320.86	0.607	194.74	120.87	1.7	1.7	7.752	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	235.87	235.87	255.38	493.60	0.478	235.53	246.00	0.6	1.0	3.735	A
2	167.94	167.94	336.42	200.13	0.839	167.58	154.49	4.6	5.0	28.085	D
3	235.15	235.15	142.27	467.28	0.503	235.15	361.73	1.2	1.2	4.441	A
4	259.45	259.45	243.61	340.50	0.762	257.77	133.81	1.7	3.3	11.700	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	267.00	267.00	235.80	507.76	0.526	266.79	217.94	1.0	1.2	4.024	A
2	190.79	190.79	325.75	204.49	0.933	186.42	176.84	5.0	9.4	45.184	E
3	200.82	200.82	152.11	460.93	0.436	201.09	360.07	1.2	0.9	3.987	A
4	229.05	229.05	223.51	352.38	0.650	230.23	129.69	3.3	2.2	8.449	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	202.06	202.06	241.19	503.86	0.401	202.51	248.80	1.2	0.7	3.273	A
2	189.24	189.24	302.11	214.13	0.884	189.74	141.59	9.4	8.8	40.439	E
3	217.47	217.47	159.12	456.40	0.476	217.24	332.73	0.9	1.1	4.669	A
4	250.46	250.46	240.35	342.43	0.731	249.64	136.01	2.2	3.0	10.930	B

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	202.89	202.89	202.81	531.60	0.382	202.93	209.31	0.7	0.7	3.070	A
2	197.92	197.92	259.46	231.53	0.855	199.49	146.28	8.8	7.3	32.588	D
3	193.99	193.99	150.52	461.95	0.420	194.24	308.43	1.1	0.9	4.032	A
4	203.51	203.51	207.08	362.08	0.562	205.04	137.68	3.0	1.4	6.398	A

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	25.88	126.20	11.39
	2	29.82	0.00	49.07	80.03
	3	184.59	49.90	2.07	9.84
	4	31.89	117.20	50.32	1.04

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	6.73	30.85	123.72	25.78
	2	35.10	0.00	48.87	77.96
	3	170.93	51.97	4.14	23.19
	4	43.17	102.49	51.35	3.11

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.14	37.17	152.08	23.81
	2	31.89	0.00	45.66	56.73
	3	178.07	54.77	2.07	19.15
	4	40.17	86.45	67.50	1.04

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	7.14	42.34	158.19	18.53
	2	21.74	0.00	39.13	59.84
	3	160.06	63.36	2.07	17.70
	4	38.10	91.73	61.60	3.11

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	5.69	45.45	102.29	12.42
	2	35.72	3.00	47.00	81.79
	3	169.17	70.71	3.11	10.15
	4	43.17	110.36	48.66	4.04

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	49.59	119.16	13.46
	2	35.10	0.00	40.07	52.59
	3	156.54	65.02	2.07	15.22
	4	36.96	115.44	55.08	2.07

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	10	0
	2	8	0	15	11
	3	4	4	0	13
	4	7	8	9	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	20	7	8	4
	2	3	0	10	11
	3	6	4	0	50
	4	8	4	29	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	7	0
	2	7	0	13	4
	3	4	2	0	56
	4	6	6	20	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	20	3	6	6
	2	0	0	6	4
	3	4	3	0	56
	4	6	5	10	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	25	2	2	0
	2	3	100	16	9
	3	3	5	0	33
	4	14	11	9	33

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	0
	2	3	0	9	4
	3	4	3	0	27
	4	10	5	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.44	3.26	0.8	A	191.03	1146.17
2	0.65	11.08	1.9	B	145.18	871.10
3	0.54	4.57	1.3	A	247.64	1485.85
4	0.65	9.16	2.1	A	201.00	1206.01

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	165.54	165.54	218.87	519.99	0.318	165.04	246.95	0.0	0.5	2.730	A
2	158.92	158.92	192.22	258.96	0.614	157.20	191.70	0.0	1.7	9.696	A
3	246.40	246.40	123.10	479.66	0.514	245.31	226.32	0.0	1.1	3.994	A
4	200.43	200.43	267.07	326.64	0.614	198.75	101.33	0.0	1.7	7.515	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187.08	187.08	213.06	524.20	0.357	186.98	255.66	0.5	0.6	2.881	A
2	161.92	161.92	214.69	249.79	0.648	161.69	185.35	1.7	1.9	11.083	B
3	250.23	250.23	148.42	463.31	0.540	250.06	227.97	1.1	1.3	4.573	A
4	200.12	200.12	268.66	325.70	0.614	200.06	129.82	1.7	1.7	7.916	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	217.20	217.20	211.86	525.06	0.414	217.06	254.41	0.6	0.7	3.071	A
2	134.28	134.28	250.42	235.22	0.571	134.76	178.50	1.9	1.5	9.685	A
3	254.06	254.06	118.03	482.94	0.526	254.14	267.15	1.3	1.2	4.168	A
4	195.15	195.15	271.07	324.28	0.602	195.20	101.10	1.7	1.7	7.709	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	226.21	226.21	221.97	517.75	0.437	226.14	227.36	0.7	0.8	3.255	A
2	120.72	120.72	250.69	235.11	0.513	121.07	197.42	1.5	1.1	8.206	A
3	243.19	243.19	110.56	487.76	0.499	243.31	261.19	1.2	1.1	3.921	A
4	194.53	194.53	254.61	334.00	0.582	194.72	99.26	1.7	1.5	6.890	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	165.85	165.85	239.36	505.18	0.328	166.16	253.32	0.8	0.5	2.727	A
2	167.51	167.51	176.47	265.39	0.631	166.79	229.05	1.1	1.8	9.991	A
3	253.13	253.13	142.12	467.38	0.542	252.98	201.14	1.1	1.2	4.365	A
4	206.23	206.23	287.00	314.86	0.655	205.68	108.09	1.5	2.1	9.158	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	184.28	184.28	239.81	504.86	0.365	184.19	231.02	0.5	0.6	2.907	A
2	127.76	127.76	193.85	258.30	0.495	128.54	230.16	1.8	1.0	7.346	A
3	238.84	238.84	105.91	490.76	0.487	239.05	216.47	1.2	1.0	3.766	A
4	209.54	209.54	261.16	330.13	0.635	209.67	83.80	2.1	1.9	8.171	A

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	15.18	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.03	14.89	163.90	36.81
	2	27.51	0.00	53.77	75.18
	3	131.33	48.91	0.00	13.03
	4	35.88	69.39	101.24	9.20

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.03	25.23	141.98	28.64
	2	57.70	0.00	62.05	73.32
	3	179.52	38.78	1.03	12.10
	4	31.75	74.14	81.69	7.14

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	18.41	177.45	37.95
	2	27.82	0.00	70.94	69.18
	3	170.83	39.19	3.10	22.03
	4	44.98	97.51	111.89	5.07

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	10.24	34.75	199.47	22.54
	2	33.09	0.00	71.66	86.04
	3	140.12	36.61	4.03	20.06
	4	34.85	105.27	85.83	3.10

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.14	26.58	147.87	23.47
	2	51.50	0.00	60.70	77.04
	3	144.05	41.57	0.00	31.85
	4	50.26	73.32	123.78	3.10

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	5.07	32.06	139.19	26.58
	2	26.37	0.00	83.97	87.59
	3	132.98	40.02	1.03	19.96
	4	43.02	73.83	83.55	3.10

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	33	18	3	14
	2	19	0	0	4
	3	9	19	0	67
	4	10	17	14	14

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	6	13
	2	4	0	0	1
	3	9	17	0	43
	4	11	4	11	17

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	13	6	9
	2	4	0	6	2
	3	8	26	0	70
	4	14	8	9	33

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1	2	3	4
From	1	13	14	6	11
	2	0	0	12	11
	3	7	22	50	75
	4	10	14	15	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1	2	3	4
From	1	0	14	8	18
	2	4	0	6	8
	3	15	26	0	92
	4	10	19	13	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1	2	3	4
From	1	25	27	8	14
	2	4	0	12	10
	3	13	22	0	100
	4	11	9	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.53	4.02	1.2	A	220.73	1324.35
2	0.93	45.18	9.4	E	182.57	1095.41
3	0.51	4.67	1.2	A	212.02	1272.13
4	0.76	11.70	3.3	B	225.48	1352.89

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	219.64	219.64	227.14	514.02	0.427	218.85	197.40	0.0	0.8	3.234	A
2	156.46	156.46	313.60	209.44	0.747	153.57	132.39	0.0	2.9	16.194	C
3	193.27	193.27	150.62	461.89	0.418	192.46	316.55	0.0	0.8	3.794	A
4	215.71	215.71	210.50	360.06	0.599	214.04	132.58	0.0	1.7	6.960	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	196.89	196.89	202.80	531.61	0.370	197.05	268.79	0.8	0.6	2.881	A
2	193.06	193.06	261.80	230.57	0.837	191.32	138.05	2.9	4.6	22.255	C
3	231.43	231.43	166.65	451.53	0.513	231.08	286.48	0.8	1.2	4.558	A
4	194.72	194.72	276.86	320.86	0.607	194.74	120.87	1.7	1.7	7.752	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	235.87	235.87	255.38	493.60	0.478	235.53	246.00	0.6	1.0	3.735	A
2	167.94	167.94	336.42	200.13	0.839	167.58	154.49	4.6	5.0	28.085	D
3	235.15	235.15	142.27	467.28	0.503	235.15	361.73	1.2	1.2	4.441	A
4	259.45	259.45	243.61	340.50	0.762	257.77	133.81	1.7	3.3	11.700	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	267.00	267.00	235.80	507.76	0.526	266.79	217.94	1.0	1.2	4.024	A
2	190.79	190.79	325.75	204.49	0.933	186.42	176.84	5.0	9.4	45.184	E
3	200.82	200.82	152.11	460.93	0.436	201.09	360.07	1.2	0.9	3.987	A
4	229.05	229.05	223.51	352.38	0.650	230.23	129.69	3.3	2.2	8.449	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	202.06	202.06	241.19	503.86	0.401	202.51	248.80	1.2	0.7	3.273	A
2	189.24	189.24	302.11	214.13	0.884	189.74	141.59	9.4	8.8	40.439	E
3	217.47	217.47	159.12	456.40	0.476	217.24	332.73	0.9	1.1	4.669	A
4	250.46	250.46	240.35	342.43	0.731	249.64	136.01	2.2	3.0	10.930	B

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	202.89	202.89	202.81	531.60	0.382	202.93	209.31	0.7	0.7	3.070	A
2	197.92	197.92	259.46	231.53	0.855	199.49	146.28	8.8	7.3	32.588	D
3	193.99	193.99	150.52	461.95	0.420	194.24	308.43	1.1	0.9	4.032	A
4	203.51	203.51	207.08	362.08	0.562	205.04	137.68	3.0	1.4	6.398	A

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	25.88	126.20	11.39
	2	29.82	0.00	49.07	80.03
	3	184.59	49.90	2.07	9.84
	4	31.89	117.20	50.32	1.04

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	6.73	30.85	123.72	25.78
	2	35.10	0.00	48.87	77.96
	3	170.93	51.97	4.14	23.19
	4	43.17	102.49	51.35	3.11

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.14	37.17	152.08	23.81
	2	31.89	0.00	45.66	56.73
	3	178.07	54.77	2.07	19.15
	4	40.17	86.45	67.50	1.04

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	7.14	42.34	158.19	18.53
	2	21.74	0.00	39.13	59.84
	3	160.06	63.36	2.07	17.70
	4	38.10	91.73	61.60	3.11

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	5.69	45.45	102.29	12.42
	2	35.72	3.00	47.00	81.79
	3	169.17	70.71	3.11	10.15
	4	43.17	110.36	48.66	4.04

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	49.59	119.16	13.46
	2	35.10	0.00	40.07	52.59
	3	156.54	65.02	2.07	15.22
	4	36.96	115.44	55.08	2.07

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	10	0
	2	8	0	15	11
	3	4	4	0	13
	4	7	8	9	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	20	7	8	4
	2	3	0	10	11
	3	6	4	0	50
	4	8	4	29	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	7	0
	2	7	0	13	4
	3	4	2	0	56
	4	6	6	20	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	20	3	6	6
	2	0	0	6	4
	3	4	3	0	56
	4	6	5	10	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	25	2	2	0
	2	3	100	16	9
	3	3	5	0	33
	4	14	11	9	33

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	0
	2	3	0	9	4
	3	4	3	0	27
	4	10	5	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.44	3.26	0.8	A	191.03	1146.17
2	0.65	11.08	1.9	B	145.18	871.10
3	0.54	4.57	1.3	A	247.64	1485.85
4	0.65	9.16	2.1	A	201.00	1206.01

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	165.54	165.54	218.87	519.99	0.318	165.04	246.95	0.0	0.5	2.730	A
2	158.92	158.92	192.22	258.96	0.614	157.20	191.70	0.0	1.7	9.696	A
3	246.40	246.40	123.10	479.66	0.514	245.31	226.32	0.0	1.1	3.994	A
4	200.43	200.43	267.07	326.64	0.614	198.75	101.33	0.0	1.7	7.515	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187.08	187.08	213.06	524.20	0.357	186.98	255.66	0.5	0.6	2.881	A
2	161.92	161.92	214.69	249.79	0.648	161.69	185.35	1.7	1.9	11.083	B
3	250.23	250.23	148.42	463.31	0.540	250.06	227.97	1.1	1.3	4.573	A
4	200.12	200.12	268.66	325.70	0.614	200.06	129.82	1.7	1.7	7.916	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	217.20	217.20	211.86	525.06	0.414	217.06	254.41	0.6	0.7	3.071	A
2	134.28	134.28	250.42	235.22	0.571	134.76	178.50	1.9	1.5	9.685	A
3	254.06	254.06	118.03	482.94	0.526	254.14	267.15	1.3	1.2	4.168	A
4	195.15	195.15	271.07	324.28	0.602	195.20	101.10	1.7	1.7	7.709	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	226.21	226.21	221.97	517.75	0.437	226.14	227.36	0.7	0.8	3.255	A
2	120.72	120.72	250.69	235.11	0.513	121.07	197.42	1.5	1.1	8.206	A
3	243.19	243.19	110.56	487.76	0.499	243.31	261.19	1.2	1.1	3.921	A
4	194.53	194.53	254.61	334.00	0.582	194.72	99.26	1.7	1.5	6.890	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	165.85	165.85	239.36	505.18	0.328	166.16	253.32	0.8	0.5	2.727	A
2	167.51	167.51	176.47	265.39	0.631	166.79	229.05	1.1	1.8	9.991	A
3	253.13	253.13	142.12	467.38	0.542	252.98	201.14	1.1	1.2	4.365	A
4	206.23	206.23	287.00	314.86	0.655	205.68	108.09	1.5	2.1	9.158	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	184.28	184.28	239.81	504.86	0.365	184.19	231.02	0.5	0.6	2.907	A
2	127.76	127.76	193.85	258.30	0.495	128.54	230.16	1.8	1.0	7.346	A
3	238.84	238.84	105.91	490.76	0.487	239.05	216.47	1.2	1.0	3.766	A
4	209.54	209.54	261.16	330.13	0.635	209.67	83.80	2.1	1.9	8.171	A

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	20.93	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.03	14.89	174.05	41.71
	2	27.51	0.00	53.77	75.18
	3	141.48	48.91	0.00	17.92
	4	40.78	69.39	106.13	9.20

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.03	25.23	152.13	33.54
	2	57.70	0.00	62.05	73.32
	3	189.67	38.78	1.03	16.99
	4	36.64	74.14	86.59	7.14

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	18.41	187.60	42.84
	2	27.82	0.00	70.94	69.18
	3	180.98	39.19	3.10	26.92
	4	49.88	97.51	116.78	5.07

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	10.24	34.75	209.62	37.44
	2	33.09	0.00	71.66	86.04
	3	151.02	36.61	4.03	34.95
	4	39.74	105.27	90.72	3.10

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.14	26.58	158.02	38.37
	2	51.50	0.00	60.70	77.04
	3	154.95	41.57	0.00	46.74
	4	55.15	73.32	128.67	3.10

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	5.07	32.06	149.34	41.47
	2	26.37	0.00	83.97	87.59
	3	143.88	40.02	1.03	34.85
	4	47.91	73.83	88.45	3.10

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	33	18	6	18
	2	19	0	0	4
	3	11	19	0	74
	4	14	17	16	14

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	8	19
	2	4	0	0	1
	3	11	17	0	54
	4	16	4	13	17

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	13	8	14
	2	4	0	6	2
	3	10	26	0	74
	4	18	8	10	33

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1	2	3	4
From	1	13	14	8	12
	2	0	0	12	11
	3	10	22	50	40
	4	15	14	17	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1	2	3	4
From	1	0	14	10	16
	2	4	0	6	8
	3	17	26	0	56
	4	13	19	15	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1	2	3	4
From	1	25	27	11	14
	2	4	0	12	10
	3	15	22	0	47
	4	15	9	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.58	4.63	1.5	A	240.77	1444.61
2	0.99	70.58	14.6	F	182.57	1095.41
3	0.55	5.48	1.5	A	232.44	1394.64
4	0.81	14.36	4.2	B	235.27	1411.62

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	234.68	234.68	231.79	510.66	0.460	233.77	212.18	0.0	0.9	3.522	A
2	156.46	156.46	333.25	201.43	0.777	153.12	132.30	0.0	3.3	18.499	C
3	208.31	208.31	155.18	458.94	0.454	207.35	331.20	0.0	1.0	4.160	A
4	225.50	225.50	220.45	354.18	0.637	223.52	142.08	0.0	2.0	7.858	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	211.93	211.93	207.66	528.10	0.401	212.11	283.56	0.9	0.7	3.127	A
2	193.06	193.06	281.75	222.43	0.868	190.79	138.02	3.3	5.6	26.918	D
3	246.47	246.47	171.18	448.61	0.549	246.06	301.37	1.0	1.4	5.066	A
4	204.51	204.51	286.74	315.02	0.649	204.48	130.50	2.0	2.0	8.980	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	250.92	250.92	259.83	490.39	0.512	250.52	261.01	0.7	1.1	4.100	A
2	167.94	167.94	356.04	192.13	0.874	167.27	154.31	5.6	6.3	35.804	E
3	250.19	250.19	147.07	464.18	0.539	250.19	376.25	1.4	1.4	4.915	A
4	269.24	269.24	253.84	334.45	0.805	266.99	143.42	2.0	4.2	14.356	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	292.04	292.04	241.02	503.98	0.579	291.69	233.11	1.1	1.5	4.631	A
2	190.79	190.79	355.78	192.23	0.992	182.42	176.93	6.3	14.6	66.275	F
3	226.61	226.61	164.39	452.99	0.500	226.82	373.81	1.4	1.2	4.622	A
4	238.84	238.84	233.68	346.37	0.690	240.45	157.53	4.2	2.6	9.930	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	227.10	227.10	245.88	500.47	0.454	227.66	263.90	1.5	0.9	3.681	A
2	189.24	189.24	331.97	201.95	0.937	189.52	141.58	14.6	14.4	70.584	F
3	243.26	243.26	173.59	447.05	0.544	242.97	347.89	1.2	1.5	5.485	A
4	260.24	260.24	250.63	336.35	0.774	259.15	165.93	2.6	3.7	13.217	B

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	227.93	227.93	208.07	527.80	0.432	227.99	226.08	0.9	0.9	3.419	A
2	197.92	197.92	289.67	219.20	0.903	200.02	146.39	14.4	12.3	56.344	F
3	219.79	219.79	166.30	451.76	0.487	220.10	323.39	1.5	1.2	4.683	A
4	213.30	213.30	218.86	355.12	0.601	215.29	167.55	3.7	1.7	7.328	A

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	25.88	137.10	16.28
	2	29.82	0.00	49.07	80.03
	3	194.74	49.90	2.07	14.73
	4	46.78	117.20	65.21	1.04

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	6.73	30.85	134.62	30.67
	2	35.10	0.00	48.87	77.96
	3	181.08	51.97	4.14	28.08
	4	58.07	102.49	66.24	3.11

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.14	37.17	162.98	28.71
	2	31.89	0.00	45.66	56.73
	3	188.22	54.77	2.07	24.05
	4	55.06	86.45	82.39	1.04

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	7.14	42.34	169.09	23.43
	2	21.74	0.00	39.13	59.84
	3	170.21	63.36	2.07	22.60
	4	52.99	91.73	76.49	3.11

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	5.69	45.45	112.44	17.32
	2	35.72	3.00	47.00	81.79
	3	179.32	70.71	3.11	15.04
	4	48.07	110.36	53.55	4.04

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	49.59	129.31	18.35
	2	35.10	0.00	40.07	52.59
	3	166.69	65.02	2.07	20.11
	4	41.85	115.44	59.97	2.07

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	13	13
	2	8	0	15	11
	3	6	4	0	27
	4	9	8	10	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	20	7	11	10
	2	3	0	10	11
	3	8	4	0	56
	4	10	4	26	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	9	7
	2	7	0	13	4
	3	6	2	0	62
	4	8	6	19	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	20	3	8	15
	2	0	0	6	4
	3	6	3	0	62
	4	8	5	10	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	25	2	5	12
	2	3	100	16	9
	3	5	5	0	48
	4	18	11	13	33

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	8	11
	2	3	0	9	4
	3	6	3	0	37
	4	15	5	23	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.48	3.66	1.0	A	206.57	1239.44
2	0.68	12.88	2.3	B	145.18	871.10
3	0.58	5.10	1.5	A	262.69	1576.12
4	0.72	11.09	2.8	B	224.12	1344.74

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	181.34	181.34	233.04	509.75	0.356	180.73	271.54	0.0	0.6	3.029	A
2	158.92	158.92	222.47	246.62	0.644	156.97	191.29	0.0	2.0	10.961	B
3	261.44	261.44	127.81	476.62	0.549	260.16	251.63	0.0	1.3	4.410	A
4	230.22	230.22	277.02	320.76	0.718	227.56	110.95	0.0	2.7	10.242	B

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	202.87	202.87	227.94	513.44	0.395	202.76	280.61	0.6	0.7	3.205	A
2	161.92	161.92	245.34	237.29	0.682	161.61	185.36	2.0	2.3	12.877	B
3	265.27	265.27	153.24	460.20	0.576	265.07	253.71	1.3	1.5	5.102	A
4	229.91	229.91	278.75	319.74	0.719	229.79	139.55	2.7	2.8	11.087	B

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	233.00	233.00	226.75	514.30	0.453	232.83	279.48	0.7	0.9	3.437	A
2	134.28	134.28	281.04	222.73	0.603	134.85	178.55	2.3	1.7	11.093	B
3	269.10	269.10	123.00	479.73	0.561	269.20	292.89	1.5	1.4	4.629	A
4	224.94	224.94	281.24	318.26	0.707	224.99	110.96	2.8	2.7	10.727	B

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	242.01	242.01	236.97	506.91	0.477	241.91	252.50	0.9	1.0	3.661	A
2	120.72	120.72	281.43	222.57	0.542	121.14	197.45	1.7	1.3	9.235	A
3	258.23	258.23	115.50	484.57	0.533	258.38	287.08	1.4	1.3	4.330	A
4	224.32	224.32	264.81	327.97	0.684	224.66	109.07	2.7	2.4	9.394	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	180.90	180.90	244.48	501.48	0.361	181.28	268.46	1.0	0.6	2.977	A
2	167.51	167.51	196.66	257.15	0.651	166.77	229.10	1.3	2.0	10.891	B
3	268.17	268.17	147.00	464.22	0.578	267.99	216.43	1.3	1.4	4.871	A
4	216.02	216.02	297.11	308.89	0.699	215.83	117.88	2.4	2.6	10.936	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	199.33	199.33	244.76	501.28	0.398	199.23	246.14	0.6	0.7	3.170	A
2	127.76	127.76	213.79	250.16	0.511	128.63	230.20	2.0	1.1	7.849	A
3	253.89	253.89	110.88	487.56	0.521	254.14	231.54	1.4	1.2	4.149	A
4	219.33	219.33	271.38	324.09	0.677	219.53	93.65	2.6	2.4	9.576	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 16 (four_arm)_V3_WITH_CONGESTION.j9
Path: C:\Users\shadwelh8829\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\4_Multimodal Construction Flows
Report generation date: 19/05/2025 16:34:39

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM
»FB+CD+N2T SCN2 WD, AM
»FB+CD+N2T SCN2 WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Arm 1	D1	1.1	3.80	0.50	A	12.05	B	D2	0.8	3.11	0.42	A	6.10	A
Arm 2		6.5	33.15	0.88	D				1.7	10.12	0.62	B		
Arm 3		1.1	4.48	0.49	A				1.2	4.34	0.52	A		
Arm 4		2.8	10.17	0.73	B				1.8	8.22	0.62	A		
	FB WD													
Arm 1	D3	1.2	4.02	0.53	A	15.18	C	D4	0.8	3.26	0.44	A	6.63	A
Arm 2		9.4	45.18	0.93	E				1.9	11.08	0.65	B		
Arm 3		1.2	4.67	0.51	A				1.3	4.57	0.54	A		
Arm 4		3.3	11.70	0.76	B				2.1	9.16	0.65	A		
	FB+CD WD													
Arm 1	D5	1.2	4.02	0.53	A	15.18	C	D6	0.8	3.26	0.44	A	6.63	A
Arm 2		9.4	45.18	0.93	E				1.9	11.08	0.65	B		
Arm 3		1.2	4.67	0.51	A				1.3	4.57	0.54	A		
Arm 4		3.3	11.70	0.76	B				2.1	9.16	0.65	A		
	FB+CD+N2T WD													
Arm 1	D7	1.5	4.63	0.58	A	20.93	C	D8	1.0	3.66	0.48	A	7.69	A
Arm 2		14.6	70.58	0.99	F				2.3	12.88	0.68	B		
Arm 3		1.5	5.48	0.55	A				1.5	5.10	0.58	A		
Arm 4		4.2	14.36	0.81	B				2.8	11.09	0.72	B		
	FB+CD+N2T SCN2 WD													
Arm 1	D9	1.3	4.30	0.55	A	16.84	C	D10	0.9	3.46	0.46	A	7.14	A
Arm 2		10.6	51.15	0.95	F				2.0	11.60	0.66	B		
Arm 3		1.2	4.81	0.52	A				1.3	4.72	0.55	A		
Arm 4		4.1	13.60	0.80	B				2.5	10.41	0.69	B		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

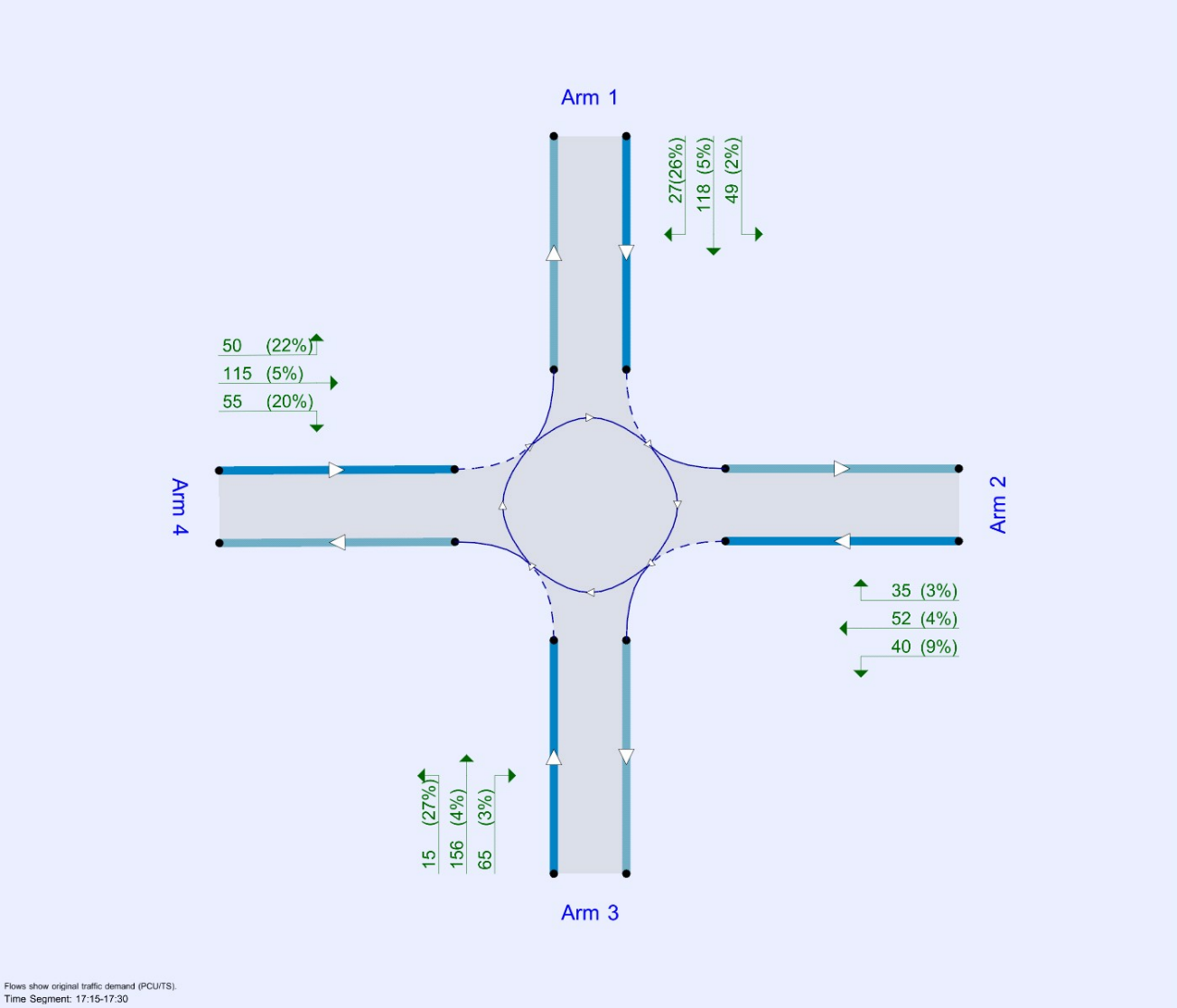
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓
D2	2024	PM	DIRECT	16:00	17:30	90	15	✓
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓
D4	FB WD	PM	DIRECT	16:00	17:30	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:00	17:30	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:00	17:30	90	15	✓
D9	FB+CD+N2T SCN2 WD	AM	DIRECT	07:15	08:45	90	15	✓
D10	FB+CD+N2T SCN2 WD	PM	DIRECT	16:00	17:30	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	12.05	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A140 (N)	
2	A143 (E)	
3	A140 (S)	
4	A143 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	8.64	8.64	0.0	20.7	62.6	20.0	
2	3.89	7.55	23.2	27.6	62.6	32.0	
3	5.36	7.60	21.2	22.9	62.6	17.5	
4	3.56	8.01	20.8	18.8	62.6	20.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.723	678.213
2	0.583	481.967
3	0.646	559.177
4	0.591	484.429

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
2	Percentage	Observed queue	70.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	3.90	14.40	158.50	35.60
	2	26.60	0.00	52.00	72.70
	3	127.00	47.30	0.00	12.60
	4	34.70	67.10	97.90	8.90

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	24.40	137.30	27.70
	2	55.80	0.00	60.00	70.90
	3	173.60	37.50	1.00	11.70
	4	30.70	71.70	79.00	6.90

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.00	17.80	171.60	36.70
	2	26.90	0.00	68.60	66.90
	3	165.20	37.90	3.00	21.30
	4	43.50	94.30	108.20	4.90

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	9.90	33.60	192.90	21.80
	2	32.00	0.00	69.30	83.20
	3	135.50	35.40	3.90	19.40
	4	33.70	101.80	83.00	3.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.00	25.70	143.00	22.70
	2	49.80	0.00	58.70	74.50
	3	139.30	40.20	0.00	30.80
	4	48.60	70.90	119.70	3.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.90	31.00	134.60	25.70
	2	25.50	0.00	81.20	84.70
	3	128.60	38.70	1.00	19.30
	4	41.60	71.40	80.80	3.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	33	18	3	14
	2	19	0	0	4
	3	9	19	0	67
	4	10	17	14	14

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	6	13
	2	4	0	0	1
	3	9	17	0	43
	4	11	4	11	17

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	13	6	9
	2	4	0	6	2
	3	8	26	0	70
	4	14	8	9	33

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	13	14	6	11
	2	0	0	12	11
	3	7	22	50	75
	4	10	14	15	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	14	8	18
	2	4	0	6	8
	3	15	26	0	92
	4	10	19	13	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1	2	3	4
From	1	25	27	8	14
	2	4	0	12	10
	3	13	22	0	100
	4	11	9	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.50	3.80	1.1	A	213.45	1280.70
2	0.88	33.15	6.5	D	176.55	1059.30
3	0.49	4.48	1.1	A	205.03	1230.20
4	0.73	10.17	2.8	B	218.05	1308.30

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	212.40	212.40	219.75	519.36	0.409	211.67	190.99	0.0	0.7	3.102	A
2	151.30	151.30	303.35	213.63	0.708	148.88	128.07	0.0	2.4	14.135	B
3	186.90	186.90	145.91	464.93	0.402	186.14	306.32	0.0	0.8	3.668	A
4	208.60	208.60	203.65	364.11	0.573	207.09	128.40	0.0	1.5	6.484	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	190.40	190.40	196.13	536.43	0.355	190.54	260.13	0.7	0.6	2.785	A
2	186.70	186.70	253.16	234.10	0.798	185.43	133.51	2.4	3.7	18.283	C
3	223.80	223.80	161.44	454.90	0.492	223.49	277.15	0.8	1.1	4.343	A
4	188.30	188.30	267.93	326.13	0.577	188.34	117.00	1.5	1.5	7.098	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	228.10	228.10	247.20	499.52	0.457	227.80	237.86	0.6	0.9	3.549	A
2	162.40	162.40	325.49	204.59	0.794	162.25	149.51	3.7	3.8	21.917	C
3	227.40	227.40	137.62	470.28	0.484	227.39	350.11	1.1	1.1	4.242	A
4	250.90	250.90	235.50	345.29	0.727	249.56	129.51	1.5	2.8	10.174	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	258.20	258.20	227.83	513.52	0.503	258.01	210.97	0.9	1.1	3.797	A
2	184.50	184.50	314.91	208.91	0.883	181.81	170.94	3.8	6.5	33.145	D
3	194.20	194.20	148.09	463.52	0.419	194.44	348.63	1.1	0.8	3.848	A
4	221.50	221.50	216.40	356.58	0.621	222.40	126.14	2.8	1.9	7.669	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	195.40	195.40	233.34	509.53	0.383	195.80	240.90	1.1	0.7	3.141	A
2	183.00	183.00	292.21	218.17	0.839	183.53	136.93	6.5	6.0	28.199	D
3	210.30	210.30	154.04	459.68	0.457	210.10	321.71	0.8	1.0	4.475	A
4	242.20	242.20	232.69	346.95	0.698	241.55	131.44	1.9	2.5	9.649	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	196.20	196.20	195.94	536.58	0.366	196.24	201.90	0.7	0.6	2.963	A
2	191.40	191.40	250.78	235.07	0.814	192.18	141.39	6.0	5.2	23.661	C
3	187.60	187.60	144.87	465.60	0.403	187.82	298.09	1.0	0.8	3.884	A
4	196.80	196.80	199.79	366.39	0.537	198.05	132.91	2.5	1.3	5.955	A

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.00	25.00	121.90	11.00
	2	28.80	0.00	47.40	77.30
	3	178.30	48.20	2.00	9.50
	4	30.80	113.20	48.60	1.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	6.50	29.80	119.50	24.90
	2	33.90	0.00	47.20	75.30
	3	165.10	50.20	4.00	22.40
	4	41.70	99.00	49.60	3.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.00	35.90	146.90	23.00
	2	30.80	0.00	44.10	54.80
	3	172.00	52.90	2.00	18.50
	4	38.80	83.50	65.20	1.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	6.90	40.90	152.80	17.90
	2	21.00	0.00	37.80	57.80
	3	154.60	61.20	2.00	17.10
	4	36.80	88.60	59.50	3.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	5.50	43.90	98.80	12.00
	2	34.50	2.90	45.40	79.00
	3	163.40	68.30	3.00	9.80
	4	41.70	106.60	47.00	3.90

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.00	47.90	115.10	13.00
	2	33.90	0.00	38.70	50.80
	3	151.20	62.80	2.00	14.70
	4	35.70	111.50	53.20	2.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	10	0
	2	8	0	15	11
	3	4	4	0	13
	4	7	8	9	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	20	7	8	4
	2	3	0	10	11
	3	6	4	0	50
	4	8	4	29	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	7	0
	2	7	0	13	4
	3	4	2	0	56
	4	6	6	20	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	20	3	6	6
	2	0	0	6	4
	3	4	3	0	56
	4	6	5	10	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	25	2	2	0
	2	3	100	16	9
	3	3	5	0	33
	4	14	11	9	33

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	0
	2	3	0	9	4
	3	4	3	0	27
	4	10	5	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.42	3.11	0.8	A	184.52	1107.10
2	0.62	10.12	1.7	B	140.23	841.40
3	0.52	4.34	1.2	A	239.20	1435.20
4	0.62	8.22	1.8	A	194.15	1164.90

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	159.90	159.90	211.54	525.30	0.304	159.43	238.61	0.0	0.5	2.648	A
2	153.50	153.50	185.71	261.61	0.587	151.96	185.25	0.0	1.5	9.024	A
3	238.00	238.00	118.99	482.32	0.493	236.99	218.68	0.0	1.0	3.818	A
4	193.60	193.60	258.04	331.98	0.583	192.11	97.94	0.0	1.5	6.889	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	180.70	180.70	205.80	529.44	0.341	180.61	246.97	0.5	0.6	2.785	A
2	156.40	156.40	207.38	252.77	0.619	156.22	179.03	1.5	1.7	10.124	B
3	241.70	241.70	143.39	466.56	0.518	241.55	220.21	1.0	1.2	4.335	A
4	193.30	193.30	259.52	331.10	0.584	193.25	125.42	1.5	1.5	7.215	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	209.80	209.80	204.63	530.29	0.396	209.67	245.72	0.6	0.7	2.950	A
2	129.70	129.70	241.90	238.69	0.543	130.12	172.40	1.7	1.3	8.952	A
3	245.40	245.40	113.97	485.56	0.505	245.46	258.05	1.2	1.1	3.973	A
4	188.50	188.50	261.81	329.75	0.572	188.54	97.62	1.5	1.5	7.045	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	218.50	218.50	214.39	523.24	0.418	218.43	219.58	0.7	0.8	3.114	A
2	116.60	116.60	242.13	238.60	0.489	116.90	190.68	1.3	1.0	7.686	A
3	234.90	234.90	106.77	490.21	0.479	235.00	252.26	1.1	1.0	3.753	A
4	187.90	187.90	245.91	339.14	0.554	188.05	95.86	1.5	1.3	6.349	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	160.20	160.20	231.27	511.03	0.313	160.48	244.73	0.8	0.5	2.639	A
2	161.80	161.80	170.45	267.84	0.604	161.17	221.30	1.0	1.6	9.246	A
3	244.50	244.50	137.32	470.48	0.520	244.37	194.30	1.0	1.1	4.140	A
4	199.20	199.20	277.25	320.62	0.621	198.75	104.44	1.3	1.8	8.217	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	178.00	178.00	231.62	510.78	0.348	177.92	223.11	0.5	0.6	2.800	A
2	123.40	123.40	187.24	260.99	0.473	124.08	222.30	1.6	1.0	6.953	A
3	230.70	230.70	102.24	493.13	0.468	230.88	209.08	1.1	0.9	3.611	A
4	202.40	202.40	252.23	335.41	0.603	202.50	80.90	1.8	1.7	7.400	A

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	15.18	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.03	14.89	163.90	36.81
	2	27.51	0.00	53.77	75.18
	3	131.33	48.91	0.00	13.03
	4	35.88	69.39	101.24	9.20

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.03	25.23	141.98	28.64
	2	57.70	0.00	62.05	73.32
	3	179.52	38.78	1.03	12.10
	4	31.75	74.14	81.69	7.14

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	18.41	177.45	37.95
	2	27.82	0.00	70.94	69.18
	3	170.83	39.19	3.10	22.03
	4	44.98	97.51	111.89	5.07

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	10.24	34.75	199.47	22.54
	2	33.09	0.00	71.66	86.04
	3	140.12	36.61	4.03	20.06
	4	34.85	105.27	85.83	3.10

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.14	26.58	147.87	23.47
	2	51.50	0.00	60.70	77.04
	3	144.05	41.57	0.00	31.85
	4	50.26	73.32	123.78	3.10

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	5.07	32.06	139.19	26.58
	2	26.37	0.00	83.97	87.59
	3	132.98	40.02	1.03	19.96
	4	43.02	73.83	83.55	3.10

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	33	18	3	14
	2	19	0	0	4
	3	9	19	0	67
	4	10	17	14	14

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	6	13
	2	4	0	0	1
	3	9	17	0	43
	4	11	4	11	17

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	13	6	9
	2	4	0	6	2
	3	8	26	0	70
	4	14	8	9	33

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	13	14	6	11
	2	0	0	12	11
	3	7	22	50	75
	4	10	14	15	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	14	8	18
	2	4	0	6	8
	3	15	26	0	92
	4	10	19	13	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	25	27	8	14
	2	4	0	12	10
	3	13	22	0	100
	4	11	9	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.53	4.02	1.2	A	220.73	1324.35
2	0.93	45.18	9.4	E	182.57	1095.41
3	0.51	4.67	1.2	A	212.02	1272.13
4	0.76	11.70	3.3	B	225.48	1352.89

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	219.64	219.64	227.14	514.02	0.427	218.85	197.40	0.0	0.8	3.234	A
2	156.46	156.46	313.60	209.44	0.747	153.57	132.39	0.0	2.9	16.194	C
3	193.27	193.27	150.62	461.89	0.418	192.46	316.55	0.0	0.8	3.794	A
4	215.71	215.71	210.50	360.06	0.599	214.04	132.58	0.0	1.7	6.960	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	196.89	196.89	202.80	531.61	0.370	197.05	268.79	0.8	0.6	2.881	A
2	193.06	193.06	261.80	230.57	0.837	191.32	138.05	2.9	4.6	22.255	C
3	231.43	231.43	166.65	451.53	0.513	231.08	286.48	0.8	1.2	4.558	A
4	194.72	194.72	276.86	320.86	0.607	194.74	120.87	1.7	1.7	7.752	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	235.87	235.87	255.38	493.60	0.478	235.53	246.00	0.6	1.0	3.735	A
2	167.94	167.94	336.42	200.13	0.839	167.58	154.49	4.6	5.0	28.085	D
3	235.15	235.15	142.27	467.28	0.503	235.15	361.73	1.2	1.2	4.441	A
4	259.45	259.45	243.61	340.50	0.762	257.77	133.81	1.7	3.3	11.700	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	267.00	267.00	235.80	507.76	0.526	266.79	217.94	1.0	1.2	4.024	A
2	190.79	190.79	325.75	204.49	0.933	186.42	176.84	5.0	9.4	45.184	E
3	200.82	200.82	152.11	460.93	0.436	201.09	360.07	1.2	0.9	3.987	A
4	229.05	229.05	223.51	352.38	0.650	230.23	129.69	3.3	2.2	8.449	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	202.06	202.06	241.19	503.86	0.401	202.51	248.80	1.2	0.7	3.273	A
2	189.24	189.24	302.11	214.13	0.884	189.74	141.59	9.4	8.8	40.439	E
3	217.47	217.47	159.12	456.40	0.476	217.24	332.73	0.9	1.1	4.669	A
4	250.46	250.46	240.35	342.43	0.731	249.64	136.01	2.2	3.0	10.930	B

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	202.89	202.89	202.81	531.60	0.382	202.93	209.31	0.7	0.7	3.070	A
2	197.92	197.92	259.46	231.53	0.855	199.49	146.28	8.8	7.3	32.588	D
3	193.99	193.99	150.52	461.95	0.420	194.24	308.43	1.1	0.9	4.032	A
4	203.51	203.51	207.08	362.08	0.562	205.04	137.68	3.0	1.4	6.398	A

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	25.88	126.20	11.39
	2	29.82	0.00	49.07	80.03
	3	184.59	49.90	2.07	9.84
	4	31.89	117.20	50.32	1.04

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	6.73	30.85	123.72	25.78
	2	35.10	0.00	48.87	77.96
	3	170.93	51.97	4.14	23.19
	4	43.17	102.49	51.35	3.11

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.14	37.17	152.08	23.81
	2	31.89	0.00	45.66	56.73
	3	178.07	54.77	2.07	19.15
	4	40.17	86.45	67.50	1.04

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	7.14	42.34	158.19	18.53
	2	21.74	0.00	39.13	59.84
	3	160.06	63.36	2.07	17.70
	4	38.10	91.73	61.60	3.11

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	5.69	45.45	102.29	12.42
	2	35.72	3.00	47.00	81.79
	3	169.17	70.71	3.11	10.15
	4	43.17	110.36	48.66	4.04

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	49.59	119.16	13.46
	2	35.10	0.00	40.07	52.59
	3	156.54	65.02	2.07	15.22
	4	36.96	115.44	55.08	2.07

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	10	0
	2	8	0	15	11
	3	4	4	0	13
	4	7	8	9	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	20	7	8	4
	2	3	0	10	11
	3	6	4	0	50
	4	8	4	29	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	7	0
	2	7	0	13	4
	3	4	2	0	56
	4	6	6	20	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	20	3	6	6
	2	0	0	6	4
	3	4	3	0	56
	4	6	5	10	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	25	2	2	0
	2	3	100	16	9
	3	3	5	0	33
	4	14	11	9	33

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	0
	2	3	0	9	4
	3	4	3	0	27
	4	10	5	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.44	3.26	0.8	A	191.03	1146.17
2	0.65	11.08	1.9	B	145.18	871.10
3	0.54	4.57	1.3	A	247.64	1485.85
4	0.65	9.16	2.1	A	201.00	1206.01

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	165.54	165.54	218.87	519.99	0.318	165.04	246.95	0.0	0.5	2.730	A
2	158.92	158.92	192.22	258.96	0.614	157.20	191.70	0.0	1.7	9.696	A
3	246.40	246.40	123.10	479.66	0.514	245.31	226.32	0.0	1.1	3.994	A
4	200.43	200.43	267.07	326.64	0.614	198.75	101.33	0.0	1.7	7.515	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187.08	187.08	213.06	524.20	0.357	186.98	255.66	0.5	0.6	2.881	A
2	161.92	161.92	214.69	249.79	0.648	161.69	185.35	1.7	1.9	11.083	B
3	250.23	250.23	148.42	463.31	0.540	250.06	227.97	1.1	1.3	4.573	A
4	200.12	200.12	268.66	325.70	0.614	200.06	129.82	1.7	1.7	7.916	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	217.20	217.20	211.86	525.06	0.414	217.06	254.41	0.6	0.7	3.071	A
2	134.28	134.28	250.42	235.22	0.571	134.76	178.50	1.9	1.5	9.685	A
3	254.06	254.06	118.03	482.94	0.526	254.14	267.15	1.3	1.2	4.168	A
4	195.15	195.15	271.07	324.28	0.602	195.20	101.10	1.7	1.7	7.709	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	226.21	226.21	221.97	517.75	0.437	226.14	227.36	0.7	0.8	3.255	A
2	120.72	120.72	250.69	235.11	0.513	121.07	197.42	1.5	1.1	8.206	A
3	243.19	243.19	110.56	487.76	0.499	243.31	261.19	1.2	1.1	3.921	A
4	194.53	194.53	254.61	334.00	0.582	194.72	99.26	1.7	1.5	6.890	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	165.85	165.85	239.36	505.18	0.328	166.16	253.32	0.8	0.5	2.727	A
2	167.51	167.51	176.47	265.39	0.631	166.79	229.05	1.1	1.8	9.991	A
3	253.13	253.13	142.12	467.38	0.542	252.98	201.14	1.1	1.2	4.365	A
4	206.23	206.23	287.00	314.86	0.655	205.68	108.09	1.5	2.1	9.158	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	184.28	184.28	239.81	504.86	0.365	184.19	231.02	0.5	0.6	2.907	A
2	127.76	127.76	193.85	258.30	0.495	128.54	230.16	1.8	1.0	7.346	A
3	238.84	238.84	105.91	490.76	0.487	239.05	216.47	1.2	1.0	3.766	A
4	209.54	209.54	261.16	330.13	0.635	209.67	83.80	2.1	1.9	8.171	A

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	15.18	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.03	14.89	163.90	36.81
	2	27.51	0.00	53.77	75.18
	3	131.33	48.91	0.00	13.03
	4	35.88	69.39	101.24	9.20

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.03	25.23	141.98	28.64
	2	57.70	0.00	62.05	73.32
	3	179.52	38.78	1.03	12.10
	4	31.75	74.14	81.69	7.14

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	18.41	177.45	37.95
	2	27.82	0.00	70.94	69.18
	3	170.83	39.19	3.10	22.03
	4	44.98	97.51	111.89	5.07

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	10.24	34.75	199.47	22.54
	2	33.09	0.00	71.66	86.04
	3	140.12	36.61	4.03	20.06
	4	34.85	105.27	85.83	3.10

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.14	26.58	147.87	23.47
	2	51.50	0.00	60.70	77.04
	3	144.05	41.57	0.00	31.85
	4	50.26	73.32	123.78	3.10

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	5.07	32.06	139.19	26.58
	2	26.37	0.00	83.97	87.59
	3	132.98	40.02	1.03	19.96
	4	43.02	73.83	83.55	3.10

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	33	18	3	14
	2	19	0	0	4
	3	9	19	0	67
	4	10	17	14	14

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	6	13
	2	4	0	0	1
	3	9	17	0	43
	4	11	4	11	17

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	13	6	9
	2	4	0	6	2
	3	8	26	0	70
	4	14	8	9	33

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	13	14	6	11
	2	0	0	12	11
	3	7	22	50	75
	4	10	14	15	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	14	8	18
	2	4	0	6	8
	3	15	26	0	92
	4	10	19	13	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	25	27	8	14
	2	4	0	12	10
	3	13	22	0	100
	4	11	9	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.53	4.02	1.2	A	220.73	1324.35
2	0.93	45.18	9.4	E	182.57	1095.41
3	0.51	4.67	1.2	A	212.02	1272.13
4	0.76	11.70	3.3	B	225.48	1352.89

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	219.64	219.64	227.14	514.02	0.427	218.85	197.40	0.0	0.8	3.234	A
2	156.46	156.46	313.60	209.44	0.747	153.57	132.39	0.0	2.9	16.194	C
3	193.27	193.27	150.62	461.89	0.418	192.46	316.55	0.0	0.8	3.794	A
4	215.71	215.71	210.50	360.06	0.599	214.04	132.58	0.0	1.7	6.960	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	196.89	196.89	202.80	531.61	0.370	197.05	268.79	0.8	0.6	2.881	A
2	193.06	193.06	261.80	230.57	0.837	191.32	138.05	2.9	4.6	22.255	C
3	231.43	231.43	166.65	451.53	0.513	231.08	286.48	0.8	1.2	4.558	A
4	194.72	194.72	276.86	320.86	0.607	194.74	120.87	1.7	1.7	7.752	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	235.87	235.87	255.38	493.60	0.478	235.53	246.00	0.6	1.0	3.735	A
2	167.94	167.94	336.42	200.13	0.839	167.58	154.49	4.6	5.0	28.085	D
3	235.15	235.15	142.27	467.28	0.503	235.15	361.73	1.2	1.2	4.441	A
4	259.45	259.45	243.61	340.50	0.762	257.77	133.81	1.7	3.3	11.700	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	267.00	267.00	235.80	507.76	0.526	266.79	217.94	1.0	1.2	4.024	A
2	190.79	190.79	325.75	204.49	0.933	186.42	176.84	5.0	9.4	45.184	E
3	200.82	200.82	152.11	460.93	0.436	201.09	360.07	1.2	0.9	3.987	A
4	229.05	229.05	223.51	352.38	0.650	230.23	129.69	3.3	2.2	8.449	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	202.06	202.06	241.19	503.86	0.401	202.51	248.80	1.2	0.7	3.273	A
2	189.24	189.24	302.11	214.13	0.884	189.74	141.59	9.4	8.8	40.439	E
3	217.47	217.47	159.12	456.40	0.476	217.24	332.73	0.9	1.1	4.669	A
4	250.46	250.46	240.35	342.43	0.731	249.64	136.01	2.2	3.0	10.930	B

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	202.89	202.89	202.81	531.60	0.382	202.93	209.31	0.7	0.7	3.070	A
2	197.92	197.92	259.46	231.53	0.855	199.49	146.28	8.8	7.3	32.588	D
3	193.99	193.99	150.52	461.95	0.420	194.24	308.43	1.1	0.9	4.032	A
4	203.51	203.51	207.08	362.08	0.562	205.04	137.68	3.0	1.4	6.398	A

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	25.88	126.20	11.39
	2	29.82	0.00	49.07	80.03
	3	184.59	49.90	2.07	9.84
	4	31.89	117.20	50.32	1.04

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	6.73	30.85	123.72	25.78
	2	35.10	0.00	48.87	77.96
	3	170.93	51.97	4.14	23.19
	4	43.17	102.49	51.35	3.11

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.14	37.17	152.08	23.81
	2	31.89	0.00	45.66	56.73
	3	178.07	54.77	2.07	19.15
	4	40.17	86.45	67.50	1.04

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	7.14	42.34	158.19	18.53
	2	21.74	0.00	39.13	59.84
	3	160.06	63.36	2.07	17.70
	4	38.10	91.73	61.60	3.11

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	5.69	45.45	102.29	12.42
	2	35.72	3.00	47.00	81.79
	3	169.17	70.71	3.11	10.15
	4	43.17	110.36	48.66	4.04

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	49.59	119.16	13.46
	2	35.10	0.00	40.07	52.59
	3	156.54	65.02	2.07	15.22
	4	36.96	115.44	55.08	2.07

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	10	0
	2	8	0	15	11
	3	4	4	0	13
	4	7	8	9	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	20	7	8	4
	2	3	0	10	11
	3	6	4	0	50
	4	8	4	29	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	7	0
	2	7	0	13	4
	3	4	2	0	56
	4	6	6	20	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	20	3	6	6
	2	0	0	6	4
	3	4	3	0	56
	4	6	5	10	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	25	2	2	0
	2	3	100	16	9
	3	3	5	0	33
	4	14	11	9	33

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	0
	2	3	0	9	4
	3	4	3	0	27
	4	10	5	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.44	3.26	0.8	A	191.03	1146.17
2	0.65	11.08	1.9	B	145.18	871.10
3	0.54	4.57	1.3	A	247.64	1485.85
4	0.65	9.16	2.1	A	201.00	1206.01

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	165.54	165.54	218.87	519.99	0.318	165.04	246.95	0.0	0.5	2.730	A
2	158.92	158.92	192.22	258.96	0.614	157.20	191.70	0.0	1.7	9.696	A
3	246.40	246.40	123.10	479.66	0.514	245.31	226.32	0.0	1.1	3.994	A
4	200.43	200.43	267.07	326.64	0.614	198.75	101.33	0.0	1.7	7.515	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187.08	187.08	213.06	524.20	0.357	186.98	255.66	0.5	0.6	2.881	A
2	161.92	161.92	214.69	249.79	0.648	161.69	185.35	1.7	1.9	11.083	B
3	250.23	250.23	148.42	463.31	0.540	250.06	227.97	1.1	1.3	4.573	A
4	200.12	200.12	268.66	325.70	0.614	200.06	129.82	1.7	1.7	7.916	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	217.20	217.20	211.86	525.06	0.414	217.06	254.41	0.6	0.7	3.071	A
2	134.28	134.28	250.42	235.22	0.571	134.76	178.50	1.9	1.5	9.685	A
3	254.06	254.06	118.03	482.94	0.526	254.14	267.15	1.3	1.2	4.168	A
4	195.15	195.15	271.07	324.28	0.602	195.20	101.10	1.7	1.7	7.709	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	226.21	226.21	221.97	517.75	0.437	226.14	227.36	0.7	0.8	3.255	A
2	120.72	120.72	250.69	235.11	0.513	121.07	197.42	1.5	1.1	8.206	A
3	243.19	243.19	110.56	487.76	0.499	243.31	261.19	1.2	1.1	3.921	A
4	194.53	194.53	254.61	334.00	0.582	194.72	99.26	1.7	1.5	6.890	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	165.85	165.85	239.36	505.18	0.328	166.16	253.32	0.8	0.5	2.727	A
2	167.51	167.51	176.47	265.39	0.631	166.79	229.05	1.1	1.8	9.991	A
3	253.13	253.13	142.12	467.38	0.542	252.98	201.14	1.1	1.2	4.365	A
4	206.23	206.23	287.00	314.86	0.655	205.68	108.09	1.5	2.1	9.158	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	184.28	184.28	239.81	504.86	0.365	184.19	231.02	0.5	0.6	2.907	A
2	127.76	127.76	193.85	258.30	0.495	128.54	230.16	1.8	1.0	7.346	A
3	238.84	238.84	105.91	490.76	0.487	239.05	216.47	1.2	1.0	3.766	A
4	209.54	209.54	261.16	330.13	0.635	209.67	83.80	2.1	1.9	8.171	A

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	20.93	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.03	14.89	174.05	41.71
	2	27.51	0.00	53.77	75.18
	3	141.48	48.91	0.00	17.92
	4	40.78	69.39	106.13	9.20

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.03	25.23	152.13	33.54
	2	57.70	0.00	62.05	73.32
	3	189.67	38.78	1.03	16.99
	4	36.64	74.14	86.59	7.14

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	18.41	187.60	42.84
	2	27.82	0.00	70.94	69.18
	3	180.98	39.19	3.10	26.92
	4	49.88	97.51	116.78	5.07

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	10.24	34.75	209.62	37.44
	2	33.09	0.00	71.66	86.04
	3	151.02	36.61	4.03	34.95
	4	39.74	105.27	90.72	3.10

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.14	26.58	158.02	38.37
	2	51.50	0.00	60.70	77.04
	3	154.95	41.57	0.00	46.74
	4	55.15	73.32	128.67	3.10

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	5.07	32.06	149.34	41.47
	2	26.37	0.00	83.97	87.59
	3	143.88	40.02	1.03	34.85
	4	47.91	73.83	88.45	3.10

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	33	18	6	18
	2	19	0	0	4
	3	11	19	0	74
	4	14	17	16	14

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	8	19
	2	4	0	0	1
	3	11	17	0	54
	4	16	4	13	17

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	13	8	14
	2	4	0	6	2
	3	10	26	0	74
	4	18	8	10	33

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1	2	3	4
From	1	13	14	8	12
	2	0	0	12	11
	3	10	22	50	40
	4	15	14	17	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1	2	3	4
From	1	0	14	10	16
	2	4	0	6	8
	3	17	26	0	56
	4	13	19	15	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1	2	3	4
From	1	25	27	11	14
	2	4	0	12	10
	3	15	22	0	47
	4	15	9	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.58	4.63	1.5	A	240.77	1444.61
2	0.99	70.58	14.6	F	182.57	1095.41
3	0.55	5.48	1.5	A	232.44	1394.64
4	0.81	14.36	4.2	B	235.27	1411.62

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	234.68	234.68	231.79	510.66	0.460	233.77	212.18	0.0	0.9	3.522	A
2	156.46	156.46	333.25	201.43	0.777	153.12	132.30	0.0	3.3	18.499	C
3	208.31	208.31	155.18	458.94	0.454	207.35	331.20	0.0	1.0	4.160	A
4	225.50	225.50	220.45	354.18	0.637	223.52	142.08	0.0	2.0	7.858	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	211.93	211.93	207.66	528.10	0.401	212.11	283.56	0.9	0.7	3.127	A
2	193.06	193.06	281.75	222.43	0.868	190.79	138.02	3.3	5.6	26.918	D
3	246.47	246.47	171.18	448.61	0.549	246.06	301.37	1.0	1.4	5.066	A
4	204.51	204.51	286.74	315.02	0.649	204.48	130.50	2.0	2.0	8.980	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	250.92	250.92	259.83	490.39	0.512	250.52	261.01	0.7	1.1	4.100	A
2	167.94	167.94	356.04	192.13	0.874	167.27	154.31	5.6	6.3	35.804	E
3	250.19	250.19	147.07	464.18	0.539	250.19	376.25	1.4	1.4	4.915	A
4	269.24	269.24	253.84	334.45	0.805	266.99	143.42	2.0	4.2	14.356	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	292.04	292.04	241.02	503.98	0.579	291.69	233.11	1.1	1.5	4.631	A
2	190.79	190.79	355.78	192.23	0.992	182.42	176.93	6.3	14.6	66.275	F
3	226.61	226.61	164.39	452.99	0.500	226.82	373.81	1.4	1.2	4.622	A
4	238.84	238.84	233.68	346.37	0.690	240.45	157.53	4.2	2.6	9.930	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	227.10	227.10	245.88	500.47	0.454	227.66	263.90	1.5	0.9	3.681	A
2	189.24	189.24	331.97	201.95	0.937	189.52	141.58	14.6	14.4	70.584	F
3	243.26	243.26	173.59	447.05	0.544	242.97	347.89	1.2	1.5	5.485	A
4	260.24	260.24	250.63	336.35	0.774	259.15	165.93	2.6	3.7	13.217	B

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	227.93	227.93	208.07	527.80	0.432	227.99	226.08	0.9	0.9	3.419	A
2	197.92	197.92	289.67	219.20	0.903	200.02	146.39	14.4	12.3	56.344	F
3	219.79	219.79	166.30	451.76	0.487	220.10	323.39	1.5	1.2	4.683	A
4	213.30	213.30	218.86	355.12	0.601	215.29	167.55	3.7	1.7	7.328	A

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	25.88	137.10	16.28
	2	29.82	0.00	49.07	80.03
	3	194.74	49.90	2.07	14.73
	4	46.78	117.20	65.21	1.04

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	6.73	30.85	134.62	30.67
	2	35.10	0.00	48.87	77.96
	3	181.08	51.97	4.14	28.08
	4	58.07	102.49	66.24	3.11

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.14	37.17	162.98	28.71
	2	31.89	0.00	45.66	56.73
	3	188.22	54.77	2.07	24.05
	4	55.06	86.45	82.39	1.04

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	7.14	42.34	169.09	23.43
	2	21.74	0.00	39.13	59.84
	3	170.21	63.36	2.07	22.60
	4	52.99	91.73	76.49	3.11

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	5.69	45.45	112.44	17.32
	2	35.72	3.00	47.00	81.79
	3	179.32	70.71	3.11	15.04
	4	48.07	110.36	53.55	4.04

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	49.59	129.31	18.35
	2	35.10	0.00	40.07	52.59
	3	166.69	65.02	2.07	20.11
	4	41.85	115.44	59.97	2.07

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	13	13
	2	8	0	15	11
	3	6	4	0	27
	4	9	8	10	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	20	7	11	10
	2	3	0	10	11
	3	8	4	0	56
	4	10	4	26	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	9	7
	2	7	0	13	4
	3	6	2	0	62
	4	8	6	19	0

Heavy Vehicle Percentages

16:45 - 17:00

		To			
		1	2	3	4
From	1	20	3	8	15
	2	0	0	6	4
	3	6	3	0	62
	4	8	5	10	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		1	2	3	4
From	1	25	2	5	12
	2	3	100	16	9
	3	5	5	0	48
	4	18	11	13	33

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		1	2	3	4
From	1	0	2	8	11
	2	3	0	9	4
	3	6	3	0	37
	4	15	5	23	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.48	3.66	1.0	A	206.57	1239.44
2	0.68	12.88	2.3	B	145.18	871.10
3	0.58	5.10	1.5	A	262.69	1576.12
4	0.72	11.09	2.8	B	224.12	1344.74

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	181.34	181.34	233.04	509.75	0.356	180.73	271.54	0.0	0.6	3.029	A
2	158.92	158.92	222.47	246.62	0.644	156.97	191.29	0.0	2.0	10.961	B
3	261.44	261.44	127.81	476.62	0.549	260.16	251.63	0.0	1.3	4.410	A
4	230.22	230.22	277.02	320.76	0.718	227.56	110.95	0.0	2.7	10.242	B

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	202.87	202.87	227.94	513.44	0.395	202.76	280.61	0.6	0.7	3.205	A
2	161.92	161.92	245.34	237.29	0.682	161.61	185.36	2.0	2.3	12.877	B
3	265.27	265.27	153.24	460.20	0.576	265.07	253.71	1.3	1.5	5.102	A
4	229.91	229.91	278.75	319.74	0.719	229.79	139.55	2.7	2.8	11.087	B

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	233.00	233.00	226.75	514.30	0.453	232.83	279.48	0.7	0.9	3.437	A
2	134.28	134.28	281.04	222.73	0.603	134.85	178.55	2.3	1.7	11.093	B
3	269.10	269.10	123.00	479.73	0.561	269.20	292.89	1.5	1.4	4.629	A
4	224.94	224.94	281.24	318.26	0.707	224.99	110.96	2.8	2.7	10.727	B

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	242.01	242.01	236.97	506.91	0.477	241.91	252.50	0.9	1.0	3.661	A
2	120.72	120.72	281.43	222.57	0.542	121.14	197.45	1.7	1.3	9.235	A
3	258.23	258.23	115.50	484.57	0.533	258.38	287.08	1.4	1.3	4.330	A
4	224.32	224.32	264.81	327.97	0.684	224.66	109.07	2.7	2.4	9.394	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	180.90	180.90	244.48	501.48	0.361	181.28	268.46	1.0	0.6	2.977	A
2	167.51	167.51	196.66	257.15	0.651	166.77	229.10	1.3	2.0	10.891	B
3	268.17	268.17	147.00	464.22	0.578	267.99	216.43	1.3	1.4	4.871	A
4	216.02	216.02	297.11	308.89	0.699	215.83	117.88	2.4	2.6	10.936	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	199.33	199.33	244.76	501.28	0.398	199.23	246.14	0.6	0.7	3.170	A
2	127.76	127.76	213.79	250.16	0.511	128.63	230.20	2.0	1.1	7.849	A
3	253.89	253.89	110.88	487.56	0.521	254.14	231.54	1.4	1.2	4.149	A
4	219.33	219.33	271.38	324.09	0.677	219.53	93.65	2.6	2.4	9.576	A

FB+CD+N2T SCN2 WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	16.84	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	FB+CD+N2T SCN2 WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.01	14.80	162.94	50.20
	2	27.34	0.00	53.46	74.74
	3	130.56	48.62	0.00	12.95
	4	49.27	68.98	100.64	9.15

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.03	25.08	141.14	42.08
	2	57.36	0.00	61.68	72.88
	3	178.46	38.55	1.03	12.03
	4	45.16	73.71	81.21	7.09

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.06	18.30	176.40	51.33
	2	27.65	0.00	70.52	68.77
	3	169.82	38.96	3.08	21.90
	4	58.32	96.94	111.23	5.04

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	10.18	34.54	198.30	36.01
	2	32.90	0.00	71.24	85.53
	3	139.29	36.39	4.01	19.94
	4	48.25	104.65	85.32	3.08

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.11	26.42	147.00	36.94
	2	51.19	0.00	60.34	76.59
	3	143.20	41.33	0.00	31.66
	4	63.56	72.88	123.05	3.08

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	5.04	31.87	138.37	40.02
	2	26.21	0.00	83.47	87.07
	3	132.20	39.78	1.03	19.84
	4	56.37	73.40	83.06	3.08

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	33	18	3	26
	2	19	0	0	4
	3	9	19	0	67
	4	21	17	14	14

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	6	27
	2	4	0	0	1
	3	9	17	0	43
	4	23	4	11	17

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	13	6	21
	2	4	0	6	2
	3	8	26	0	70
	4	24	8	9	33

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	13	14	6	29
	2	0	0	12	11
	3	7	22	50	75
	4	22	14	15	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	14	8	35
	2	4	0	6	8
	3	15	26	0	92
	4	18	19	13	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	25	27	8	28
	2	4	0	12	10
	3	13	22	0	100
	4	21	9	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.55	4.30	1.3	A	233.03	1398.17
2	0.95	51.15	10.6	F	181.49	1088.96
3	0.52	4.81	1.2	A	210.77	1264.64
4	0.80	13.60	4.1	B	237.76	1426.54

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	231.95	231.95	225.65	515.09	0.450	231.06	209.64	0.0	0.9	3.438	A
2	155.54	155.54	325.17	204.72	0.760	152.47	131.55	0.0	3.1	17.225	C
3	192.13	192.13	163.14	453.80	0.423	191.30	314.50	0.0	0.8	3.881	A
4	228.04	228.04	209.20	360.83	0.632	226.09	145.24	0.0	2.0	7.666	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	209.33	209.33	201.58	532.49	0.393	209.50	280.70	0.9	0.7	3.061	A
2	191.93	191.93	273.88	225.65	0.851	189.98	137.21	3.1	5.0	24.254	C
3	230.07	230.07	179.13	443.47	0.519	229.70	284.73	0.8	1.2	4.700	A
4	207.17	207.17	275.12	321.88	0.644	207.16	133.71	2.0	2.0	8.716	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	248.09	248.09	253.60	494.89	0.501	247.71	258.05	0.7	1.1	3.979	A
2	166.95	166.95	347.85	195.47	0.854	166.48	153.46	5.0	5.5	31.250	D
3	233.77	233.77	154.99	459.06	0.509	233.76	359.34	1.2	1.2	4.575	A
4	271.53	271.53	242.21	341.33	0.796	269.44	146.54	2.0	4.1	13.601	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	279.03	279.03	234.62	508.61	0.549	278.80	230.23	1.1	1.3	4.299	A
2	189.67	189.67	337.55	199.67	0.950	184.52	175.87	5.5	10.6	51.145	F
3	199.64	199.64	164.29	453.06	0.441	199.92	357.78	1.2	0.9	4.092	A
4	241.30	241.30	222.05	353.23	0.683	242.79	142.15	4.1	2.6	9.558	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	214.47	214.47	239.66	504.97	0.425	214.96	260.70	1.3	0.8	3.489	A
2	188.12	188.12	313.86	209.34	0.899	188.56	140.76	10.6	10.2	47.311	E
3	216.19	216.19	171.68	448.28	0.482	215.96	330.74	0.9	1.1	4.806	A
4	262.58	262.58	238.78	343.35	0.765	261.58	148.86	2.6	3.6	12.562	B

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	215.30	215.30	201.84	532.31	0.404	215.35	222.05	0.8	0.8	3.253	A
2	196.76	196.76	271.70	226.54	0.869	198.63	145.49	10.2	8.3	37.887	E
3	192.85	192.85	163.57	453.52	0.425	193.10	306.76	1.1	0.9	4.144	A
4	215.91	215.91	206.10	362.66	0.595	217.79	150.58	3.6	1.7	7.111	A

FB+CD+N2T SCN2 WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	FB+CD+N2T SCN2 WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.06	25.72	125.43	24.92
	2	29.63	0.00	48.77	79.54
	3	183.46	49.60	2.06	9.78
	4	45.29	116.48	50.01	1.03

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	6.69	30.66	122.96	39.22
	2	34.88	0.00	48.57	77.48
	3	169.88	51.65	4.12	23.05
	4	56.51	101.87	51.04	3.09

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	4.12	36.94	151.15	37.27
	2	31.69	0.00	45.38	56.39
	3	176.98	54.43	2.06	19.04
	4	53.53	85.92	67.09	1.03

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	7.10	42.08	157.22	32.02
	2	21.61	0.00	38.89	59.47
	3	159.08	62.97	2.06	17.60
	4	51.47	91.17	61.22	3.09

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	5.66	45.17	101.66	25.95
	2	35.50	2.98	46.71	81.29
	3	168.13	70.28	3.09	10.08
	4	56.51	109.69	48.36	4.01

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.06	49.29	118.43	26.98
	2	34.88	0.00	39.82	52.27
	3	155.58	64.62	2.06	15.13
	4	50.34	114.73	54.74	2.06

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	10	29
	2	8	0	15	11
	3	4	4	0	13
	4	21	8	9	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	20	7	8	19
	2	3	0	10	11
	3	6	4	0	50
	4	18	4	29	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	7	17
	2	7	0	13	4
	3	4	2	0	56
	4	17	6	20	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	20	3	6	27
	2	0	0	6	4
	3	4	3	0	56
	4	17	5	10	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	25	2	2	28
	2	3	100	16	9
	3	3	5	0	33
	4	24	11	9	33

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	26
	2	3	0	9	4
	3	4	3	0	27
	4	22	5	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.46	3.46	0.9	A	203.46	1220.77
2	0.66	11.60	2.0	B	144.29	865.76
3	0.55	4.72	1.3	A	246.13	1476.75
4	0.69	10.41	2.5	B	213.37	1280.24

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	178.13	178.13	217.36	521.09	0.342	177.56	258.84	0.0	0.6	2.901	A
2	157.94	157.94	204.52	253.94	0.622	156.16	190.39	0.0	1.8	10.081	B
3	244.89	244.89	135.85	471.42	0.519	243.77	224.83	0.0	1.1	4.111	A
4	212.81	212.81	265.39	327.63	0.650	210.81	114.23	0.0	2.0	8.392	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	199.53	199.53	211.76	525.14	0.380	199.43	267.67	0.6	0.7	3.055	A
2	160.93	160.93	226.97	244.78	0.657	160.68	184.22	1.8	2.0	11.605	B
3	248.70	248.70	161.09	455.13	0.546	248.52	226.56	1.1	1.3	4.720	A
4	212.50	212.50	267.00	326.68	0.650	212.43	142.61	2.0	2.1	8.896	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	229.48	229.48	210.56	526.00	0.436	229.32	266.46	0.7	0.8	3.258	A
2	133.46	133.46	262.46	230.30	0.579	133.96	177.42	2.0	1.5	10.103	B
3	252.51	252.51	130.93	474.60	0.532	252.58	265.50	1.3	1.2	4.297	A
4	207.56	207.56	269.41	325.25	0.638	207.61	114.10	2.1	2.0	8.654	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	238.43	238.43	220.63	518.72	0.460	238.34	239.60	0.8	0.9	3.463	A
2	119.98	119.98	262.76	230.18	0.521	120.34	196.22	1.5	1.2	8.523	A
3	241.70	241.70	123.50	479.41	0.504	241.82	259.61	1.2	1.1	4.034	A
4	206.94	206.94	253.07	334.91	0.618	207.17	112.26	2.0	1.8	7.701	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	178.44	178.44	237.82	506.30	0.352	178.77	265.30	0.9	0.6	2.910	A
2	166.48	166.48	189.01	260.27	0.640	165.74	227.58	1.2	1.9	10.415	B
3	251.58	251.58	154.83	459.16	0.548	251.42	199.91	1.1	1.2	4.505	A
4	218.57	218.57	285.23	315.91	0.692	217.89	121.03	1.8	2.5	10.405	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	196.76	196.76	238.35	505.91	0.389	196.66	243.25	0.6	0.7	3.097	A
2	126.97	126.97	206.26	253.23	0.501	127.79	228.76	1.9	1.1	7.602	A
3	237.38	237.38	118.90	482.38	0.492	237.60	215.15	1.2	1.0	3.871	A
4	221.86	221.86	259.58	331.06	0.670	222.02	96.92	2.5	2.3	9.236	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 17 (four_arm)_V3.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 21/03/2025 11:53:59

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Arm 1	D1	0.7	4.91	0.39	A	3.77	A	D2	0.6	4.59	0.36	A	3.62	A
Arm 2		0.5	3.11	0.32	A				0.4	2.91	0.27	A		
Arm 3		0.5	4.37	0.31	A				0.4	3.79	0.27	A		
Arm 4		0.5	3.17	0.31	A				0.5	3.36	0.32	A		
	FB WD													
Arm 1	D3	0.7	5.09	0.41	A	3.87	A	D4	0.6	4.75	0.37	A	3.71	A
Arm 2		0.5	3.16	0.33	A				0.4	2.96	0.28	A		
Arm 3		0.5	4.50	0.32	A				0.4	3.88	0.28	A		
Arm 4		0.5	3.24	0.32	A				0.5	3.44	0.33	A		
	FB+CD WD													
Arm 1	D5	0.7	5.09	0.41	A	3.87	A	D6	0.6	4.75	0.37	A	3.71	A
Arm 2		0.5	3.16	0.33	A				0.4	2.96	0.28	A		
Arm 3		0.5	4.50	0.32	A				0.4	3.88	0.28	A		
Arm 4		0.5	3.24	0.32	A				0.5	3.44	0.33	A		
	FB+CD+N2T WD													
Arm 1	D7	0.8	5.25	0.42	A	4.07	A	D8	0.6	4.90	0.38	A	3.89	A
Arm 2		0.7	3.44	0.39	A				0.5	3.11	0.30	A		
Arm 3		0.5	4.93	0.34	A				0.4	3.98	0.29	A		
Arm 4		0.6	3.41	0.34	A				0.7	3.80	0.40	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

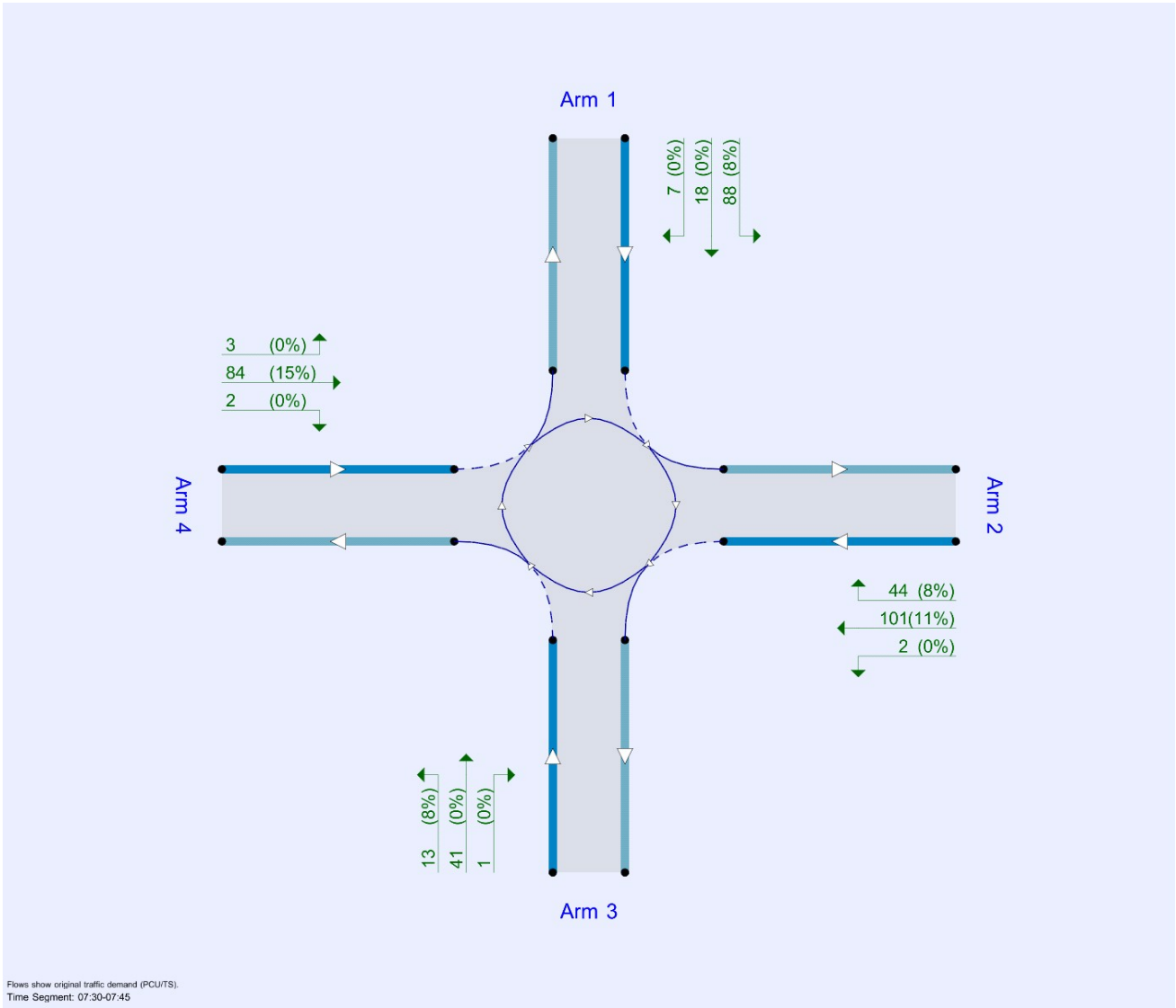
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓
D2	2024	PM	DIRECT	16:00	17:30	90	15	✓
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓
D4	FB WD	PM	DIRECT	16:00	17:30	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:00	17:30	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:00	17:30	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B1077 Stuston Road	
2	A143 (E)	
3	B1077 Stuston Lane	
4	A143 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.21	6.87	10.1	24.5	47.2	18.0	
2	4.27	8.00	15.0	28.2	47.2	18.0	
3	3.15	6.82	11.9	25.3	47.2	25.0	
4	4.36	8.01	17.2	25.3	47.2	20.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.608	390.134
2	0.700	507.628
3	0.600	388.819
4	0.704	517.197

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	85.20	17.00	7.00
	2	42.70	0.00	2.00	88.40
	3	39.60	1.00	0.00	12.90
	4	3.00	71.30	2.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	101.30	17.50	7.00
	2	16.70	0.00	7.00	89.30
	3	51.90	5.90	1.00	13.00
	4	10.70	102.10	4.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	87.20	15.00	5.00
	2	28.60	0.00	2.00	102.80
	3	47.10	9.00	0.00	8.00
	4	11.00	106.40	2.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	77.00	14.90	7.90
	2	37.40	3.90	5.90	93.70
	3	45.20	3.00	0.00	6.40
	4	12.50	120.80	6.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	78.80	14.20	6.00
	2	37.50	0.00	4.30	97.90
	3	64.40	7.80	0.00	22.00
	4	10.90	85.00	1.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	45.00	16.00	7.00
	2	44.10	0.00	2.00	110.10
	3	52.00	4.00	0.00	10.00
	4	10.90	84.50	7.90	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	0	0
	2	8	0	0	7
	3	0	0	0	8
	4	0	11	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	6	0
	2	25	0	0	9
	3	2	25	0	0
	4	43	10	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	0	0
	2	19	0	0	15
	3	12	0	0	0
	4	0	20	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	16	7	14
	2	22	50	25	18
	3	5	0	0	0
	4	9	12	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	12	0	0
	2	17	0	25	14
	3	0	33	0	0
	4	11	8	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	0	0
	2	14	0	0	9
	3	0	0	0	0
	4	10	6	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.39	4.91	0.7	A	101.50	609.00
2	0.32	3.11	0.5	A	136.05	816.30
3	0.31	4.37	0.5	A	67.37	404.20
4	0.31	3.17	0.5	A	108.67	652.00

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	109.20	109.20	74.09	345.10	0.316	108.71	85.00	0.0	0.5	4.021	A
2	133.10	133.10	25.89	489.51	0.272	132.70	156.91	0.0	0.4	2.710	A
3	53.50	53.50	137.67	306.19	0.175	53.29	20.91	0.0	0.2	3.622	A
4	76.30	76.30	83.01	458.74	0.166	76.08	107.95	0.0	0.2	2.593	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	125.80	125.80	112.84	321.54	0.391	125.60	79.30	0.5	0.7	4.914	A
2	113.00	113.00	29.46	487.00	0.232	113.06	208.99	0.4	0.3	2.660	A
3	71.80	71.80	113.07	320.96	0.224	71.72	29.45	0.2	0.3	3.724	A
4	116.80	116.80	75.50	464.03	0.252	116.64	109.29	0.2	0.4	2.904	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	107.20	107.20	117.36	318.79	0.336	107.33	86.66	0.7	0.6	4.613	A
2	133.40	133.40	22.04	492.20	0.271	133.31	202.64	0.3	0.4	2.891	A
3	64.10	64.10	136.31	307.01	0.209	64.11	19.04	0.3	0.3	4.019	A
4	119.40	119.40	84.65	457.58	0.261	119.36	115.77	0.4	0.4	3.118	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	99.80	99.80	133.64	308.89	0.323	99.80	95.08	0.6	0.5	4.915	A
2	140.90	140.90	28.76	487.49	0.289	140.84	204.68	0.4	0.5	3.113	A
3	54.60	54.60	142.84	303.09	0.180	54.66	26.77	0.3	0.2	3.758	A
4	139.30	139.30	89.50	454.17	0.307	139.22	108.00	0.4	0.5	3.166	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	99.00	99.00	93.96	333.02	0.297	99.08	112.69	0.5	0.5	4.206	A
2	139.70	139.70	21.25	492.75	0.284	139.73	171.79	0.5	0.5	2.937	A
3	94.20	94.20	141.44	303.93	0.310	93.97	19.54	0.2	0.5	4.373	A
4	96.90	96.90	109.57	440.03	0.220	97.08	125.84	0.5	0.3	2.844	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	68.00	68.00	96.40	331.53	0.205	68.19	107.06	0.5	0.3	3.641	A
2	156.20	156.20	30.88	486.01	0.321	156.14	133.71	0.5	0.5	3.014	A
3	66.00	66.00	161.13	292.12	0.226	66.16	25.89	0.5	0.3	3.987	A
4	103.30	103.30	100.18	446.65	0.231	103.29	127.12	0.3	0.3	2.815	A

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	54.20	18.00	10.00
	2	27.40	0.00	3.00	73.30
	3	72.40	0.00	0.00	13.00
	4	4.90	111.90	5.00	1.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	56.70	23.00	9.00
	2	32.60	0.00	3.00	93.90
	3	50.90	0.00	0.00	14.20
	4	10.00	115.50	3.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	65.50	16.00	12.00
	2	27.70	0.00	3.00	64.60
	3	78.00	1.00	0.00	9.00
	4	19.00	120.30	2.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	59.30	18.00	14.00
	2	24.70	1.00	2.00	71.10
	3	62.10	4.00	0.00	14.40
	4	10.00	78.50	2.00	1.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	64.70	29.40	17.00
	2	30.80	0.00	4.00	58.10
	3	61.20	5.00	0.00	12.00
	4	14.90	121.50	2.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	54.30	19.70	7.00
	2	25.70	0.00	2.00	64.60
	3	43.10	0.00	0.00	20.00
	4	7.90	98.10	1.00	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	0
	2	8	0	0	11
	3	0	0	0	0
	4	33	12	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	0	0
	2	16	0	0	14
	3	2	0	0	0
	4	0	11	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	0	0
	2	13	0	0	7
	3	0	0	0	0
	4	0	13	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	15	0	0	8
	3	2	0	0	0
	4	0	7	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	0
	2	7	0	0	10
	3	0	0	0	0
	4	7	18	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	0
	2	13	0	0	7
	3	2	0	0	0
	4	14	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.36	4.59	0.6	A	91.30	547.80
2	0.27	2.91	0.4	A	102.08	612.50
3	0.27	3.79	0.4	A	76.72	460.30
4	0.32	3.36	0.5	A	121.58	729.50

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	82.20	82.20	117.50	318.71	0.258	81.85	104.30	0.0	0.4	3.887	A
2	103.70	103.70	33.86	483.92	0.214	103.40	165.48	0.0	0.3	2.601	A
3	85.40	85.40	111.36	321.98	0.265	85.04	25.90	0.0	0.4	3.794	A
4	122.80	122.80	99.42	447.18	0.275	122.38	96.99	0.0	0.4	3.093	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	88.70	88.70	118.51	318.09	0.279	88.66	93.55	0.4	0.4	4.064	A
2	129.50	129.50	34.99	483.13	0.268	129.38	172.18	0.3	0.4	2.912	A
3	65.10	65.10	135.39	307.56	0.212	65.18	28.98	0.4	0.3	3.774	A
4	128.50	128.50	83.56	458.35	0.280	128.49	117.01	0.4	0.4	3.000	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93.50	93.50	123.24	315.22	0.297	93.46	124.58	0.4	0.4	4.293	A
2	95.30	95.30	30.01	486.62	0.196	95.45	186.68	0.4	0.3	2.494	A
3	88.00	88.00	104.43	326.14	0.270	87.91	21.03	0.3	0.4	3.775	A
4	141.30	141.30	106.61	442.11	0.320	141.21	85.73	0.4	0.5	3.312	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91.30	91.30	86.69	337.43	0.271	91.37	96.91	0.4	0.4	3.701	A
2	98.80	98.80	35.00	483.13	0.205	98.78	143.06	0.3	0.3	2.562	A
3	80.50	80.50	111.78	321.73	0.250	80.53	22.01	0.4	0.3	3.779	A
4	91.50	91.50	91.86	452.51	0.202	91.75	100.45	0.5	0.3	2.645	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	111.10	111.10	128.28	312.15	0.356	110.91	106.87	0.4	0.6	4.594	A
2	92.90	92.90	48.30	473.82	0.196	92.92	190.90	0.3	0.3	2.564	A
3	78.20	78.20	105.90	325.26	0.240	78.22	35.32	0.3	0.3	3.645	A
4	138.40	138.40	96.99	448.89	0.308	138.16	87.12	0.3	0.5	3.358	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	81.00	81.00	99.27	329.79	0.246	81.23	76.83	0.6	0.3	3.713	A
2	92.30	92.30	27.83	488.15	0.189	92.31	152.67	0.3	0.3	2.465	A
3	63.10	63.10	97.36	330.39	0.191	63.18	22.78	0.3	0.2	3.421	A
4	107.00	107.00	68.92	468.66	0.228	107.18	91.62	0.5	0.3	2.766	A

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	88.10	17.58	7.24
	2	44.16	0.00	2.07	91.41
	3	40.95	1.03	0.00	13.34
	4	3.10	73.73	2.07	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	104.75	18.10	7.24
	2	17.27	0.00	7.24	92.34
	3	53.67	6.10	1.03	13.44
	4	11.06	105.58	4.14	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	90.17	15.51	5.17
	2	29.57	0.00	2.07	106.30
	3	48.71	9.31	0.00	8.27
	4	11.37	110.03	2.07	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	79.62	15.41	8.17
	2	38.67	4.03	6.10	96.89
	3	46.74	3.10	0.00	6.62
	4	12.93	124.92	6.20	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	81.49	14.68	6.20
	2	38.78	0.00	4.45	101.24
	3	66.60	8.07	0.00	22.75
	4	11.27	87.90	1.03	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	46.53	16.55	7.24
	2	45.60	0.00	2.07	113.85
	3	53.77	4.14	0.00	10.34
	4	11.27	87.38	8.17	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	0	0
	2	8	0	0	7
	3	0	0	0	8
	4	0	11	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	6	0
	2	25	0	0	9
	3	2	25	0	0
	4	43	10	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	0	0
	2	19	0	0	15
	3	12	0	0	0
	4	0	20	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	16	7	14
	2	22	50	25	18
	3	5	0	0	0
	4	9	12	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	12	0	0
	2	17	0	25	14
	3	0	33	0	0
	4	11	8	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	0	0
	2	14	0	0	9
	3	0	0	0	0
	4	10	6	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.41	5.09	0.7	A	104.96	629.76
2	0.33	3.16	0.5	A	140.69	844.12
3	0.32	4.50	0.5	A	69.66	417.98
4	0.32	3.24	0.5	A	112.37	674.22

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	112.92	112.92	76.61	343.56	0.329	112.41	87.90	0.0	0.5	4.111	A
2	137.64	137.64	26.77	488.89	0.282	137.22	162.25	0.0	0.4	2.747	A
3	55.32	55.32	142.36	303.38	0.182	55.10	21.62	0.0	0.2	3.690	A
4	78.90	78.90	85.83	456.75	0.173	78.67	111.63	0.0	0.2	2.624	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	130.09	130.09	116.69	319.20	0.408	129.87	82.00	0.5	0.7	5.086	A
2	116.85	116.85	30.46	486.30	0.240	116.92	216.10	0.4	0.4	2.691	A
3	74.25	74.25	116.93	318.64	0.233	74.16	30.46	0.2	0.3	3.797	A
4	120.78	120.78	78.07	462.21	0.261	120.62	113.02	0.2	0.4	2.953	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	110.85	110.85	121.35	316.36	0.350	111.00	89.61	0.7	0.6	4.750	A
2	137.95	137.95	22.79	491.67	0.281	137.85	209.56	0.4	0.4	2.932	A
3	66.28	66.28	140.95	304.23	0.218	66.29	19.69	0.3	0.3	4.104	A
4	123.47	123.47	87.53	455.55	0.271	123.43	119.71	0.4	0.4	3.176	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	103.20	103.20	138.20	306.12	0.337	103.21	98.32	0.6	0.6	5.064	A
2	145.70	145.70	29.74	486.81	0.299	145.64	211.66	0.4	0.5	3.163	A
3	56.46	56.46	147.70	300.17	0.188	56.52	27.68	0.3	0.2	3.832	A
4	144.05	144.05	92.55	452.02	0.319	143.97	111.68	0.4	0.5	3.237	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	102.37	102.37	97.17	331.07	0.309	102.47	116.53	0.6	0.5	4.306	A
2	144.46	144.46	21.97	492.24	0.293	144.49	177.66	0.5	0.5	2.984	A
3	97.41	97.41	146.26	301.04	0.324	97.17	20.21	0.2	0.5	4.502	A
4	100.20	100.20	113.30	437.40	0.229	100.40	130.12	0.5	0.3	2.894	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	70.32	70.32	99.69	329.53	0.213	70.52	110.71	0.5	0.3	3.702	A
2	161.52	161.52	31.93	485.27	0.333	161.46	138.28	0.5	0.5	3.071	A
3	68.25	68.25	166.62	288.82	0.236	68.42	26.77	0.5	0.3	4.086	A
4	106.82	106.82	103.59	444.24	0.240	106.81	131.45	0.3	0.3	2.864	A

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	56.11	18.64	10.35
	2	28.37	0.00	3.11	75.89
	3	74.96	0.00	0.00	13.46
	4	5.07	115.85	5.18	1.04

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	58.70	23.81	9.32
	2	33.75	0.00	3.11	97.21
	3	52.70	0.00	0.00	14.70
	4	10.35	119.58	3.11	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	67.81	16.56	12.42
	2	28.68	0.00	3.11	66.88
	3	80.75	1.04	0.00	9.32
	4	19.67	124.55	2.07	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	61.39	18.64	14.49
	2	25.57	1.04	2.07	73.61
	3	64.29	4.14	0.00	14.91
	4	10.35	81.27	2.07	1.04

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	66.98	30.44	17.60
	2	31.89	0.00	4.14	60.15
	3	63.36	5.18	0.00	12.42
	4	15.43	125.79	2.07	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	56.22	20.40	7.25
	2	26.61	0.00	2.07	66.88
	3	44.62	0.00	0.00	20.71
	4	8.18	101.56	1.04	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	0
	2	8	0	0	11
	3	0	0	0	0
	4	33	12	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	0	0
	2	16	0	0	14
	3	2	0	0	0
	4	0	11	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	0	0
	2	13	0	0	7
	3	0	0	0	0
	4	0	13	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	15	0	0	8
	3	2	0	0	0
	4	0	7	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	0
	2	7	0	0	10
	3	0	0	0	0
	4	7	18	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	0
	2	13	0	0	7
	3	2	0	0	0
	4	14	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.37	4.75	0.6	A	94.52	567.13
2	0.28	2.96	0.4	A	105.69	634.12
3	0.28	3.88	0.4	A	79.42	476.55
4	0.33	3.44	0.5	A	125.87	755.25

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	85.10	85.10	121.63	316.19	0.269	84.73	107.97	0.0	0.4	3.977	A
2	107.36	107.36	35.05	483.09	0.222	107.05	171.31	0.0	0.3	2.633	A
3	88.41	88.41	115.29	319.63	0.277	88.03	26.81	0.0	0.4	3.880	A
4	127.13	127.13	102.92	444.72	0.286	126.69	100.41	0.0	0.4	3.159	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91.83	91.83	122.69	315.55	0.291	91.78	96.85	0.4	0.4	4.166	A
2	134.07	134.07	36.22	482.27	0.278	133.95	178.26	0.3	0.4	2.957	A
3	67.40	67.40	140.16	304.70	0.221	67.49	30.00	0.4	0.3	3.855	A
4	133.04	133.04	86.51	456.27	0.292	133.03	121.14	0.4	0.5	3.061	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	96.80	96.80	127.59	312.57	0.310	96.75	128.97	0.4	0.5	4.409	A
2	98.66	98.66	31.07	485.87	0.203	98.83	193.27	0.4	0.3	2.519	A
3	91.11	91.11	108.12	323.93	0.281	91.01	21.77	0.3	0.4	3.862	A
4	146.29	146.29	110.37	439.47	0.333	146.19	88.76	0.5	0.5	3.398	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	94.52	94.52	89.76	335.57	0.282	94.59	100.33	0.5	0.4	3.780	A
2	102.29	102.29	36.24	482.26	0.212	102.27	148.12	0.3	0.3	2.591	A
3	83.34	83.34	115.72	319.37	0.261	83.37	22.78	0.4	0.4	3.861	A
4	94.73	94.73	95.10	450.22	0.210	95.00	104.00	0.5	0.3	2.687	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	115.02	115.02	132.80	309.41	0.372	114.82	110.64	0.4	0.6	4.749	A
2	96.18	96.18	50.00	472.63	0.204	96.19	197.62	0.3	0.3	2.594	A
3	80.96	80.96	109.63	323.02	0.251	80.98	36.56	0.4	0.3	3.720	A
4	143.28	143.28	100.42	446.48	0.321	143.02	90.20	0.3	0.5	3.440	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	83.86	83.86	102.78	327.65	0.256	84.11	79.55	0.6	0.4	3.793	A
2	95.56	95.56	28.82	487.45	0.196	95.57	158.07	0.3	0.3	2.492	A
3	65.33	65.33	100.80	328.32	0.199	65.41	23.59	0.3	0.3	3.479	A
4	110.78	110.78	71.36	466.94	0.237	110.97	94.85	0.5	0.3	2.809	A

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	88.10	17.58	7.24
	2	44.16	0.00	2.07	91.41
	3	40.95	1.03	0.00	13.34
	4	3.10	73.73	2.07	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	104.75	18.10	7.24
	2	17.27	0.00	7.24	92.34
	3	53.67	6.10	1.03	13.44
	4	11.06	105.58	4.14	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	90.17	15.51	5.17
	2	29.57	0.00	2.07	106.30
	3	48.71	9.31	0.00	8.27
	4	11.37	110.03	2.07	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	79.62	15.41	8.17
	2	38.67	4.03	6.10	96.89
	3	46.74	3.10	0.00	6.62
	4	12.93	124.92	6.20	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	81.49	14.68	6.20
	2	38.78	0.00	4.45	101.24
	3	66.60	8.07	0.00	22.75
	4	11.27	87.90	1.03	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	46.53	16.55	7.24
	2	45.60	0.00	2.07	113.85
	3	53.77	4.14	0.00	10.34
	4	11.27	87.38	8.17	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	0	0
	2	8	0	0	7
	3	0	0	0	8
	4	0	11	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	6	0
	2	25	0	0	9
	3	2	25	0	0
	4	43	10	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	0	0
	2	19	0	0	15
	3	12	0	0	0
	4	0	20	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	16	7	14
	2	22	50	25	18
	3	5	0	0	0
	4	9	12	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	12	0	0
	2	17	0	25	14
	3	0	33	0	0
	4	11	8	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	0	0
	2	14	0	0	9
	3	0	0	0	0
	4	10	6	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.41	5.09	0.7	A	104.96	629.76
2	0.33	3.16	0.5	A	140.69	844.12
3	0.32	4.50	0.5	A	69.66	417.98
4	0.32	3.24	0.5	A	112.37	674.22

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	112.92	112.92	76.61	343.56	0.329	112.41	87.90	0.0	0.5	4.111	A
2	137.64	137.64	26.77	488.89	0.282	137.22	162.25	0.0	0.4	2.747	A
3	55.32	55.32	142.36	303.38	0.182	55.10	21.62	0.0	0.2	3.690	A
4	78.90	78.90	85.83	456.75	0.173	78.67	111.63	0.0	0.2	2.624	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	130.09	130.09	116.69	319.20	0.408	129.87	82.00	0.5	0.7	5.086	A
2	116.85	116.85	30.46	486.30	0.240	116.92	216.10	0.4	0.4	2.691	A
3	74.25	74.25	116.93	318.64	0.233	74.16	30.46	0.2	0.3	3.797	A
4	120.78	120.78	78.07	462.21	0.261	120.62	113.02	0.2	0.4	2.953	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	110.85	110.85	121.35	316.36	0.350	111.00	89.61	0.7	0.6	4.750	A
2	137.95	137.95	22.79	491.67	0.281	137.85	209.56	0.4	0.4	2.932	A
3	66.28	66.28	140.95	304.23	0.218	66.29	19.69	0.3	0.3	4.104	A
4	123.47	123.47	87.53	455.55	0.271	123.43	119.71	0.4	0.4	3.176	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	103.20	103.20	138.20	306.12	0.337	103.21	98.32	0.6	0.6	5.064	A
2	145.70	145.70	29.74	486.81	0.299	145.64	211.66	0.4	0.5	3.163	A
3	56.46	56.46	147.70	300.17	0.188	56.52	27.68	0.3	0.2	3.832	A
4	144.05	144.05	92.55	452.02	0.319	143.97	111.68	0.4	0.5	3.237	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	102.37	102.37	97.17	331.07	0.309	102.47	116.53	0.6	0.5	4.306	A
2	144.46	144.46	21.97	492.24	0.293	144.49	177.66	0.5	0.5	2.984	A
3	97.41	97.41	146.26	301.04	0.324	97.17	20.21	0.2	0.5	4.502	A
4	100.20	100.20	113.30	437.40	0.229	100.40	130.12	0.5	0.3	2.894	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	70.32	70.32	99.69	329.53	0.213	70.52	110.71	0.5	0.3	3.702	A
2	161.52	161.52	31.93	485.27	0.333	161.46	138.28	0.5	0.5	3.071	A
3	68.25	68.25	166.62	288.82	0.236	68.42	26.77	0.5	0.3	4.086	A
4	106.82	106.82	103.59	444.24	0.240	106.81	131.45	0.3	0.3	2.864	A

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	56.11	18.64	10.35
	2	28.37	0.00	3.11	75.89
	3	74.96	0.00	0.00	13.46
	4	5.07	115.85	5.18	1.04

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	58.70	23.81	9.32
	2	33.75	0.00	3.11	97.21
	3	52.70	0.00	0.00	14.70
	4	10.35	119.58	3.11	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	67.81	16.56	12.42
	2	28.68	0.00	3.11	66.88
	3	80.75	1.04	0.00	9.32
	4	19.67	124.55	2.07	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	61.39	18.64	14.49
	2	25.57	1.04	2.07	73.61
	3	64.29	4.14	0.00	14.91
	4	10.35	81.27	2.07	1.04

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	66.98	30.44	17.60
	2	31.89	0.00	4.14	60.15
	3	63.36	5.18	0.00	12.42
	4	15.43	125.79	2.07	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	56.22	20.40	7.25
	2	26.61	0.00	2.07	66.88
	3	44.62	0.00	0.00	20.71
	4	8.18	101.56	1.04	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	0
	2	8	0	0	11
	3	0	0	0	0
	4	33	12	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	0	0
	2	16	0	0	14
	3	2	0	0	0
	4	0	11	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	0	0
	2	13	0	0	7
	3	0	0	0	0
	4	0	13	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	15	0	0	8
	3	2	0	0	0
	4	0	7	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	0
	2	7	0	0	10
	3	0	0	0	0
	4	7	18	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	0
	2	13	0	0	7
	3	2	0	0	0
	4	14	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.37	4.75	0.6	A	94.52	567.13
2	0.28	2.96	0.4	A	105.69	634.12
3	0.28	3.88	0.4	A	79.42	476.55
4	0.33	3.44	0.5	A	125.87	755.25

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	85.10	85.10	121.63	316.19	0.269	84.73	107.97	0.0	0.4	3.977	A
2	107.36	107.36	35.05	483.09	0.222	107.05	171.31	0.0	0.3	2.633	A
3	88.41	88.41	115.29	319.63	0.277	88.03	26.81	0.0	0.4	3.880	A
4	127.13	127.13	102.92	444.72	0.286	126.69	100.41	0.0	0.4	3.159	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91.83	91.83	122.69	315.55	0.291	91.78	96.85	0.4	0.4	4.166	A
2	134.07	134.07	36.22	482.27	0.278	133.95	178.26	0.3	0.4	2.957	A
3	67.40	67.40	140.16	304.70	0.221	67.49	30.00	0.4	0.3	3.855	A
4	133.04	133.04	86.51	456.27	0.292	133.03	121.14	0.4	0.5	3.061	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	96.80	96.80	127.59	312.57	0.310	96.75	128.97	0.4	0.5	4.409	A
2	98.66	98.66	31.07	485.87	0.203	98.83	193.27	0.4	0.3	2.519	A
3	91.11	91.11	108.12	323.93	0.281	91.01	21.77	0.3	0.4	3.862	A
4	146.29	146.29	110.37	439.47	0.333	146.19	88.76	0.5	0.5	3.398	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	94.52	94.52	89.76	335.57	0.282	94.59	100.33	0.5	0.4	3.780	A
2	102.29	102.29	36.24	482.26	0.212	102.27	148.12	0.3	0.3	2.591	A
3	83.34	83.34	115.72	319.37	0.261	83.37	22.78	0.4	0.4	3.861	A
4	94.73	94.73	95.10	450.22	0.210	95.00	104.00	0.5	0.3	2.687	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	115.02	115.02	132.80	309.41	0.372	114.82	110.64	0.4	0.6	4.749	A
2	96.18	96.18	50.00	472.63	0.204	96.19	197.62	0.3	0.3	2.594	A
3	80.96	80.96	109.63	323.02	0.251	80.98	36.56	0.4	0.3	3.720	A
4	143.28	143.28	100.42	446.48	0.321	143.02	90.20	0.3	0.5	3.440	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	83.86	83.86	102.78	327.65	0.256	84.11	79.55	0.6	0.4	3.793	A
2	95.56	95.56	28.82	487.45	0.196	95.57	158.07	0.3	0.3	2.492	A
3	65.33	65.33	100.80	328.32	0.199	65.41	23.59	0.3	0.3	3.479	A
4	110.78	110.78	71.36	466.94	0.237	110.97	94.85	0.5	0.3	2.809	A

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	88.10	17.58	7.24
	2	44.16	0.00	2.07	101.20
	3	40.95	1.03	0.00	13.34
	4	3.10	83.52	2.07	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	104.75	18.10	7.24
	2	17.27	0.00	7.24	102.13
	3	53.67	6.10	1.03	13.44
	4	11.06	115.37	4.14	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	90.17	15.51	5.17
	2	29.57	0.00	2.07	136.09
	3	48.71	9.31	0.00	8.27
	4	11.37	119.81	2.07	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	79.62	15.41	8.17
	2	38.67	4.03	6.10	126.68
	3	46.74	3.10	0.00	6.62
	4	12.93	134.70	6.20	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	81.49	14.68	6.20
	2	38.78	0.00	4.45	131.02
	3	66.60	8.07	0.00	22.75
	4	11.27	97.68	1.03	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	46.53	16.55	7.24
	2	45.60	0.00	2.07	143.64
	3	53.77	4.14	0.00	10.34
	4	11.27	97.17	8.17	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	0	0
	2	8	0	0	11
	3	0	0	0	8
	4	0	15	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	6	0
	2	25	0	0	13
	3	2	25	0	0
	4	43	13	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	0	0
	2	19	0	0	15
	3	12	0	0	0
	4	0	23	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	16	7	14
	2	22	50	25	17
	3	5	0	0	0
	4	9	14	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	12	0	0
	2	17	0	25	14
	3	0	33	0	0
	4	11	12	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	0	0
	2	14	0	0	10
	3	0	0	0	0
	4	10	10	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.42	5.25	0.8	A	104.96	629.76
2	0.39	3.44	0.7	A	163.81	982.85
3	0.34	4.93	0.5	A	69.66	417.98
4	0.34	3.41	0.6	A	122.16	732.95

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	112.92	112.92	86.35	337.64	0.334	112.39	87.88	0.0	0.5	4.219	A
2	147.42	147.42	26.76	488.89	0.302	146.95	171.98	0.0	0.5	2.890	A
3	55.32	55.32	152.09	297.54	0.186	55.09	21.62	0.0	0.2	3.779	A
4	88.69	88.69	85.82	456.76	0.194	88.41	121.36	0.0	0.3	2.795	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	130.09	130.09	126.47	313.26	0.415	129.86	82.00	0.5	0.8	5.249	A
2	126.64	126.64	30.46	486.30	0.260	126.71	225.87	0.5	0.4	2.836	A
3	74.25	74.25	126.72	312.77	0.237	74.16	30.45	0.2	0.3	3.890	A
4	130.57	130.57	78.07	462.21	0.282	130.39	122.80	0.3	0.5	3.116	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	110.85	110.85	131.13	310.42	0.357	111.00	89.59	0.8	0.6	4.890	A
2	167.73	167.73	22.79	491.67	0.341	167.54	219.34	0.4	0.6	3.195	A
3	66.28	66.28	170.64	286.41	0.231	66.28	19.69	0.3	0.3	4.436	A
4	133.26	133.26	87.51	455.57	0.293	133.21	149.41	0.5	0.5	3.352	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	103.20	103.20	147.98	300.18	0.344	103.21	98.32	0.6	0.6	5.217	A
2	175.49	175.49	29.74	486.81	0.360	175.42	221.45	0.6	0.7	3.438	A
3	56.46	56.46	177.48	282.30	0.200	56.53	27.68	0.3	0.3	4.137	A
4	153.84	153.84	92.55	452.02	0.340	153.75	141.46	0.5	0.6	3.412	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	102.37	102.37	106.96	325.11	0.315	102.47	116.51	0.6	0.5	4.421	A
2	174.25	174.25	21.98	492.24	0.354	174.28	187.46	0.7	0.6	3.257	A
3	97.41	97.41	176.05	283.16	0.344	97.14	20.21	0.3	0.5	4.933	A
4	109.99	109.99	113.28	437.42	0.251	110.19	159.91	0.6	0.4	3.074	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	70.32	70.32	109.48	323.58	0.217	70.53	110.71	0.5	0.3	3.786	A
2	191.31	191.31	31.93	485.27	0.394	191.23	148.08	0.6	0.7	3.399	A
3	68.25	68.25	196.39	270.95	0.252	68.44	26.77	0.5	0.3	4.448	A
4	116.61	116.61	103.60	444.24	0.262	116.59	161.23	0.4	0.4	3.035	A

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	56.11	18.64	10.35
	2	28.37	0.00	3.11	85.67
	3	74.96	0.00	0.00	13.46
	4	5.07	145.64	5.18	1.04

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	58.70	23.81	9.32
	2	33.75	0.00	3.11	107.00
	3	52.70	0.00	0.00	14.70
	4	10.35	149.36	3.11	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	67.81	16.56	12.42
	2	28.68	0.00	3.11	76.67
	3	80.75	1.04	0.00	9.32
	4	19.67	154.33	2.07	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	61.39	18.64	14.49
	2	25.57	1.04	2.07	83.40
	3	64.29	4.14	0.00	14.91
	4	10.35	111.06	2.07	1.04

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	66.98	30.44	17.60
	2	31.89	0.00	4.14	69.94
	3	63.36	5.18	0.00	12.42
	4	15.43	135.58	2.07	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	56.22	20.40	7.25
	2	26.61	0.00	2.07	76.67
	3	44.62	0.00	0.00	20.71
	4	8.18	111.35	1.04	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	0
	2	8	0	0	16
	3	0	0	0	0
	4	33	12	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	0	0
	2	16	0	0	18
	3	2	0	0	0
	4	0	12	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	0	0
	2	13	0	0	12
	3	0	0	0	0
	4	0	13	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	15	0	0	13
	3	2	0	0	0
	4	0	9	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	0
	2	7	0	0	15
	3	0	0	0	0
	4	7	20	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	0
	2	13	0	0	12
	3	2	0	0	0
	4	14	14	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.38	4.90	0.6	A	94.52	567.13
2	0.30	3.11	0.5	A	115.47	692.84
3	0.29	3.98	0.4	A	79.42	476.55
4	0.40	3.80	0.7	A	149.00	893.97

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	85.10	85.10	151.26	298.18	0.285	84.69	107.96	0.0	0.4	4.311	A
2	117.15	117.15	35.04	483.10	0.242	116.79	200.92	0.0	0.4	2.783	A
3	88.41	88.41	125.02	313.78	0.282	88.02	26.80	0.0	0.4	3.980	A
4	156.92	156.92	102.90	444.73	0.353	156.31	110.14	0.0	0.6	3.496	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91.83	91.83	152.49	297.44	0.309	91.78	96.85	0.4	0.5	4.532	A
2	143.86	143.86	36.22	482.27	0.298	143.72	208.04	0.4	0.5	3.112	A
3	67.40	67.40	149.94	298.83	0.226	67.49	30.00	0.4	0.3	3.953	A
4	162.82	162.82	86.52	456.27	0.357	162.82	130.92	0.6	0.6	3.396	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	96.80	96.80	157.35	294.48	0.329	96.75	128.97	0.5	0.5	4.813	A
2	108.45	108.45	31.07	485.87	0.223	108.62	223.02	0.5	0.3	2.667	A
3	91.11	91.11	117.92	318.05	0.286	91.00	21.78	0.3	0.4	3.962	A
4	176.07	176.07	110.37	439.47	0.401	175.95	98.55	0.6	0.7	3.800	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	94.52	94.52	119.60	317.43	0.298	94.60	100.34	0.5	0.4	4.087	A
2	112.07	112.07	36.24	482.26	0.232	112.06	177.97	0.3	0.3	2.741	A
3	83.34	83.34	125.51	313.49	0.266	83.37	22.78	0.4	0.4	3.959	A
4	124.52	124.52	95.10	450.22	0.277	124.84	113.78	0.7	0.4	2.984	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	115.02	115.02	142.65	303.42	0.379	114.83	110.64	0.4	0.6	4.900	A
2	105.97	105.97	50.00	472.62	0.224	105.98	207.48	0.3	0.3	2.749	A
3	80.96	80.96	119.42	317.15	0.255	80.98	36.56	0.4	0.3	3.810	A
4	153.07	153.07	100.42	446.48	0.343	152.87	99.99	0.4	0.6	3.627	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	83.86	83.86	112.59	321.69	0.261	84.12	79.55	0.6	0.4	3.888	A
2	105.35	105.35	28.82	487.45	0.216	105.36	167.88	0.3	0.3	2.638	A
3	65.33	65.33	110.59	322.44	0.203	65.41	23.59	0.3	0.3	3.559	A
4	120.56	120.56	71.36	466.94	0.258	120.78	104.64	0.6	0.4	2.969	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 17 (four_arm)_V3.j9
Path: C:\Users\bpa76880.000\OneDrive - ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\4_Multimodal Construction Flows
Report generation date: 09/06/2025 12:29:14

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM
»FB+CD+N2T SCN2 WD, AM
»FB+CD+N2T SCN2 WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Arm 1	D1	0.7	4.91	0.39	A	3.77	A	D2	0.6	4.59	0.36	A	3.62	A
Arm 2		0.5	3.11	0.32	A				0.4	2.91	0.27	A		
Arm 3		0.5	4.37	0.31	A				0.4	3.79	0.27	A		
Arm 4		0.5	3.17	0.31	A				0.5	3.36	0.32	A		
	FB WD													
Arm 1	D3	0.7	5.09	0.41	A	3.87	A	D4	0.6	4.75	0.37	A	3.71	A
Arm 2		0.5	3.16	0.33	A				0.4	2.96	0.28	A		
Arm 3		0.5	4.50	0.32	A				0.4	3.88	0.28	A		
Arm 4		0.5	3.24	0.32	A				0.5	3.44	0.33	A		
	FB+CD WD													
Arm 1	D5	0.7	5.09	0.41	A	3.87	A	D6	0.6	4.75	0.37	A	3.71	A
Arm 2		0.5	3.16	0.33	A				0.4	2.96	0.28	A		
Arm 3		0.5	4.50	0.32	A				0.4	3.88	0.28	A		
Arm 4		0.5	3.24	0.32	A				0.5	3.44	0.33	A		
	FB+CD+N2T WD													
Arm 1	D7	0.8	5.25	0.42	A	4.07	A	D8	0.6	4.90	0.38	A	3.89	A
Arm 2		0.7	3.44	0.39	A				0.5	3.11	0.30	A		
Arm 3		0.5	4.93	0.34	A				0.4	3.98	0.29	A		
Arm 4		0.6	3.41	0.34	A				0.7	3.80	0.40	A		
	FB+CD+N2T SCN2 WD													
Arm 1	D9	0.8	5.28	0.42	A	4.04	A	D10	0.6	4.93	0.38	A	3.87	A
Arm 2		0.6	3.37	0.36	A				0.5	3.16	0.30	A		
Arm 3		0.5	4.66	0.33	A				0.4	4.00	0.29	A		
Arm 4		0.6	3.47	0.35	A				0.6	3.68	0.36	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

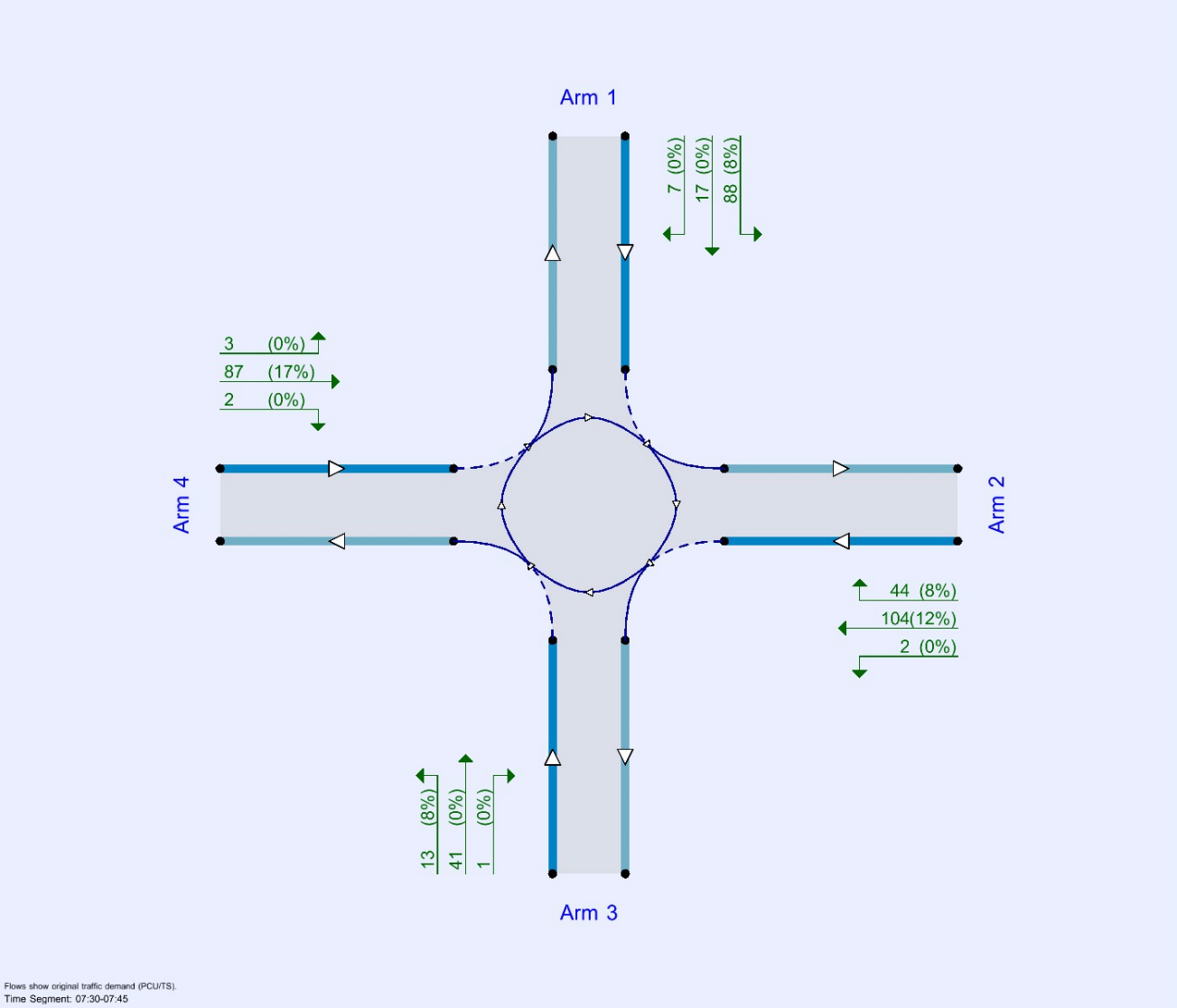
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓
D2	2024	PM	DIRECT	16:00	17:30	90	15	✓
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓
D4	FB WD	PM	DIRECT	16:00	17:30	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:00	17:30	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:00	17:30	90	15	✓
D9	FB+CD+N2T SCN2 WD	AM	DIRECT	07:30	09:00	90	15	✓
D10	FB+CD+N2T SCN2 WD	PM	DIRECT	16:00	17:30	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B1077 Stuston Road	
2	A143 (E)	
3	B1077 Stuston Lane	
4	A143 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.21	6.87	10.1	24.5	47.2	18.0	
2	4.27	8.00	15.0	28.2	47.2	18.0	
3	3.15	6.82	11.9	25.3	47.2	25.0	
4	4.36	8.01	17.2	25.3	47.2	20.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.608	390.134
2	0.700	507.628
3	0.600	388.819
4	0.704	517.197

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	85.20	17.00	7.00
	2	42.70	0.00	2.00	88.40
	3	39.60	1.00	0.00	12.90
	4	3.00	71.30	2.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	101.30	17.50	7.00
	2	16.70	0.00	7.00	89.30
	3	51.90	5.90	1.00	13.00
	4	10.70	102.10	4.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	87.20	15.00	5.00
	2	28.60	0.00	2.00	102.80
	3	47.10	9.00	0.00	8.00
	4	11.00	106.40	2.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	77.00	14.90	7.90
	2	37.40	3.90	5.90	93.70
	3	45.20	3.00	0.00	6.40
	4	12.50	120.80	6.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	78.80	14.20	6.00
	2	37.50	0.00	4.30	97.90
	3	64.40	7.80	0.00	22.00
	4	10.90	85.00	1.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	45.00	16.00	7.00
	2	44.10	0.00	2.00	110.10
	3	52.00	4.00	0.00	10.00
	4	10.90	84.50	7.90	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	0	0
	2	8	0	0	7
	3	0	0	0	8
	4	0	11	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	6	0
	2	25	0	0	9
	3	2	25	0	0
	4	43	10	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	0	0
	2	19	0	0	15
	3	12	0	0	0
	4	0	20	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	16	7	14
	2	22	50	25	18
	3	5	0	0	0
	4	9	12	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	12	0	0
	2	17	0	25	14
	3	0	33	0	0
	4	11	8	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	0	0
	2	14	0	0	9
	3	0	0	0	0
	4	10	6	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.39	4.91	0.7	A	101.50	609.00
2	0.32	3.11	0.5	A	136.05	816.30
3	0.31	4.37	0.5	A	67.37	404.20
4	0.31	3.17	0.5	A	108.67	652.00

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	109.20	109.20	74.09	345.10	0.316	108.71	85.00	0.0	0.5	4.021	A
2	133.10	133.10	25.89	489.51	0.272	132.70	156.91	0.0	0.4	2.710	A
3	53.50	53.50	137.67	306.19	0.175	53.29	20.91	0.0	0.2	3.622	A
4	76.30	76.30	83.01	458.74	0.166	76.08	107.95	0.0	0.2	2.593	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	125.80	125.80	112.84	321.54	0.391	125.60	79.30	0.5	0.7	4.914	A
2	113.00	113.00	29.46	487.00	0.232	113.06	208.99	0.4	0.3	2.660	A
3	71.80	71.80	113.07	320.96	0.224	71.72	29.45	0.2	0.3	3.724	A
4	116.80	116.80	75.50	464.03	0.252	116.64	109.29	0.2	0.4	2.904	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	107.20	107.20	117.36	318.79	0.336	107.33	86.66	0.7	0.6	4.613	A
2	133.40	133.40	22.04	492.20	0.271	133.31	202.64	0.3	0.4	2.891	A
3	64.10	64.10	136.31	307.01	0.209	64.11	19.04	0.3	0.3	4.019	A
4	119.40	119.40	84.65	457.58	0.261	119.36	115.77	0.4	0.4	3.118	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	99.80	99.80	133.64	308.89	0.323	99.80	95.08	0.6	0.5	4.915	A
2	140.90	140.90	28.76	487.49	0.289	140.84	204.68	0.4	0.5	3.113	A
3	54.60	54.60	142.84	303.09	0.180	54.66	26.77	0.3	0.2	3.758	A
4	139.30	139.30	89.50	454.17	0.307	139.22	108.00	0.4	0.5	3.166	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	99.00	99.00	93.96	333.02	0.297	99.08	112.69	0.5	0.5	4.206	A
2	139.70	139.70	21.25	492.75	0.284	139.73	171.79	0.5	0.5	2.937	A
3	94.20	94.20	141.44	303.93	0.310	93.97	19.54	0.2	0.5	4.373	A
4	96.90	96.90	109.57	440.03	0.220	97.08	125.84	0.5	0.3	2.844	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	68.00	68.00	96.40	331.53	0.205	68.19	107.06	0.5	0.3	3.641	A
2	156.20	156.20	30.88	486.01	0.321	156.14	133.71	0.5	0.5	3.014	A
3	66.00	66.00	161.13	292.12	0.226	66.16	25.89	0.5	0.3	3.987	A
4	103.30	103.30	100.18	446.65	0.231	103.29	127.12	0.3	0.3	2.815	A

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	54.20	18.00	10.00
	2	27.40	0.00	3.00	73.30
	3	72.40	0.00	0.00	13.00
	4	4.90	111.90	5.00	1.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	56.70	23.00	9.00
	2	32.60	0.00	3.00	93.90
	3	50.90	0.00	0.00	14.20
	4	10.00	115.50	3.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	65.50	16.00	12.00
	2	27.70	0.00	3.00	64.60
	3	78.00	1.00	0.00	9.00
	4	19.00	120.30	2.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	59.30	18.00	14.00
	2	24.70	1.00	2.00	71.10
	3	62.10	4.00	0.00	14.40
	4	10.00	78.50	2.00	1.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	64.70	29.40	17.00
	2	30.80	0.00	4.00	58.10
	3	61.20	5.00	0.00	12.00
	4	14.90	121.50	2.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	54.30	19.70	7.00
	2	25.70	0.00	2.00	64.60
	3	43.10	0.00	0.00	20.00
	4	7.90	98.10	1.00	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	0
	2	8	0	0	11
	3	0	0	0	0
	4	33	12	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	0	0
	2	16	0	0	14
	3	2	0	0	0
	4	0	11	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	0	0
	2	13	0	0	7
	3	0	0	0	0
	4	0	13	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	15	0	0	8
	3	2	0	0	0
	4	0	7	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	0
	2	7	0	0	10
	3	0	0	0	0
	4	7	18	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	0
	2	13	0	0	7
	3	2	0	0	0
	4	14	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.36	4.59	0.6	A	91.30	547.80
2	0.27	2.91	0.4	A	102.08	612.50
3	0.27	3.79	0.4	A	76.72	460.30
4	0.32	3.36	0.5	A	121.58	729.50

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	82.20	82.20	117.50	318.71	0.258	81.85	104.30	0.0	0.4	3.887	A
2	103.70	103.70	33.86	483.92	0.214	103.40	165.48	0.0	0.3	2.601	A
3	85.40	85.40	111.36	321.98	0.265	85.04	25.90	0.0	0.4	3.794	A
4	122.80	122.80	99.42	447.18	0.275	122.38	96.99	0.0	0.4	3.093	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	88.70	88.70	118.51	318.09	0.279	88.66	93.55	0.4	0.4	4.064	A
2	129.50	129.50	34.99	483.13	0.268	129.38	172.18	0.3	0.4	2.912	A
3	65.10	65.10	135.39	307.56	0.212	65.18	28.98	0.4	0.3	3.774	A
4	128.50	128.50	83.56	458.35	0.280	128.49	117.01	0.4	0.4	3.000	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93.50	93.50	123.24	315.22	0.297	93.46	124.58	0.4	0.4	4.293	A
2	95.30	95.30	30.01	486.62	0.196	95.45	186.68	0.4	0.3	2.494	A
3	88.00	88.00	104.43	326.14	0.270	87.91	21.03	0.3	0.4	3.775	A
4	141.30	141.30	106.61	442.11	0.320	141.21	85.73	0.4	0.5	3.312	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91.30	91.30	86.69	337.43	0.271	91.37	96.91	0.4	0.4	3.701	A
2	98.80	98.80	35.00	483.13	0.205	98.78	143.06	0.3	0.3	2.562	A
3	80.50	80.50	111.78	321.73	0.250	80.53	22.01	0.4	0.3	3.779	A
4	91.50	91.50	91.86	452.51	0.202	91.75	100.45	0.5	0.3	2.645	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	111.10	111.10	128.28	312.15	0.356	110.91	106.87	0.4	0.6	4.594	A
2	92.90	92.90	48.30	473.82	0.196	92.92	190.90	0.3	0.3	2.564	A
3	78.20	78.20	105.90	325.26	0.240	78.22	35.32	0.3	0.3	3.645	A
4	138.40	138.40	96.99	448.89	0.308	138.16	87.12	0.3	0.5	3.358	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	81.00	81.00	99.27	329.79	0.246	81.23	76.83	0.6	0.3	3.713	A
2	92.30	92.30	27.83	488.15	0.189	92.31	152.67	0.3	0.3	2.465	A
3	63.10	63.10	97.36	330.39	0.191	63.18	22.78	0.3	0.2	3.421	A
4	107.00	107.00	68.92	468.66	0.228	107.18	91.62	0.5	0.3	2.766	A

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	88.10	17.58	7.24
	2	44.16	0.00	2.07	91.41
	3	40.95	1.03	0.00	13.34
	4	3.10	73.73	2.07	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	104.75	18.10	7.24
	2	17.27	0.00	7.24	92.34
	3	53.67	6.10	1.03	13.44
	4	11.06	105.58	4.14	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	90.17	15.51	5.17
	2	29.57	0.00	2.07	106.30
	3	48.71	9.31	0.00	8.27
	4	11.37	110.03	2.07	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	79.62	15.41	8.17
	2	38.67	4.03	6.10	96.89
	3	46.74	3.10	0.00	6.62
	4	12.93	124.92	6.20	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	81.49	14.68	6.20
	2	38.78	0.00	4.45	101.24
	3	66.60	8.07	0.00	22.75
	4	11.27	87.90	1.03	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	46.53	16.55	7.24
	2	45.60	0.00	2.07	113.85
	3	53.77	4.14	0.00	10.34
	4	11.27	87.38	8.17	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	0	0
	2	8	0	0	7
	3	0	0	0	8
	4	0	11	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	6	0
	2	25	0	0	9
	3	2	25	0	0
	4	43	10	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	0	0
	2	19	0	0	15
	3	12	0	0	0
	4	0	20	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	16	7	14
	2	22	50	25	18
	3	5	0	0	0
	4	9	12	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	12	0	0
	2	17	0	25	14
	3	0	33	0	0
	4	11	8	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	0	0
	2	14	0	0	9
	3	0	0	0	0
	4	10	6	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.41	5.09	0.7	A	104.96	629.76
2	0.33	3.16	0.5	A	140.69	844.12
3	0.32	4.50	0.5	A	69.66	417.98
4	0.32	3.24	0.5	A	112.37	674.22

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	112.92	112.92	76.61	343.56	0.329	112.41	87.90	0.0	0.5	4.111	A
2	137.64	137.64	26.77	488.89	0.282	137.22	162.25	0.0	0.4	2.747	A
3	55.32	55.32	142.36	303.38	0.182	55.10	21.62	0.0	0.2	3.690	A
4	78.90	78.90	85.83	456.75	0.173	78.67	111.63	0.0	0.2	2.624	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	130.09	130.09	116.69	319.20	0.408	129.87	82.00	0.5	0.7	5.086	A
2	116.85	116.85	30.46	486.30	0.240	116.92	216.10	0.4	0.4	2.691	A
3	74.25	74.25	116.93	318.64	0.233	74.16	30.46	0.2	0.3	3.797	A
4	120.78	120.78	78.07	462.21	0.261	120.62	113.02	0.2	0.4	2.953	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	110.85	110.85	121.35	316.36	0.350	111.00	89.61	0.7	0.6	4.750	A
2	137.95	137.95	22.79	491.67	0.281	137.85	209.56	0.4	0.4	2.932	A
3	66.28	66.28	140.95	304.23	0.218	66.29	19.69	0.3	0.3	4.104	A
4	123.47	123.47	87.53	455.55	0.271	123.43	119.71	0.4	0.4	3.176	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	103.20	103.20	138.20	306.12	0.337	103.21	98.32	0.6	0.6	5.064	A
2	145.70	145.70	29.74	486.81	0.299	145.64	211.66	0.4	0.5	3.163	A
3	56.46	56.46	147.70	300.17	0.188	56.52	27.68	0.3	0.2	3.832	A
4	144.05	144.05	92.55	452.02	0.319	143.97	111.68	0.4	0.5	3.237	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	102.37	102.37	97.17	331.07	0.309	102.47	116.53	0.6	0.5	4.306	A
2	144.46	144.46	21.97	492.24	0.293	144.49	177.66	0.5	0.5	2.984	A
3	97.41	97.41	146.26	301.04	0.324	97.17	20.21	0.2	0.5	4.502	A
4	100.20	100.20	113.30	437.40	0.229	100.40	130.12	0.5	0.3	2.894	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	70.32	70.32	99.69	329.53	0.213	70.52	110.71	0.5	0.3	3.702	A
2	161.52	161.52	31.93	485.27	0.333	161.46	138.28	0.5	0.5	3.071	A
3	68.25	68.25	166.62	288.82	0.236	68.42	26.77	0.5	0.3	4.086	A
4	106.82	106.82	103.59	444.24	0.240	106.81	131.45	0.3	0.3	2.864	A

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	56.11	18.64	10.35
	2	28.37	0.00	3.11	75.89
	3	74.96	0.00	0.00	13.46
	4	5.07	115.85	5.18	1.04

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	58.70	23.81	9.32
	2	33.75	0.00	3.11	97.21
	3	52.70	0.00	0.00	14.70
	4	10.35	119.58	3.11	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	67.81	16.56	12.42
	2	28.68	0.00	3.11	66.88
	3	80.75	1.04	0.00	9.32
	4	19.67	124.55	2.07	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	61.39	18.64	14.49
	2	25.57	1.04	2.07	73.61
	3	64.29	4.14	0.00	14.91
	4	10.35	81.27	2.07	1.04

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	66.98	30.44	17.60
	2	31.89	0.00	4.14	60.15
	3	63.36	5.18	0.00	12.42
	4	15.43	125.79	2.07	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	56.22	20.40	7.25
	2	26.61	0.00	2.07	66.88
	3	44.62	0.00	0.00	20.71
	4	8.18	101.56	1.04	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	0
	2	8	0	0	11
	3	0	0	0	0
	4	33	12	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	0	0
	2	16	0	0	14
	3	2	0	0	0
	4	0	11	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	0	0
	2	13	0	0	7
	3	0	0	0	0
	4	0	13	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	15	0	0	8
	3	2	0	0	0
	4	0	7	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	0
	2	7	0	0	10
	3	0	0	0	0
	4	7	18	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	0
	2	13	0	0	7
	3	2	0	0	0
	4	14	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.37	4.75	0.6	A	94.52	567.13
2	0.28	2.96	0.4	A	105.69	634.12
3	0.28	3.88	0.4	A	79.42	476.55
4	0.33	3.44	0.5	A	125.87	755.25

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	85.10	85.10	121.63	316.19	0.269	84.73	107.97	0.0	0.4	3.977	A
2	107.36	107.36	35.05	483.09	0.222	107.05	171.31	0.0	0.3	2.633	A
3	88.41	88.41	115.29	319.63	0.277	88.03	26.81	0.0	0.4	3.880	A
4	127.13	127.13	102.92	444.72	0.286	126.69	100.41	0.0	0.4	3.159	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91.83	91.83	122.69	315.55	0.291	91.78	96.85	0.4	0.4	4.166	A
2	134.07	134.07	36.22	482.27	0.278	133.95	178.26	0.3	0.4	2.957	A
3	67.40	67.40	140.16	304.70	0.221	67.49	30.00	0.4	0.3	3.855	A
4	133.04	133.04	86.51	456.27	0.292	133.03	121.14	0.4	0.5	3.061	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	96.80	96.80	127.59	312.57	0.310	96.75	128.97	0.4	0.5	4.409	A
2	98.66	98.66	31.07	485.87	0.203	98.83	193.27	0.4	0.3	2.519	A
3	91.11	91.11	108.12	323.93	0.281	91.01	21.77	0.3	0.4	3.862	A
4	146.29	146.29	110.37	439.47	0.333	146.19	88.76	0.5	0.5	3.398	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	94.52	94.52	89.76	335.57	0.282	94.59	100.33	0.5	0.4	3.780	A
2	102.29	102.29	36.24	482.26	0.212	102.27	148.12	0.3	0.3	2.591	A
3	83.34	83.34	115.72	319.37	0.261	83.37	22.78	0.4	0.4	3.861	A
4	94.73	94.73	95.10	450.22	0.210	95.00	104.00	0.5	0.3	2.687	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	115.02	115.02	132.80	309.41	0.372	114.82	110.64	0.4	0.6	4.749	A
2	96.18	96.18	50.00	472.63	0.204	96.19	197.62	0.3	0.3	2.594	A
3	80.96	80.96	109.63	323.02	0.251	80.98	36.56	0.4	0.3	3.720	A
4	143.28	143.28	100.42	446.48	0.321	143.02	90.20	0.3	0.5	3.440	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	83.86	83.86	102.78	327.65	0.256	84.11	79.55	0.6	0.4	3.793	A
2	95.56	95.56	28.82	487.45	0.196	95.57	158.07	0.3	0.3	2.492	A
3	65.33	65.33	100.80	328.32	0.199	65.41	23.59	0.3	0.3	3.479	A
4	110.78	110.78	71.36	466.94	0.237	110.97	94.85	0.5	0.3	2.809	A

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	88.10	17.58	7.24
	2	44.16	0.00	2.07	91.41
	3	40.95	1.03	0.00	13.34
	4	3.10	73.73	2.07	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	104.75	18.10	7.24
	2	17.27	0.00	7.24	92.34
	3	53.67	6.10	1.03	13.44
	4	11.06	105.58	4.14	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	90.17	15.51	5.17
	2	29.57	0.00	2.07	106.30
	3	48.71	9.31	0.00	8.27
	4	11.37	110.03	2.07	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	79.62	15.41	8.17
	2	38.67	4.03	6.10	96.89
	3	46.74	3.10	0.00	6.62
	4	12.93	124.92	6.20	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	81.49	14.68	6.20
	2	38.78	0.00	4.45	101.24
	3	66.60	8.07	0.00	22.75
	4	11.27	87.90	1.03	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	46.53	16.55	7.24
	2	45.60	0.00	2.07	113.85
	3	53.77	4.14	0.00	10.34
	4	11.27	87.38	8.17	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	0	0
	2	8	0	0	7
	3	0	0	0	8
	4	0	11	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	6	0
	2	25	0	0	9
	3	2	25	0	0
	4	43	10	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	0	0
	2	19	0	0	15
	3	12	0	0	0
	4	0	20	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1	2	3	4
From	1	0	16	7	14
	2	22	50	25	18
	3	5	0	0	0
	4	9	12	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1	2	3	4
From	1	0	12	0	0
	2	17	0	25	14
	3	0	33	0	0
	4	11	8	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		1	2	3	4
From	1	0	10	0	0
	2	14	0	0	9
	3	0	0	0	0
	4	10	6	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.41	5.09	0.7	A	104.96	629.76
2	0.33	3.16	0.5	A	140.69	844.12
3	0.32	4.50	0.5	A	69.66	417.98
4	0.32	3.24	0.5	A	112.37	674.22

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	112.92	112.92	76.61	343.56	0.329	112.41	87.90	0.0	0.5	4.111	A
2	137.64	137.64	26.77	488.89	0.282	137.22	162.25	0.0	0.4	2.747	A
3	55.32	55.32	142.36	303.38	0.182	55.10	21.62	0.0	0.2	3.690	A
4	78.90	78.90	85.83	456.75	0.173	78.67	111.63	0.0	0.2	2.624	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	130.09	130.09	116.69	319.20	0.408	129.87	82.00	0.5	0.7	5.086	A
2	116.85	116.85	30.46	486.30	0.240	116.92	216.10	0.4	0.4	2.691	A
3	74.25	74.25	116.93	318.64	0.233	74.16	30.46	0.2	0.3	3.797	A
4	120.78	120.78	78.07	462.21	0.261	120.62	113.02	0.2	0.4	2.953	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	110.85	110.85	121.35	316.36	0.350	111.00	89.61	0.7	0.6	4.750	A
2	137.95	137.95	22.79	491.67	0.281	137.85	209.56	0.4	0.4	2.932	A
3	66.28	66.28	140.95	304.23	0.218	66.29	19.69	0.3	0.3	4.104	A
4	123.47	123.47	87.53	455.55	0.271	123.43	119.71	0.4	0.4	3.176	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	103.20	103.20	138.20	306.12	0.337	103.21	98.32	0.6	0.6	5.064	A
2	145.70	145.70	29.74	486.81	0.299	145.64	211.66	0.4	0.5	3.163	A
3	56.46	56.46	147.70	300.17	0.188	56.52	27.68	0.3	0.2	3.832	A
4	144.05	144.05	92.55	452.02	0.319	143.97	111.68	0.4	0.5	3.237	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	102.37	102.37	97.17	331.07	0.309	102.47	116.53	0.6	0.5	4.306	A
2	144.46	144.46	21.97	492.24	0.293	144.49	177.66	0.5	0.5	2.984	A
3	97.41	97.41	146.26	301.04	0.324	97.17	20.21	0.2	0.5	4.502	A
4	100.20	100.20	113.30	437.40	0.229	100.40	130.12	0.5	0.3	2.894	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	70.32	70.32	99.69	329.53	0.213	70.52	110.71	0.5	0.3	3.702	A
2	161.52	161.52	31.93	485.27	0.333	161.46	138.28	0.5	0.5	3.071	A
3	68.25	68.25	166.62	288.82	0.236	68.42	26.77	0.5	0.3	4.086	A
4	106.82	106.82	103.59	444.24	0.240	106.81	131.45	0.3	0.3	2.864	A

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	56.11	18.64	10.35
	2	28.37	0.00	3.11	75.89
	3	74.96	0.00	0.00	13.46
	4	5.07	115.85	5.18	1.04

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	58.70	23.81	9.32
	2	33.75	0.00	3.11	97.21
	3	52.70	0.00	0.00	14.70
	4	10.35	119.58	3.11	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	67.81	16.56	12.42
	2	28.68	0.00	3.11	66.88
	3	80.75	1.04	0.00	9.32
	4	19.67	124.55	2.07	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	61.39	18.64	14.49
	2	25.57	1.04	2.07	73.61
	3	64.29	4.14	0.00	14.91
	4	10.35	81.27	2.07	1.04

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	66.98	30.44	17.60
	2	31.89	0.00	4.14	60.15
	3	63.36	5.18	0.00	12.42
	4	15.43	125.79	2.07	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	56.22	20.40	7.25
	2	26.61	0.00	2.07	66.88
	3	44.62	0.00	0.00	20.71
	4	8.18	101.56	1.04	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	0
	2	8	0	0	11
	3	0	0	0	0
	4	33	12	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	0	0
	2	16	0	0	14
	3	2	0	0	0
	4	0	11	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	0	0
	2	13	0	0	7
	3	0	0	0	0
	4	0	13	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	15	0	0	8
	3	2	0	0	0
	4	0	7	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	0
	2	7	0	0	10
	3	0	0	0	0
	4	7	18	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	0
	2	13	0	0	7
	3	2	0	0	0
	4	14	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.37	4.75	0.6	A	94.52	567.13
2	0.28	2.96	0.4	A	105.69	634.12
3	0.28	3.88	0.4	A	79.42	476.55
4	0.33	3.44	0.5	A	125.87	755.25

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	85.10	85.10	121.63	316.19	0.269	84.73	107.97	0.0	0.4	3.977	A
2	107.36	107.36	35.05	483.09	0.222	107.05	171.31	0.0	0.3	2.633	A
3	88.41	88.41	115.29	319.63	0.277	88.03	26.81	0.0	0.4	3.880	A
4	127.13	127.13	102.92	444.72	0.286	126.69	100.41	0.0	0.4	3.159	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91.83	91.83	122.69	315.55	0.291	91.78	96.85	0.4	0.4	4.166	A
2	134.07	134.07	36.22	482.27	0.278	133.95	178.26	0.3	0.4	2.957	A
3	67.40	67.40	140.16	304.70	0.221	67.49	30.00	0.4	0.3	3.855	A
4	133.04	133.04	86.51	456.27	0.292	133.03	121.14	0.4	0.5	3.061	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	96.80	96.80	127.59	312.57	0.310	96.75	128.97	0.4	0.5	4.409	A
2	98.66	98.66	31.07	485.87	0.203	98.83	193.27	0.4	0.3	2.519	A
3	91.11	91.11	108.12	323.93	0.281	91.01	21.77	0.3	0.4	3.862	A
4	146.29	146.29	110.37	439.47	0.333	146.19	88.76	0.5	0.5	3.398	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	94.52	94.52	89.76	335.57	0.282	94.59	100.33	0.5	0.4	3.780	A
2	102.29	102.29	36.24	482.26	0.212	102.27	148.12	0.3	0.3	2.591	A
3	83.34	83.34	115.72	319.37	0.261	83.37	22.78	0.4	0.4	3.861	A
4	94.73	94.73	95.10	450.22	0.210	95.00	104.00	0.5	0.3	2.687	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	115.02	115.02	132.80	309.41	0.372	114.82	110.64	0.4	0.6	4.749	A
2	96.18	96.18	50.00	472.63	0.204	96.19	197.62	0.3	0.3	2.594	A
3	80.96	80.96	109.63	323.02	0.251	80.98	36.56	0.4	0.3	3.720	A
4	143.28	143.28	100.42	446.48	0.321	143.02	90.20	0.3	0.5	3.440	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	83.86	83.86	102.78	327.65	0.256	84.11	79.55	0.6	0.4	3.793	A
2	95.56	95.56	28.82	487.45	0.196	95.57	158.07	0.3	0.3	2.492	A
3	65.33	65.33	100.80	328.32	0.199	65.41	23.59	0.3	0.3	3.479	A
4	110.78	110.78	71.36	466.94	0.237	110.97	94.85	0.5	0.3	2.809	A

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	88.10	17.58	7.24
	2	44.16	0.00	2.07	101.20
	3	40.95	1.03	0.00	13.34
	4	3.10	83.52	2.07	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	104.75	18.10	7.24
	2	17.27	0.00	7.24	102.13
	3	53.67	6.10	1.03	13.44
	4	11.06	115.37	4.14	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	90.17	15.51	5.17
	2	29.57	0.00	2.07	136.09
	3	48.71	9.31	0.00	8.27
	4	11.37	119.81	2.07	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	79.62	15.41	8.17
	2	38.67	4.03	6.10	126.68
	3	46.74	3.10	0.00	6.62
	4	12.93	134.70	6.20	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	81.49	14.68	6.20
	2	38.78	0.00	4.45	131.02
	3	66.60	8.07	0.00	22.75
	4	11.27	97.68	1.03	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	46.53	16.55	7.24
	2	45.60	0.00	2.07	143.64
	3	53.77	4.14	0.00	10.34
	4	11.27	97.17	8.17	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	0	0
	2	8	0	0	11
	3	0	0	0	8
	4	0	15	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	6	0
	2	25	0	0	13
	3	2	25	0	0
	4	43	13	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	0	0
	2	19	0	0	15
	3	12	0	0	0
	4	0	23	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	16	7	14
	2	22	50	25	17
	3	5	0	0	0
	4	9	14	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	12	0	0
	2	17	0	25	14
	3	0	33	0	0
	4	11	12	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	0	0
	2	14	0	0	10
	3	0	0	0	0
	4	10	10	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.42	5.25	0.8	A	104.96	629.76
2	0.39	3.44	0.7	A	163.81	982.85
3	0.34	4.93	0.5	A	69.66	417.98
4	0.34	3.41	0.6	A	122.16	732.95

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	112.92	112.92	86.35	337.64	0.334	112.39	87.88	0.0	0.5	4.219	A
2	147.42	147.42	26.76	488.89	0.302	146.95	171.98	0.0	0.5	2.890	A
3	55.32	55.32	152.09	297.54	0.186	55.09	21.62	0.0	0.2	3.779	A
4	88.69	88.69	85.82	456.76	0.194	88.41	121.36	0.0	0.3	2.795	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	130.09	130.09	126.47	313.26	0.415	129.86	82.00	0.5	0.8	5.249	A
2	126.64	126.64	30.46	486.30	0.260	126.71	225.87	0.5	0.4	2.836	A
3	74.25	74.25	126.72	312.77	0.237	74.16	30.45	0.2	0.3	3.890	A
4	130.57	130.57	78.07	462.21	0.282	130.39	122.80	0.3	0.5	3.116	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	110.85	110.85	131.13	310.42	0.357	111.00	89.59	0.8	0.6	4.890	A
2	167.73	167.73	22.79	491.67	0.341	167.54	219.34	0.4	0.6	3.195	A
3	66.28	66.28	170.64	286.41	0.231	66.28	19.69	0.3	0.3	4.436	A
4	133.26	133.26	87.51	455.57	0.293	133.21	149.41	0.5	0.5	3.352	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	103.20	103.20	147.98	300.18	0.344	103.21	98.32	0.6	0.6	5.217	A
2	175.49	175.49	29.74	486.81	0.360	175.42	221.45	0.6	0.7	3.438	A
3	56.46	56.46	177.48	282.30	0.200	56.53	27.68	0.3	0.3	4.137	A
4	153.84	153.84	92.55	452.02	0.340	153.75	141.46	0.5	0.6	3.412	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	102.37	102.37	106.96	325.11	0.315	102.47	116.51	0.6	0.5	4.421	A
2	174.25	174.25	21.98	492.24	0.354	174.28	187.46	0.7	0.6	3.257	A
3	97.41	97.41	176.05	283.16	0.344	97.14	20.21	0.3	0.5	4.933	A
4	109.99	109.99	113.28	437.42	0.251	110.19	159.91	0.6	0.4	3.074	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	70.32	70.32	109.48	323.58	0.217	70.53	110.71	0.5	0.3	3.786	A
2	191.31	191.31	31.93	485.27	0.394	191.23	148.08	0.6	0.7	3.399	A
3	68.25	68.25	196.39	270.95	0.252	68.44	26.77	0.5	0.3	4.448	A
4	116.61	116.61	103.60	444.24	0.262	116.59	161.23	0.4	0.4	3.035	A

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	56.11	18.64	10.35
	2	28.37	0.00	3.11	85.67
	3	74.96	0.00	0.00	13.46
	4	5.07	145.64	5.18	1.04

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	58.70	23.81	9.32
	2	33.75	0.00	3.11	107.00
	3	52.70	0.00	0.00	14.70
	4	10.35	149.36	3.11	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	67.81	16.56	12.42
	2	28.68	0.00	3.11	76.67
	3	80.75	1.04	0.00	9.32
	4	19.67	154.33	2.07	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	61.39	18.64	14.49
	2	25.57	1.04	2.07	83.40
	3	64.29	4.14	0.00	14.91
	4	10.35	111.06	2.07	1.04

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	66.98	30.44	17.60
	2	31.89	0.00	4.14	69.94
	3	63.36	5.18	0.00	12.42
	4	15.43	135.58	2.07	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	56.22	20.40	7.25
	2	26.61	0.00	2.07	76.67
	3	44.62	0.00	0.00	20.71
	4	8.18	111.35	1.04	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	0
	2	8	0	0	16
	3	0	0	0	0
	4	33	12	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	0	0
	2	16	0	0	18
	3	2	0	0	0
	4	0	12	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	0	0
	2	13	0	0	12
	3	0	0	0	0
	4	0	13	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	15	0	0	13
	3	2	0	0	0
	4	0	9	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	0
	2	7	0	0	15
	3	0	0	0	0
	4	7	20	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	0
	2	13	0	0	12
	3	2	0	0	0
	4	14	14	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.38	4.90	0.6	A	94.52	567.13
2	0.30	3.11	0.5	A	115.47	692.84
3	0.29	3.98	0.4	A	79.42	476.55
4	0.40	3.80	0.7	A	149.00	893.97

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	85.10	85.10	151.26	298.18	0.285	84.69	107.96	0.0	0.4	4.311	A
2	117.15	117.15	35.04	483.10	0.242	116.79	200.92	0.0	0.4	2.783	A
3	88.41	88.41	125.02	313.78	0.282	88.02	26.80	0.0	0.4	3.980	A
4	156.92	156.92	102.90	444.73	0.353	156.31	110.14	0.0	0.6	3.496	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91.83	91.83	152.49	297.44	0.309	91.78	96.85	0.4	0.5	4.532	A
2	143.86	143.86	36.22	482.27	0.298	143.72	208.04	0.4	0.5	3.112	A
3	67.40	67.40	149.94	298.83	0.226	67.49	30.00	0.4	0.3	3.953	A
4	162.82	162.82	86.52	456.27	0.357	162.82	130.92	0.6	0.6	3.396	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	96.80	96.80	157.35	294.48	0.329	96.75	128.97	0.5	0.5	4.813	A
2	108.45	108.45	31.07	485.87	0.223	108.62	223.02	0.5	0.3	2.667	A
3	91.11	91.11	117.92	318.05	0.286	91.00	21.78	0.3	0.4	3.962	A
4	176.07	176.07	110.37	439.47	0.401	175.95	98.55	0.6	0.7	3.800	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	94.52	94.52	119.60	317.43	0.298	94.60	100.34	0.5	0.4	4.087	A
2	112.07	112.07	36.24	482.26	0.232	112.06	177.97	0.3	0.3	2.741	A
3	83.34	83.34	125.51	313.49	0.266	83.37	22.78	0.4	0.4	3.959	A
4	124.52	124.52	95.10	450.22	0.277	124.84	113.78	0.7	0.4	2.984	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	115.02	115.02	142.65	303.42	0.379	114.83	110.64	0.4	0.6	4.900	A
2	105.97	105.97	50.00	472.62	0.224	105.98	207.48	0.3	0.3	2.749	A
3	80.96	80.96	119.42	317.15	0.255	80.98	36.56	0.4	0.3	3.810	A
4	153.07	153.07	100.42	446.48	0.343	152.87	99.99	0.4	0.6	3.627	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	83.86	83.86	112.59	321.69	0.261	84.12	79.55	0.6	0.4	3.888	A
2	105.35	105.35	28.82	487.45	0.216	105.36	167.88	0.3	0.3	2.638	A
3	65.33	65.33	110.59	322.44	0.203	65.41	23.59	0.3	0.3	3.559	A
4	120.56	120.56	71.36	466.94	0.258	120.78	104.64	0.6	0.4	2.969	A

FB+CD+N2T SCN2 WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	FB+CD+N2T SCN2 WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	87.59	17.48	7.20
	2	43.90	0.00	2.06	104.48
	3	40.71	1.03	0.00	13.26
	4	3.08	86.90	2.06	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	104.14	17.99	7.20
	2	17.17	0.00	7.20	105.40
	3	53.35	6.07	1.03	13.36
	4	11.00	118.56	4.11	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	89.64	15.42	5.14
	2	29.40	0.00	2.06	119.28
	3	48.42	9.25	0.00	8.22
	4	11.31	122.98	2.06	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	79.16	15.32	8.12
	2	38.45	4.01	6.07	109.93
	3	46.47	3.08	0.00	6.58
	4	12.85	137.78	6.17	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	81.01	14.60	6.17
	2	38.55	0.00	4.42	114.24
	3	66.20	8.02	0.00	22.62
	4	11.21	100.98	1.03	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	46.26	16.45	7.20
	2	45.33	0.00	2.06	126.79
	3	53.46	4.11	0.00	10.28
	4	11.21	100.47	8.12	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	0	0
	2	8	0	0	12
	3	0	0	0	8
	4	0	17	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	6	0
	2	25	0	0	14
	3	2	25	0	0
	4	43	15	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	0	0
	2	19	0	0	19
	3	12	0	0	0
	4	0	24	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	16	7	14
	2	22	50	25	23
	3	5	0	0	0
	4	9	15	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	12	0	0
	2	17	0	25	19
	3	0	33	0	0
	4	11	13	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	0	0
	2	14	0	0	13
	3	0	0	0	0
	4	10	12	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.42	5.28	0.8	A	104.34	626.05
2	0.36	3.37	0.6	A	153.46	920.77
3	0.33	4.66	0.5	A	69.25	415.52
4	0.35	3.47	0.6	A	125.31	751.87

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	112.26	112.26	89.70	335.61	0.334	111.73	87.36	0.0	0.5	4.248	A
2	150.43	150.43	26.61	489.00	0.308	149.94	174.82	0.0	0.5	2.940	A
3	55.00	55.00	155.05	295.76	0.186	54.77	21.49	0.0	0.2	3.801	A
4	92.04	92.04	85.31	457.11	0.201	91.75	124.50	0.0	0.3	2.854	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	129.32	129.32	129.59	311.36	0.415	129.10	81.52	0.5	0.8	5.281	A
2	129.77	129.77	30.28	486.43	0.267	129.84	228.40	0.5	0.4	2.890	A
3	73.81	73.81	129.85	310.89	0.237	73.72	30.27	0.2	0.3	3.913	A
4	133.67	133.67	77.62	462.54	0.289	133.49	125.95	0.3	0.5	3.171	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	110.20	110.20	134.24	308.53	0.357	110.35	89.08	0.8	0.6	4.922	A
2	150.74	150.74	22.66	491.76	0.307	150.63	221.92	0.4	0.5	3.134	A
3	65.89	65.89	153.71	296.57	0.222	65.90	19.58	0.3	0.3	4.232	A
4	136.35	136.35	87.01	455.92	0.299	136.30	132.60	0.5	0.5	3.411	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	102.59	102.59	150.98	298.35	0.344	102.60	97.74	0.6	0.6	5.248	A
2	158.45	158.45	29.57	486.93	0.325	158.38	224.01	0.5	0.6	3.373	A
3	56.13	56.13	160.43	292.53	0.192	56.19	27.51	0.3	0.2	3.952	A
4	156.80	156.80	92.00	452.40	0.347	156.72	124.62	0.5	0.6	3.469	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	101.77	101.77	110.21	323.14	0.315	101.87	115.84	0.6	0.5	4.448	A
2	157.21	157.21	21.85	492.33	0.319	157.25	190.23	0.6	0.6	3.185	A
3	96.84	96.84	159.00	293.39	0.330	96.59	20.09	0.2	0.5	4.664	A
4	113.22	113.22	112.63	437.88	0.259	113.42	142.96	0.6	0.4	3.136	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	69.90	69.90	112.71	321.62	0.217	70.11	110.06	0.5	0.3	3.813	A
2	174.18	174.18	31.74	485.41	0.359	174.10	151.08	0.6	0.6	3.279	A
3	67.85	67.85	179.24	281.25	0.241	68.03	26.61	0.5	0.3	4.224	A
4	119.79	119.79	102.99	444.67	0.269	119.78	144.28	0.4	0.4	3.094	A

FB+CD+N2T SCN2 WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	FB+CD+N2T SCN2 WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	55.77	18.52	10.29
	2	28.19	0.00	3.09	89.02
	3	74.50	0.00	0.00	13.38
	4	5.04	128.74	5.14	1.03

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	58.34	23.67	9.26
	2	33.54	0.00	3.09	110.22
	3	52.37	0.00	0.00	14.61
	4	10.29	132.45	3.09	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	67.40	16.46	12.35
	2	28.50	0.00	3.09	80.07
	3	80.26	1.03	0.00	9.26
	4	19.55	137.39	2.06	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	61.02	18.52	14.41
	2	25.42	1.03	2.06	86.76
	3	63.90	4.12	0.00	14.82
	4	10.29	94.38	2.06	1.03

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	66.57	30.25	17.49
	2	31.69	0.00	4.12	73.38
	3	62.97	5.14	0.00	12.35
	4	15.33	138.62	2.06	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	55.87	20.27	7.20
	2	26.44	0.00	2.06	80.07
	3	44.35	0.00	0.00	20.58
	4	8.13	114.54	1.03	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	0
	2	8	0	0	17
	3	0	0	0	0
	4	33	16	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	0	0
	2	16	0	0	19
	3	2	0	0	0
	4	0	15	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	0	0
	2	13	0	0	14
	3	0	0	0	0
	4	0	17	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	15	0	0	14
	3	2	0	0	0
	4	0	12	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	0
	2	7	0	0	17
	3	0	0	0	0
	4	7	21	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	0
	2	13	0	0	14
	3	2	0	0	0
	4	14	15	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.38	4.93	0.6	A	93.94	563.66
2	0.30	3.16	0.5	A	118.64	711.85
3	0.29	4.00	0.4	A	78.94	473.63
4	0.36	3.68	0.6	A	138.71	832.24

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	84.58	84.58	134.41	308.43	0.274	84.20	107.29	0.0	0.4	4.106	A
2	120.31	120.31	34.83	483.24	0.249	119.93	183.77	0.0	0.4	2.837	A
3	87.87	87.87	128.12	311.93	0.282	87.48	26.64	0.0	0.4	4.004	A
4	139.96	139.96	102.27	445.17	0.314	139.43	113.33	0.0	0.5	3.395	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91.27	91.27	135.55	307.74	0.297	91.22	96.26	0.4	0.4	4.305	A
2	146.85	146.85	36.00	482.43	0.304	146.72	190.77	0.4	0.5	3.165	A
3	66.98	66.98	152.90	297.06	0.226	67.08	29.82	0.4	0.3	3.975	A
4	145.82	145.82	85.99	456.64	0.319	145.82	133.99	0.5	0.5	3.288	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	96.21	96.21	140.40	304.79	0.316	96.16	128.18	0.4	0.5	4.561	A
2	111.66	111.66	30.88	486.01	0.230	111.84	205.67	0.5	0.3	2.721	A
3	90.55	90.55	121.08	316.15	0.286	90.45	21.64	0.3	0.4	3.986	A
4	158.99	158.99	109.69	439.94	0.361	158.88	101.83	0.5	0.6	3.649	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93.94	93.94	102.84	327.62	0.287	94.02	99.73	0.5	0.4	3.897	A
2	115.26	115.26	36.01	482.42	0.239	115.25	160.84	0.3	0.4	2.795	A
3	82.83	82.83	128.61	311.63	0.266	82.86	22.64	0.4	0.4	3.983	A
4	107.75	107.75	94.52	450.63	0.239	108.04	116.96	0.6	0.3	2.914	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	114.32	114.32	145.57	301.65	0.379	114.10	109.96	0.4	0.6	4.928	A
2	109.19	109.19	49.69	472.84	0.231	109.21	209.98	0.4	0.3	2.805	A
3	80.46	80.46	122.56	315.26	0.255	80.49	36.33	0.4	0.3	3.836	A
4	156.01	156.01	99.80	446.91	0.349	155.72	103.25	0.3	0.6	3.684	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	83.35	83.35	115.78	319.75	0.261	83.60	79.07	0.6	0.4	3.910	A
2	108.58	108.58	28.65	487.57	0.223	108.59	170.73	0.3	0.3	2.694	A
3	64.93	64.93	113.79	320.53	0.203	65.01	23.45	0.3	0.3	3.580	A
4	123.70	123.70	70.93	467.25	0.265	123.92	107.88	0.6	0.4	3.023	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 18 (three arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 21/03/2025 11:57:40

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Stream B-C	D1	0.0	0.00	0.00	A	1.98	A	D2	0.0	6.27	0.01	A	1.91	A
Stream B-A		0.7	13.75	0.41	B				0.6	13.84	0.36	B		
Stream C-AB		0.0	5.45	0.01	A				0.0	5.88	0.01	A		
	FB WD													
Stream B-C	D3	0.0	0.00	0.00	A	2.06	A	D4	0.0	6.33	0.01	A	1.98	A
Stream B-A		0.7	14.28	0.43	B				0.6	14.37	0.37	B		
Stream C-AB		0.0	5.49	0.01	A				0.0	5.94	0.01	A		
	FB+CD WD													
Stream B-C	D5	0.0	0.00	0.00	A	2.06	A	D6	0.0	6.33	0.01	A	1.98	A
Stream B-A		0.7	14.28	0.43	B				0.6	14.37	0.37	B		
Stream C-AB		0.0	5.49	0.01	A				0.0	5.94	0.01	A		
	FB+CD+N2T WD													
Stream B-C	D7	0.1	14.11	0.05	B	2.61	A	D8	0.1	14.43	0.05	B	2.57	A
Stream B-A		0.8	14.79	0.44	B				0.6	14.90	0.38	B		
Stream C-AB		0.1	11.14	0.05	B				0.1	11.24	0.05	B		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

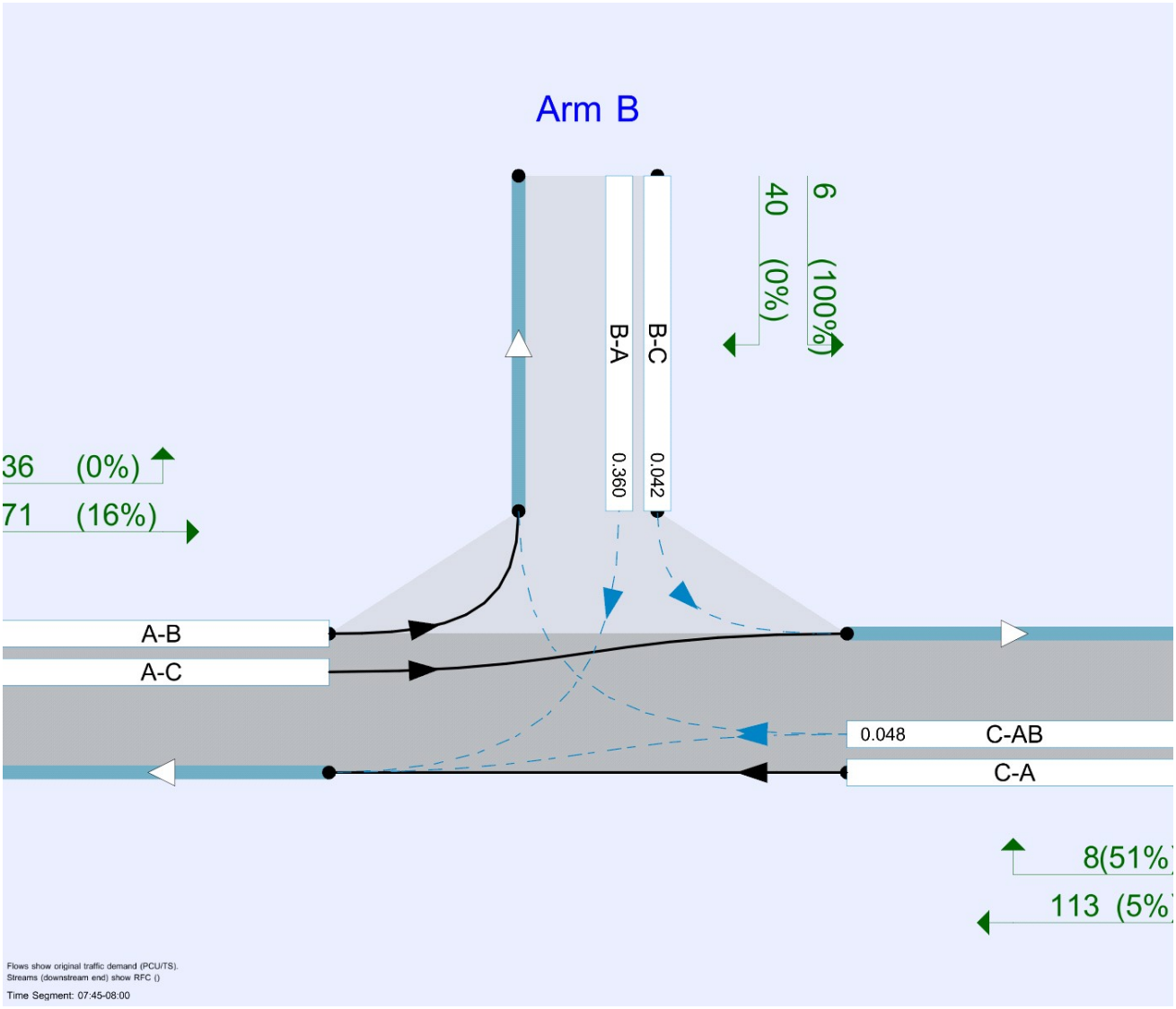
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓
D2	2024	PM	DIRECT	15:45	17:15	90	15	✓
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓
D4	FB WD	PM	DIRECT	15:45	17:15	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓
D6	FB+CD WD	PM	DIRECT	15:45	17:15	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	15:45	17:15	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A143 Bury Road (W)		Major
B	Lion Road (N)		Minor
C	A143 Old Bury Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.00		✓	3.87	188.6	✓	20.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	10.00	10.00	10.00	7.51	✓	3.00	53	44

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	155.003	0.103	0.261	0.164	0.372
B-C	187.410	0.105	0.265	-	-
C-B	201.845	0.286	0.286	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.00	69.10
	B	39.00	0.00	0.00
	C	109.50	2.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	40.00	98.90
	B	37.50	0.00	0.00
	C	103.30	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	43.50	82.10
	B	33.00	0.00	0.00
	C	95.00	1.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	50.90	85.40
	B	45.90	0.00	0.00
	C	99.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	48.00	68.10
	B	42.00	0.00	0.00
	C	101.00	0.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	45.50	54.40
	B	25.90	0.00	0.00
	C	100.50	0.00	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	16
	B	0	0	0
	C	5	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	14
	B	3	0	0
	C	16	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	14
	B	0	0	0
	C	9	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	18
	B	2	0	0
	C	12	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	12	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	13
	B	4	0	0
	C	20	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0.00	0.00
B-A	0.41	13.75	0.7	B	37.22	223.30
C-AB	0.01	5.45	0.0	A	0.50	3.00
C-A					101.38	608.30
A-B					43.82	262.90
A-C					76.33	458.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	151.35	0.000	0.00	0.0	0.0	0.000	A
B-A	39.00	39.00	114.69	0.340	38.49	0.0	0.5	11.736	B
C-AB	2.00	2.00	172.11	0.012	1.99	0.0	0.0	5.290	A
C-A	109.50	109.50			109.50				
A-B	35.00	35.00			35.00				
A-C	69.10	69.10			69.10				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	143.20	0.000	0.00	0.0	0.0	0.000	A
B-A	37.50	37.50	108.17	0.347	37.48	0.5	0.5	12.810	B
C-AB	0.00	0.00	324.35	0.000	0.01	0.0	0.0	0.000	A
C-A	103.30	103.30			103.30				
A-B	40.00	40.00			40.00				
A-C	98.90	98.90			98.90				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	149.15	0.000	0.00	0.0	0.0	0.000	A
B-A	33.00	33.00	113.18	0.292	33.10	0.5	0.4	11.483	B
C-AB	1.00	1.00	165.97	0.006	0.99	0.0	0.0	5.454	A
C-A	95.00	95.00			95.00				
A-B	43.50	43.50			43.50				
A-C	82.10	82.10			82.10				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	142.83	0.000	0.00	0.0	0.0	0.000	A
B-A	45.90	45.90	111.27	0.413	45.64	0.4	0.7	13.748	B
C-AB	0.00	0.00	325.84	0.000	0.01	0.0	0.0	0.000	A
C-A	99.00	99.00			99.00				
A-B	50.90	50.90			50.90				
A-C	85.40	85.40			85.40				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	149.17	0.000	0.00	0.0	0.0	0.000	A
B-A	42.00	42.00	115.75	0.363	42.10	0.7	0.6	12.455	B
C-AB	0.00	0.00	337.37	0.000	0.00	0.0	0.0	0.000	A
C-A	101.00	101.00			101.00				
A-B	48.00	48.00			48.00				
A-C	68.10	68.10			68.10				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	158.90	0.000	0.00	0.0	0.0	0.000	A
B-A	25.90	25.90	119.66	0.216	26.21	0.6	0.3	9.744	A
C-AB	0.00	0.00	346.63	0.000	0.00	0.0	0.0	0.000	A
C-A	100.50	100.50			100.50				
A-B	45.50	45.50			45.50				
A-C	54.40	54.40			54.40				

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.90	91.60
	B	38.90	0.00	0.00
	C	44.80	0.40	0.00

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	34.40	95.70
	B	39.40	0.00	0.00
	C	94.60	1.00	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	48.40	116.60
	B	22.50	0.00	0.00
	C	72.90	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	48.40	119.10
	B	37.50	0.00	0.00
	C	86.10	1.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	42.00	96.90
	B	32.00	0.00	1.00
	C	61.60	0.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	33.40	101.30
	B	34.00	0.00	1.00
	C	77.10	1.00	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	10
	B	3	0	0
	C	5	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	0
	C	7	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	10
	B	5	0	0
	C	20	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	9
	B	3	0	0
	C	13	0	0

16:45 - 17:00

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	5	8
B	0	0	0
C	7	0	0

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	8
B	0	0	0
C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.01	6.27	0.0	A	0.33	2.00
B-A	0.36	13.84	0.6	B	34.05	204.30
C-AB	0.01	5.88	0.0	A	0.57	3.40
C-A					72.85	437.10
A-B					38.75	232.50
A-C					103.53	621.20

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	147.51	0.000	0.00	0.0	0.0	0.000	A
B-A	38.90	38.90	120.97	0.322	38.42	0.0	0.5	11.129	B
C-AB	0.40	0.40	168.29	0.002	0.40	0.0	0.0	5.360	A
C-A	44.80	44.80			44.80				
A-B	25.90	25.90			25.90				
A-C	91.60	91.60			91.60				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	144.15	0.000	0.00	0.0	0.0	0.000	A
B-A	39.40	39.40	110.63	0.356	39.32	0.5	0.6	12.855	B
C-AB	1.00	1.00	164.69	0.006	1.00	0.0	0.0	5.497	A
C-A	94.60	94.60			94.60				
A-B	34.40	34.40			34.40				
A-C	95.70	95.70			95.70				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	143.31	0.000	0.00	0.0	0.0	0.000	A
B-A	22.50	22.50	107.67	0.209	22.78	0.6	0.3	10.734	B
C-AB	0.00	0.00	309.44	0.000	0.01	0.0	0.0	0.000	A
C-A	72.90	72.90			72.90				
A-B	48.40	48.40			48.40				
A-C	116.60	116.60			116.60				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	137.13	0.000	0.00	0.0	0.0	0.000	A
B-A	37.50	37.50	104.49	0.359	37.20	0.3	0.6	13.836	B
C-AB	1.00	1.00	154.01	0.006	0.99	0.0	0.0	5.881	A
C-A	86.10	86.10			86.10				
A-B	48.40	48.40			48.40				
A-C	119.10	119.10			119.10				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	145.95	0.007	0.99	0.0	0.0	6.208	A
B-A	32.00	32.00	115.32	0.277	32.17	0.6	0.4	11.065	B
C-AB	0.00	0.00	324.35	0.000	0.01	0.0	0.0	0.000	A
C-A	61.60	61.60			61.60				
A-B	42.00	42.00			42.00				
A-C	96.90	96.90			96.90				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	144.62	0.007	1.00	0.0	0.0	6.265	A
B-A	34.00	34.00	112.15	0.303	33.97	0.4	0.4	11.506	B
C-AB	1.00	1.00	163.37	0.006	0.99	0.0	0.0	5.542	A
C-A	77.10	77.10			77.10				
A-B	33.40	33.40			33.40				
A-C	101.30	101.30			101.30				

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.98	71.03
	B	40.09	0.00	0.00
	C	112.57	2.06	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	41.12	101.67
	B	38.55	0.00	0.00
	C	106.19	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	44.72	84.40
	B	33.92	0.00	0.00
	C	97.66	1.03	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	52.32	87.79
	B	47.19	0.00	0.00
	C	101.77	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.34	70.01
	B	43.18	0.00	0.00
	C	103.83	0.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	46.77	55.92
	B	26.63	0.00	0.00
	C	103.31	0.00	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	16
	B	0	0	0
	C	5	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	14
	B	3	0	0
	C	16	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	14
	B	0	0	0
	C	9	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	18
	B	2	0	0
	C	12	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	12	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A	B	C
From	A	0	2	13
	B	4	0	0
	C	20	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0.00	0.00
B-A	0.43	14.28	0.7	B	38.26	229.55
C-AB	0.01	5.49	0.0	A	0.51	3.08
C-A					104.22	625.33
A-B					45.04	270.26
A-C					78.47	470.82

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	150.25	0.000	0.00	0.0	0.0	0.000	A
B-A	40.09	40.09	113.56	0.353	39.56	0.0	0.5	12.068	B
C-AB	2.06	2.06	171.28	0.012	2.04	0.0	0.0	5.317	A
C-A	112.57	112.57			112.57				
A-B	35.98	35.98			35.98				
A-C	71.03	71.03			71.03				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	141.86	0.000	0.00	0.0	0.0	0.000	A
B-A	38.55	38.55	106.85	0.361	38.52	0.5	0.6	13.242	B
C-AB	0.00	0.00	322.13	0.000	0.01	0.0	0.0	0.000	A
C-A	106.19	106.19			106.19				
A-B	41.12	41.12			41.12				
A-C	101.67	101.67			101.67				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	148.00	0.000	0.00	0.0	0.0	0.000	A
B-A	33.92	33.92	112.00	0.303	34.03	0.6	0.5	11.800	B
C-AB	1.03	1.03	164.97	0.006	1.02	0.0	0.0	5.489	A
C-A	97.66	97.66			97.66				
A-B	44.72	44.72			44.72				
A-C	84.40	84.40			84.40				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	141.47	0.000	0.00	0.0	0.0	0.000	A
B-A	47.19	47.19	110.04	0.429	46.90	0.5	0.7	14.277	B
C-AB	0.00	0.00	323.66	0.000	0.01	0.0	0.0	0.000	A
C-A	101.77	101.77			101.77				
A-B	52.32	52.32			52.32				
A-C	87.79	87.79			87.79				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	148.00	0.000	0.00	0.0	0.0	0.000	A
B-A	43.18	43.18	114.65	0.377	43.28	0.7	0.6	12.861	B
C-AB	0.00	0.00	335.52	0.000	0.00	0.0	0.0	0.000	A
C-A	103.83	103.83			103.83				
A-B	49.34	49.34			49.34				
A-C	70.01	70.01			70.01				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	158.05	0.000	0.00	0.0	0.0	0.000	A
B-A	26.63	26.63	118.67	0.224	26.96	0.6	0.3	9.929	A
C-AB	0.00	0.00	345.03	0.000	0.00	0.0	0.0	0.000	A
C-A	103.31	103.31			103.31				
A-B	46.77	46.77			46.77				
A-C	55.92	55.92			55.92				

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	26.65	94.25
	B	40.03	0.00	0.00
	C	46.10	0.41	0.00

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.40	98.47
	B	40.54	0.00	0.00
	C	97.34	1.03	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.80	119.98
	B	23.15	0.00	0.00
	C	75.01	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.80	122.55
	B	38.59	0.00	0.00
	C	88.59	1.03	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	43.22	99.71
	B	32.93	0.00	1.03
	C	63.38	0.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	34.37	104.23
	B	34.98	0.00	1.03
	C	79.33	1.03	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	10
	B	3	0	0
	C	5	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	0
	C	7	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	10
	B	5	0	0
	C	20	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	9
	B	3	0	0
	C	13	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A	B	C
From	A	0	5	8
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.01	6.33	0.0	A	0.34	2.06
B-A	0.37	14.37	0.6	B	35.04	210.22
C-AB	0.01	5.94	0.0	A	0.58	3.50
C-A					74.96	449.76
A-B					39.87	239.23
A-C					106.53	639.19

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	146.31	0.000	0.00	0.0	0.0	0.000	A
B-A	40.03	40.03	119.98	0.334	39.52	0.0	0.5	11.411	B
C-AB	0.41	0.41	167.32	0.002	0.41	0.0	0.0	5.391	A
C-A	46.10	46.10			46.10				
A-B	26.65	26.65			26.65				
A-C	94.25	94.25			94.25				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	142.80	0.000	0.00	0.0	0.0	0.000	A
B-A	40.54	40.54	109.35	0.371	40.46	0.5	0.6	13.329	B
C-AB	1.03	1.03	163.61	0.006	1.03	0.0	0.0	5.535	A
C-A	97.34	97.34			97.34				
A-B	35.40	35.40			35.40				
A-C	98.47	98.47			98.47				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	141.98	0.000	0.00	0.0	0.0	0.000	A
B-A	23.15	23.15	106.30	0.218	23.46	0.6	0.3	11.000	B
C-AB	0.00	0.00	306.71	0.000	0.01	0.0	0.0	0.000	A
C-A	75.01	75.01			75.01				
A-B	49.80	49.80			49.80				
A-C	119.98	119.98			119.98				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	135.57	0.000	0.00	0.0	0.0	0.000	A
B-A	38.59	38.59	103.02	0.375	38.26	0.3	0.6	14.373	B
C-AB	1.03	1.03	152.62	0.007	1.02	0.0	0.0	5.936	A
C-A	88.59	88.59			88.59				
A-B	49.80	49.80			49.80				
A-C	122.55	122.55			122.55				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.03	1.03	144.64	0.007	1.02	0.0	0.0	6.266	A
B-A	32.93	32.93	114.17	0.288	33.11	0.6	0.4	11.359	B
C-AB	0.00	0.00	322.05	0.000	0.01	0.0	0.0	0.000	A
C-A	63.38	63.38			63.38				
A-B	43.22	43.22			43.22				
A-C	99.71	99.71			99.71				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.03	1.03	143.24	0.007	1.03	0.0	0.0	6.328	A
B-A	34.98	34.98	110.91	0.315	34.95	0.4	0.5	11.841	B
C-AB	1.03	1.03	162.26	0.006	1.02	0.0	0.0	5.581	A
C-A	79.33	79.33			79.33				
A-B	34.37	34.37			34.37				
A-C	104.23	104.23			104.23				

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.98	71.03
	B	40.09	0.00	0.00
	C	112.57	2.06	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	41.12	101.67
	B	38.55	0.00	0.00
	C	106.19	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	44.72	84.40
	B	33.92	0.00	0.00
	C	97.66	1.03	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	52.32	87.79
	B	47.19	0.00	0.00
	C	101.77	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.34	70.01
	B	43.18	0.00	0.00
	C	103.83	0.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	46.77	55.92
	B	26.63	0.00	0.00
	C	103.31	0.00	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	16
	B	0	0	0
	C	5	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	14
	B	3	0	0
	C	16	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	14
	B	0	0	0
	C	9	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	18
	B	2	0	0
	C	12	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	12	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A	B	C
From	A	0	2	13
	B	4	0	0
	C	20	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0.00	0.00
B-A	0.43	14.28	0.7	B	38.26	229.55
C-AB	0.01	5.49	0.0	A	0.51	3.08
C-A					104.22	625.33
A-B					45.04	270.26
A-C					78.47	470.82

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	150.25	0.000	0.00	0.0	0.0	0.000	A
B-A	40.09	40.09	113.56	0.353	39.56	0.0	0.5	12.068	B
C-AB	2.06	2.06	171.28	0.012	2.04	0.0	0.0	5.317	A
C-A	112.57	112.57			112.57				
A-B	35.98	35.98			35.98				
A-C	71.03	71.03			71.03				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	141.86	0.000	0.00	0.0	0.0	0.000	A
B-A	38.55	38.55	106.85	0.361	38.52	0.5	0.6	13.242	B
C-AB	0.00	0.00	322.13	0.000	0.01	0.0	0.0	0.000	A
C-A	106.19	106.19			106.19				
A-B	41.12	41.12			41.12				
A-C	101.67	101.67			101.67				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	148.00	0.000	0.00	0.0	0.0	0.000	A
B-A	33.92	33.92	112.00	0.303	34.03	0.6	0.5	11.800	B
C-AB	1.03	1.03	164.97	0.006	1.02	0.0	0.0	5.489	A
C-A	97.66	97.66			97.66				
A-B	44.72	44.72			44.72				
A-C	84.40	84.40			84.40				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	141.47	0.000	0.00	0.0	0.0	0.000	A
B-A	47.19	47.19	110.04	0.429	46.90	0.5	0.7	14.277	B
C-AB	0.00	0.00	323.66	0.000	0.01	0.0	0.0	0.000	A
C-A	101.77	101.77			101.77				
A-B	52.32	52.32			52.32				
A-C	87.79	87.79			87.79				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	148.00	0.000	0.00	0.0	0.0	0.000	A
B-A	43.18	43.18	114.65	0.377	43.28	0.7	0.6	12.861	B
C-AB	0.00	0.00	335.52	0.000	0.00	0.0	0.0	0.000	A
C-A	103.83	103.83			103.83				
A-B	49.34	49.34			49.34				
A-C	70.01	70.01			70.01				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	158.05	0.000	0.00	0.0	0.0	0.000	A
B-A	26.63	26.63	118.67	0.224	26.96	0.6	0.3	9.929	A
C-AB	0.00	0.00	345.03	0.000	0.00	0.0	0.0	0.000	A
C-A	103.31	103.31			103.31				
A-B	46.77	46.77			46.77				
A-C	55.92	55.92			55.92				

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	26.65	94.25
	B	40.03	0.00	0.00
	C	46.10	0.41	0.00

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.40	98.47
	B	40.54	0.00	0.00
	C	97.34	1.03	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.80	119.98
	B	23.15	0.00	0.00
	C	75.01	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.80	122.55
	B	38.59	0.00	0.00
	C	88.59	1.03	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	43.22	99.71
	B	32.93	0.00	1.03
	C	63.38	0.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	34.37	104.23
	B	34.98	0.00	1.03
	C	79.33	1.03	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	10
	B	3	0	0
	C	5	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	0
	C	7	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	10
	B	5	0	0
	C	20	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	9
	B	3	0	0
	C	13	0	0

16:45 - 17:00

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	5	8
B	0	0	0
C	7	0	0

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	8
B	0	0	0
C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.01	6.33	0.0	A	0.34	2.06
B-A	0.37	14.37	0.6	B	35.04	210.22
C-AB	0.01	5.94	0.0	A	0.58	3.50
C-A					74.96	449.76
A-B					39.87	239.23
A-C					106.53	639.19

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	146.31	0.000	0.00	0.0	0.0	0.000	A
B-A	40.03	40.03	119.98	0.334	39.52	0.0	0.5	11.411	B
C-AB	0.41	0.41	167.32	0.002	0.41	0.0	0.0	5.391	A
C-A	46.10	46.10			46.10				
A-B	26.65	26.65			26.65				
A-C	94.25	94.25			94.25				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	142.80	0.000	0.00	0.0	0.0	0.000	A
B-A	40.54	40.54	109.35	0.371	40.46	0.5	0.6	13.329	B
C-AB	1.03	1.03	163.61	0.006	1.03	0.0	0.0	5.535	A
C-A	97.34	97.34			97.34				
A-B	35.40	35.40			35.40				
A-C	98.47	98.47			98.47				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	141.98	0.000	0.00	0.0	0.0	0.000	A
B-A	23.15	23.15	106.30	0.218	23.46	0.6	0.3	11.000	B
C-AB	0.00	0.00	306.71	0.000	0.01	0.0	0.0	0.000	A
C-A	75.01	75.01			75.01				
A-B	49.80	49.80			49.80				
A-C	119.98	119.98			119.98				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	135.57	0.000	0.00	0.0	0.0	0.000	A
B-A	38.59	38.59	103.02	0.375	38.26	0.3	0.6	14.373	B
C-AB	1.03	1.03	152.62	0.007	1.02	0.0	0.0	5.936	A
C-A	88.59	88.59			88.59				
A-B	49.80	49.80			49.80				
A-C	122.55	122.55			122.55				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.03	1.03	144.64	0.007	1.02	0.0	0.0	6.266	A
B-A	32.93	32.93	114.17	0.288	33.11	0.6	0.4	11.359	B
C-AB	0.00	0.00	322.05	0.000	0.01	0.0	0.0	0.000	A
C-A	63.38	63.38			63.38				
A-B	43.22	43.22			43.22				
A-C	99.71	99.71			99.71				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.03	1.03	143.24	0.007	1.03	0.0	0.0	6.328	A
B-A	34.98	34.98	110.91	0.315	34.95	0.4	0.5	11.841	B
C-AB	1.03	1.03	162.26	0.006	1.02	0.0	0.0	5.581	A
C-A	79.33	79.33			79.33				
A-B	34.37	34.37			34.37				
A-C	104.23	104.23			104.23				

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.98	71.03
	B	40.09	0.00	6.16
	C	112.57	8.22	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	41.12	101.67
	B	38.55	0.00	6.16
	C	106.19	6.16	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	44.72	84.40
	B	33.92	0.00	6.16
	C	97.66	7.19	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	52.32	87.79
	B	47.19	0.00	6.16
	C	101.77	6.16	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.34	70.01
	B	43.18	0.00	6.16
	C	103.83	6.16	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	46.77	55.92
	B	26.63	0.00	6.16
	C	103.31	6.16	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	16
	B	0	0	100
	C	5	51	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	14
	B	3	0	100
	C	16	100	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	14
	B	0	0	100
	C	9	67	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	18
	B	2	0	100
	C	12	100	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	100
	C	12	100	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	13
	B	4	0	100
	C	20	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.05	14.11	0.1	B	6.16	36.98
B-A	0.44	14.79	0.8	B	38.26	229.55
C-AB	0.05	11.14	0.1	B	6.68	40.06
C-A					104.22	625.33
A-B					45.04	270.26
A-C					78.47	470.82

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.16	6.16	146.17	0.042	6.08	0.0	0.1	12.840	B
B-A	40.09	40.09	111.26	0.360	39.54	0.0	0.6	12.458	B
C-AB	8.22	8.22	171.28	0.048	8.14	0.0	0.1	8.317	A
C-A	112.57	112.57			112.57				
A-B	35.98	35.98			35.98				
A-C	71.03	71.03			71.03				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.16	6.16	137.48	0.045	6.16	0.1	0.1	13.706	B
B-A	38.55	38.55	104.52	0.369	38.52	0.6	0.6	13.707	B
C-AB	6.16	6.16	161.06	0.038	6.17	0.1	0.1	9.737	A
C-A	106.19	106.19			106.19				
A-B	41.12	41.12			41.12				
A-C	101.67	101.67			101.67				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.16	6.16	145.45	0.042	6.17	0.1	0.1	12.925	B
B-A	33.92	33.92	109.67	0.309	34.04	0.6	0.5	12.168	B
C-AB	7.19	7.19	164.97	0.044	7.18	0.1	0.1	10.361	B
C-A	97.66	97.66			97.66				
A-B	44.72	44.72			44.72				
A-C	84.40	84.40			84.40				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.16	6.16	133.71	0.046	6.16	0.1	0.1	14.111	B
B-A	47.19	47.19	107.70	0.438	46.89	0.5	0.8	14.791	B
C-AB	6.16	6.16	161.83	0.038	6.17	0.1	0.1	10.429	B
C-A	101.77	101.77			101.77				
A-B	52.32	52.32			52.32				
A-C	87.79	87.79			87.79				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.16	6.16	142.67	0.043	6.17	0.1	0.1	13.185	B
B-A	43.18	43.18	112.31	0.384	43.29	0.8	0.6	13.304	B
C-AB	6.16	6.16	167.76	0.037	6.16	0.1	0.1	11.138	B
C-A	103.83	103.83			103.83				
A-B	49.34	49.34			49.34				
A-C	70.01	70.01			70.01				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.16	6.16	157.00	0.039	6.17	0.1	0.1	11.936	B
B-A	26.63	26.63	116.34	0.229	26.97	0.6	0.3	10.190	B
C-AB	6.16	6.16	172.51	0.036	6.16	0.1	0.1	10.822	B
C-A	103.31	103.31			103.31				
A-B	46.77	46.77			46.77				
A-C	55.92	55.92			55.92				

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	26.65	94.25
	B	40.03	0.00	6.16
	C	46.10	6.57	0.00

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.40	98.47
	B	40.54	0.00	6.16
	C	97.34	7.19	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.80	119.98
	B	23.15	0.00	6.16
	C	75.01	6.16	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.80	122.55
	B	38.59	0.00	6.16
	C	88.59	7.19	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	43.22	99.71
	B	32.93	0.00	7.19
	C	63.38	6.16	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	34.37	104.23
	B	34.98	0.00	7.19
	C	79.33	7.19	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	10
	B	3	0	100
	C	5	67	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	100
	C	7	67	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	10
	B	5	0	100
	C	20	100	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	9
	B	3	0	100
	C	13	67	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A	B	C
From	A	0	5	8
	B	0	0	67
	C	7	100	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	8
	B	0	0	67
	C	7	67	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.05	14.43	0.1	B	6.51	39.03
B-A	0.38	14.90	0.6	B	35.04	210.22
C-AB	0.05	11.24	0.1	B	6.75	40.47
C-A					74.96	449.76
A-B					39.87	239.23
A-C					106.53	639.19

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.16	6.16	143.06	0.043	6.07	0.0	0.1	13.132	B
B-A	40.03	40.03	117.68	0.340	39.51	0.0	0.5	11.741	B
C-AB	6.57	6.57	167.32	0.039	6.51	0.0	0.1	9.363	A
C-A	46.10	46.10			46.10				
A-B	26.65	26.65			26.65				
A-C	94.25	94.25			94.25				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.16	6.16	138.00	0.045	6.16	0.1	0.1	13.652	B
B-A	40.54	40.54	107.02	0.379	40.45	0.5	0.6	13.775	B
C-AB	7.19	7.19	163.61	0.044	7.18	0.1	0.1	9.629	A
C-A	97.34	97.34			97.34				
A-B	35.40	35.40			35.40				
A-C	98.47	98.47			98.47				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.16	6.16	141.09	0.044	6.16	0.1	0.1	13.339	B
B-A	23.15	23.15	103.97	0.223	23.47	0.6	0.3	11.318	B
C-AB	6.16	6.16	153.36	0.040	6.16	0.1	0.1	11.024	B
C-A	75.01	75.01			75.01				
A-B	49.80	49.80			49.80				
A-C	119.98	119.98			119.98				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.16	6.16	130.92	0.047	6.16	0.1	0.1	14.427	B
B-A	38.59	38.59	100.69	0.383	38.25	0.3	0.6	14.902	B
C-AB	7.19	7.19	152.62	0.047	7.18	0.1	0.1	11.244	B
C-A	88.59	88.59			88.59				
A-B	49.80	49.80			49.80				
A-C	122.55	122.55			122.55				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7.19	7.19	143.19	0.050	7.19	0.1	0.1	12.027	B
B-A	32.93	32.93	111.84	0.294	33.12	0.6	0.4	11.702	B
C-AB	6.16	6.16	161.03	0.038	6.18	0.1	0.1	10.482	B
C-A	63.38	63.38			63.38				
A-B	43.22	43.22			43.22				
A-C	99.71	99.71			99.71				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7.19	7.19	141.67	0.051	7.20	0.1	0.1	11.204	B
B-A	34.98	34.98	108.58	0.322	34.95	0.4	0.5	12.216	B
C-AB	7.19	7.19	162.26	0.044	7.18	0.1	0.1	10.542	B
C-A	79.33	79.33			79.33				
A-B	34.37	34.37			34.37				
A-C	104.23	104.23			104.23				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 18 (three arm)_V2.j9
Path: C:\Users\shadwelh8829\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\4_Multimodal Construction Flows
Report generation date: 19/05/2025 16:50:46

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM
»FB+CD+N2T SCN2 WD, AM
»FB+CD+N2T SCN2 WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Stream B-C	D1	0.0	0.00	0.00	A	1.98	A	D2	0.0	6.27	0.01	A	1.91	A
Stream B-A		0.7	13.75	0.41	B				0.6	13.84	0.36	B		
Stream C-AB		0.0	5.45	0.01	A				0.0	5.88	0.01	A		
	FB WD													
Stream B-C	D3	0.0	0.00	0.00	A	2.06	A	D4	0.0	6.33	0.01	A	1.98	A
Stream B-A		0.7	14.28	0.43	B				0.6	14.37	0.37	B		
Stream C-AB		0.0	5.49	0.01	A				0.0	5.94	0.01	A		
	FB+CD WD													
Stream B-C	D5	0.0	0.00	0.00	A	2.06	A	D6	0.0	6.33	0.01	A	1.98	A
Stream B-A		0.7	14.28	0.43	B				0.6	14.37	0.37	B		
Stream C-AB		0.0	5.49	0.01	A				0.0	5.94	0.01	A		
	FB+CD+N2T WD													
Stream B-C	D7	0.1	14.11	0.05	B	2.61	A	D8	0.1	14.43	0.05	B	2.57	A
Stream B-A		0.8	14.79	0.44	B				0.6	14.90	0.38	B		
Stream C-AB		0.1	11.14	0.05	B				0.1	11.24	0.05	B		
	FB+CD+N2T SCN2 WD													
Stream B-C	D9	0.1	14.09	0.03	B	2.35	A	D10	0.1	14.38	0.03	B	2.28	A
Stream B-A		0.8	15.26	0.45	C				0.6	15.35	0.39	C		
Stream C-AB		0.0	11.08	0.03	B				0.1	10.53	0.03	B		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

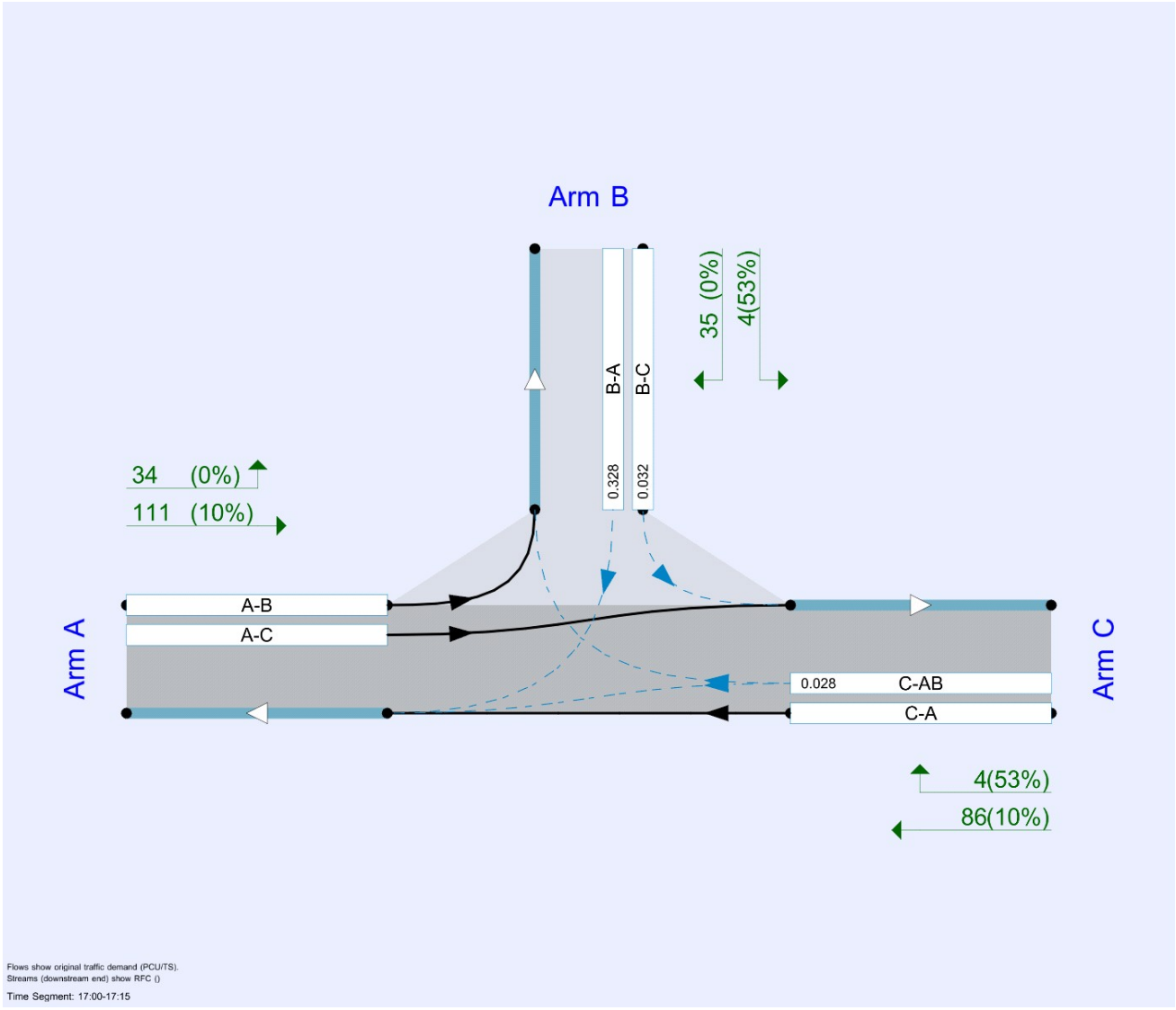
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓
D2	2024	PM	DIRECT	15:45	17:15	90	15	✓
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓
D4	FB WD	PM	DIRECT	15:45	17:15	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓
D6	FB+CD WD	PM	DIRECT	15:45	17:15	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	15:45	17:15	90	15	✓
D9	FB+CD+N2T SCN2 WD	AM	DIRECT	07:45	09:15	90	15	✓
D10	FB+CD+N2T SCN2 WD	PM	DIRECT	15:45	17:15	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A143 Bury Road (W)		Major
B	Lion Road (N)		Minor
C	A143 Old Bury Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.00		✓	3.87	188.6	✓	20.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	10.00	10.00	10.00	7.51	✓	3.00	53	44

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	155.003	0.103	0.261	0.164	0.372
B-C	187.410	0.105	0.265	-	-
C-B	201.845	0.286	0.286	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.00	69.10
	B	39.00	0.00	0.00
	C	109.50	2.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	40.00	98.90
	B	37.50	0.00	0.00
	C	103.30	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	43.50	82.10
	B	33.00	0.00	0.00
	C	95.00	1.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	50.90	85.40
	B	45.90	0.00	0.00
	C	99.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	48.00	68.10
	B	42.00	0.00	0.00
	C	101.00	0.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	45.50	54.40
	B	25.90	0.00	0.00
	C	100.50	0.00	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	16
	B	0	0	0
	C	5	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	14
	B	3	0	0
	C	16	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	14
	B	0	0	0
	C	9	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	18
	B	2	0	0
	C	12	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	12	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	13
	B	4	0	0
	C	20	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0.00	0.00
B-A	0.41	13.75	0.7	B	37.22	223.30
C-AB	0.01	5.45	0.0	A	0.50	3.00
C-A					101.38	608.30
A-B					43.82	262.90
A-C					76.33	458.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	151.35	0.000	0.00	0.0	0.0	0.000	A
B-A	39.00	39.00	114.69	0.340	38.49	0.0	0.5	11.736	B
C-AB	2.00	2.00	172.11	0.012	1.99	0.0	0.0	5.290	A
C-A	109.50	109.50			109.50				
A-B	35.00	35.00			35.00				
A-C	69.10	69.10			69.10				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	143.20	0.000	0.00	0.0	0.0	0.000	A
B-A	37.50	37.50	108.17	0.347	37.48	0.5	0.5	12.810	B
C-AB	0.00	0.00	324.35	0.000	0.01	0.0	0.0	0.000	A
C-A	103.30	103.30			103.30				
A-B	40.00	40.00			40.00				
A-C	98.90	98.90			98.90				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	149.15	0.000	0.00	0.0	0.0	0.000	A
B-A	33.00	33.00	113.18	0.292	33.10	0.5	0.4	11.483	B
C-AB	1.00	1.00	165.97	0.006	0.99	0.0	0.0	5.454	A
C-A	95.00	95.00			95.00				
A-B	43.50	43.50			43.50				
A-C	82.10	82.10			82.10				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	142.83	0.000	0.00	0.0	0.0	0.000	A
B-A	45.90	45.90	111.27	0.413	45.64	0.4	0.7	13.748	B
C-AB	0.00	0.00	325.84	0.000	0.01	0.0	0.0	0.000	A
C-A	99.00	99.00			99.00				
A-B	50.90	50.90			50.90				
A-C	85.40	85.40			85.40				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	149.17	0.000	0.00	0.0	0.0	0.000	A
B-A	42.00	42.00	115.75	0.363	42.10	0.7	0.6	12.455	B
C-AB	0.00	0.00	337.37	0.000	0.00	0.0	0.0	0.000	A
C-A	101.00	101.00			101.00				
A-B	48.00	48.00			48.00				
A-C	68.10	68.10			68.10				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	158.90	0.000	0.00	0.0	0.0	0.000	A
B-A	25.90	25.90	119.66	0.216	26.21	0.6	0.3	9.744	A
C-AB	0.00	0.00	346.63	0.000	0.00	0.0	0.0	0.000	A
C-A	100.50	100.50			100.50				
A-B	45.50	45.50			45.50				
A-C	54.40	54.40			54.40				

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.90	91.60
	B	38.90	0.00	0.00
	C	44.80	0.40	0.00

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	34.40	95.70
	B	39.40	0.00	0.00
	C	94.60	1.00	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	48.40	116.60
	B	22.50	0.00	0.00
	C	72.90	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	48.40	119.10
	B	37.50	0.00	0.00
	C	86.10	1.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	42.00	96.90
	B	32.00	0.00	1.00
	C	61.60	0.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	33.40	101.30
	B	34.00	0.00	1.00
	C	77.10	1.00	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	10
	B	3	0	0
	C	5	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	0
	C	7	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	10
	B	5	0	0
	C	20	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	9
	B	3	0	0
	C	13	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	8
	B	0	0	0
	C	7	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.01	6.27	0.0	A	0.33	2.00
B-A	0.36	13.84	0.6	B	34.05	204.30
C-AB	0.01	5.88	0.0	A	0.57	3.40
C-A					72.85	437.10
A-B					38.75	232.50
A-C					103.53	621.20

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	147.51	0.000	0.00	0.0	0.0	0.000	A
B-A	38.90	38.90	120.97	0.322	38.42	0.0	0.5	11.129	B
C-AB	0.40	0.40	168.29	0.002	0.40	0.0	0.0	5.360	A
C-A	44.80	44.80			44.80				
A-B	25.90	25.90			25.90				
A-C	91.60	91.60			91.60				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	144.15	0.000	0.00	0.0	0.0	0.000	A
B-A	39.40	39.40	110.63	0.356	39.32	0.5	0.6	12.855	B
C-AB	1.00	1.00	164.69	0.006	1.00	0.0	0.0	5.497	A
C-A	94.60	94.60			94.60				
A-B	34.40	34.40			34.40				
A-C	95.70	95.70			95.70				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	143.31	0.000	0.00	0.0	0.0	0.000	A
B-A	22.50	22.50	107.67	0.209	22.78	0.6	0.3	10.734	B
C-AB	0.00	0.00	309.44	0.000	0.01	0.0	0.0	0.000	A
C-A	72.90	72.90			72.90				
A-B	48.40	48.40			48.40				
A-C	116.60	116.60			116.60				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	137.13	0.000	0.00	0.0	0.0	0.000	A
B-A	37.50	37.50	104.49	0.359	37.20	0.3	0.6	13.836	B
C-AB	1.00	1.00	154.01	0.006	0.99	0.0	0.0	5.881	A
C-A	86.10	86.10			86.10				
A-B	48.40	48.40			48.40				
A-C	119.10	119.10			119.10				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	145.95	0.007	0.99	0.0	0.0	6.208	A
B-A	32.00	32.00	115.32	0.277	32.17	0.6	0.4	11.065	B
C-AB	0.00	0.00	324.35	0.000	0.01	0.0	0.0	0.000	A
C-A	61.60	61.60			61.60				
A-B	42.00	42.00			42.00				
A-C	96.90	96.90			96.90				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.00	1.00	144.62	0.007	1.00	0.0	0.0	6.265	A
B-A	34.00	34.00	112.15	0.303	33.97	0.4	0.4	11.506	B
C-AB	1.00	1.00	163.37	0.006	0.99	0.0	0.0	5.542	A
C-A	77.10	77.10			77.10				
A-B	33.40	33.40			33.40				
A-C	101.30	101.30			101.30				

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.98	71.03
	B	40.09	0.00	0.00
	C	112.57	2.06	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	41.12	101.67
	B	38.55	0.00	0.00
	C	106.19	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	44.72	84.40
	B	33.92	0.00	0.00
	C	97.66	1.03	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	52.32	87.79
	B	47.19	0.00	0.00
	C	101.77	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.34	70.01
	B	43.18	0.00	0.00
	C	103.83	0.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	46.77	55.92
	B	26.63	0.00	0.00
	C	103.31	0.00	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	16
	B	0	0	0
	C	5	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	14
	B	3	0	0
	C	16	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	14
	B	0	0	0
	C	9	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	18
	B	2	0	0
	C	12	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	12	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A	B	C
From	A	0	2	13
	B	4	0	0
	C	20	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0.00	0.00
B-A	0.43	14.28	0.7	B	38.26	229.55
C-AB	0.01	5.49	0.0	A	0.51	3.08
C-A					104.22	625.33
A-B					45.04	270.26
A-C					78.47	470.82

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	150.25	0.000	0.00	0.0	0.0	0.000	A
B-A	40.09	40.09	113.56	0.353	39.56	0.0	0.5	12.068	B
C-AB	2.06	2.06	171.28	0.012	2.04	0.0	0.0	5.317	A
C-A	112.57	112.57			112.57				
A-B	35.98	35.98			35.98				
A-C	71.03	71.03			71.03				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	141.86	0.000	0.00	0.0	0.0	0.000	A
B-A	38.55	38.55	106.85	0.361	38.52	0.5	0.6	13.242	B
C-AB	0.00	0.00	322.13	0.000	0.01	0.0	0.0	0.000	A
C-A	106.19	106.19			106.19				
A-B	41.12	41.12			41.12				
A-C	101.67	101.67			101.67				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	148.00	0.000	0.00	0.0	0.0	0.000	A
B-A	33.92	33.92	112.00	0.303	34.03	0.6	0.5	11.800	B
C-AB	1.03	1.03	164.97	0.006	1.02	0.0	0.0	5.489	A
C-A	97.66	97.66			97.66				
A-B	44.72	44.72			44.72				
A-C	84.40	84.40			84.40				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	141.47	0.000	0.00	0.0	0.0	0.000	A
B-A	47.19	47.19	110.04	0.429	46.90	0.5	0.7	14.277	B
C-AB	0.00	0.00	323.66	0.000	0.01	0.0	0.0	0.000	A
C-A	101.77	101.77			101.77				
A-B	52.32	52.32			52.32				
A-C	87.79	87.79			87.79				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	148.00	0.000	0.00	0.0	0.0	0.000	A
B-A	43.18	43.18	114.65	0.377	43.28	0.7	0.6	12.861	B
C-AB	0.00	0.00	335.52	0.000	0.00	0.0	0.0	0.000	A
C-A	103.83	103.83			103.83				
A-B	49.34	49.34			49.34				
A-C	70.01	70.01			70.01				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	158.05	0.000	0.00	0.0	0.0	0.000	A
B-A	26.63	26.63	118.67	0.224	26.96	0.6	0.3	9.929	A
C-AB	0.00	0.00	345.03	0.000	0.00	0.0	0.0	0.000	A
C-A	103.31	103.31			103.31				
A-B	46.77	46.77			46.77				
A-C	55.92	55.92			55.92				

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	26.65	94.25
	B	40.03	0.00	0.00
	C	46.10	0.41	0.00

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.40	98.47
	B	40.54	0.00	0.00
	C	97.34	1.03	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.80	119.98
	B	23.15	0.00	0.00
	C	75.01	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.80	122.55
	B	38.59	0.00	0.00
	C	88.59	1.03	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	43.22	99.71
	B	32.93	0.00	1.03
	C	63.38	0.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	34.37	104.23
	B	34.98	0.00	1.03
	C	79.33	1.03	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	10
	B	3	0	0
	C	5	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	0
	C	7	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	10
	B	5	0	0
	C	20	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	9
	B	3	0	0
	C	13	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	8
	B	0	0	0
	C	7	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.01	6.33	0.0	A	0.34	2.06
B-A	0.37	14.37	0.6	B	35.04	210.22
C-AB	0.01	5.94	0.0	A	0.58	3.50
C-A					74.96	449.76
A-B					39.87	239.23
A-C					106.53	639.19

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	146.31	0.000	0.00	0.0	0.0	0.000	A
B-A	40.03	40.03	119.98	0.334	39.52	0.0	0.5	11.411	B
C-AB	0.41	0.41	167.32	0.002	0.41	0.0	0.0	5.391	A
C-A	46.10	46.10			46.10				
A-B	26.65	26.65			26.65				
A-C	94.25	94.25			94.25				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	142.80	0.000	0.00	0.0	0.0	0.000	A
B-A	40.54	40.54	109.35	0.371	40.46	0.5	0.6	13.329	B
C-AB	1.03	1.03	163.61	0.006	1.03	0.0	0.0	5.535	A
C-A	97.34	97.34			97.34				
A-B	35.40	35.40			35.40				
A-C	98.47	98.47			98.47				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	141.98	0.000	0.00	0.0	0.0	0.000	A
B-A	23.15	23.15	106.30	0.218	23.46	0.6	0.3	11.000	B
C-AB	0.00	0.00	306.71	0.000	0.01	0.0	0.0	0.000	A
C-A	75.01	75.01			75.01				
A-B	49.80	49.80			49.80				
A-C	119.98	119.98			119.98				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	135.57	0.000	0.00	0.0	0.0	0.000	A
B-A	38.59	38.59	103.02	0.375	38.26	0.3	0.6	14.373	B
C-AB	1.03	1.03	152.62	0.007	1.02	0.0	0.0	5.936	A
C-A	88.59	88.59			88.59				
A-B	49.80	49.80			49.80				
A-C	122.55	122.55			122.55				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.03	1.03	144.64	0.007	1.02	0.0	0.0	6.266	A
B-A	32.93	32.93	114.17	0.288	33.11	0.6	0.4	11.359	B
C-AB	0.00	0.00	322.05	0.000	0.01	0.0	0.0	0.000	A
C-A	63.38	63.38			63.38				
A-B	43.22	43.22			43.22				
A-C	99.71	99.71			99.71				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.03	1.03	143.24	0.007	1.03	0.0	0.0	6.328	A
B-A	34.98	34.98	110.91	0.315	34.95	0.4	0.5	11.841	B
C-AB	1.03	1.03	162.26	0.006	1.02	0.0	0.0	5.581	A
C-A	79.33	79.33			79.33				
A-B	34.37	34.37			34.37				
A-C	104.23	104.23			104.23				

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.98	71.03
	B	40.09	0.00	0.00
	C	112.57	2.06	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	41.12	101.67
	B	38.55	0.00	0.00
	C	106.19	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	44.72	84.40
	B	33.92	0.00	0.00
	C	97.66	1.03	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	52.32	87.79
	B	47.19	0.00	0.00
	C	101.77	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.34	70.01
	B	43.18	0.00	0.00
	C	103.83	0.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	46.77	55.92
	B	26.63	0.00	0.00
	C	103.31	0.00	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	16
	B	0	0	0
	C	5	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	14
	B	3	0	0
	C	16	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	14
	B	0	0	0
	C	9	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	18
	B	2	0	0
	C	12	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	12	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A	B	C
From	A	0	2	13
	B	4	0	0
	C	20	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0.00	0.00
B-A	0.43	14.28	0.7	B	38.26	229.55
C-AB	0.01	5.49	0.0	A	0.51	3.08
C-A					104.22	625.33
A-B					45.04	270.26
A-C					78.47	470.82

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	150.25	0.000	0.00	0.0	0.0	0.000	A
B-A	40.09	40.09	113.56	0.353	39.56	0.0	0.5	12.068	B
C-AB	2.06	2.06	171.28	0.012	2.04	0.0	0.0	5.317	A
C-A	112.57	112.57			112.57				
A-B	35.98	35.98			35.98				
A-C	71.03	71.03			71.03				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	141.86	0.000	0.00	0.0	0.0	0.000	A
B-A	38.55	38.55	106.85	0.361	38.52	0.5	0.6	13.242	B
C-AB	0.00	0.00	322.13	0.000	0.01	0.0	0.0	0.000	A
C-A	106.19	106.19			106.19				
A-B	41.12	41.12			41.12				
A-C	101.67	101.67			101.67				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	148.00	0.000	0.00	0.0	0.0	0.000	A
B-A	33.92	33.92	112.00	0.303	34.03	0.6	0.5	11.800	B
C-AB	1.03	1.03	164.97	0.006	1.02	0.0	0.0	5.489	A
C-A	97.66	97.66			97.66				
A-B	44.72	44.72			44.72				
A-C	84.40	84.40			84.40				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	141.47	0.000	0.00	0.0	0.0	0.000	A
B-A	47.19	47.19	110.04	0.429	46.90	0.5	0.7	14.277	B
C-AB	0.00	0.00	323.66	0.000	0.01	0.0	0.0	0.000	A
C-A	101.77	101.77			101.77				
A-B	52.32	52.32			52.32				
A-C	87.79	87.79			87.79				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	148.00	0.000	0.00	0.0	0.0	0.000	A
B-A	43.18	43.18	114.65	0.377	43.28	0.7	0.6	12.861	B
C-AB	0.00	0.00	335.52	0.000	0.00	0.0	0.0	0.000	A
C-A	103.83	103.83			103.83				
A-B	49.34	49.34			49.34				
A-C	70.01	70.01			70.01				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	158.05	0.000	0.00	0.0	0.0	0.000	A
B-A	26.63	26.63	118.67	0.224	26.96	0.6	0.3	9.929	A
C-AB	0.00	0.00	345.03	0.000	0.00	0.0	0.0	0.000	A
C-A	103.31	103.31			103.31				
A-B	46.77	46.77			46.77				
A-C	55.92	55.92			55.92				

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

15:45 - 16:00

		To		
		A	B	C
From	A	0.00	26.65	94.25
	B	40.03	0.00	0.00
	C	46.10	0.41	0.00

Demand (PCU/TS)

16:00 - 16:15

		To		
		A	B	C
From	A	0.00	35.40	98.47
	B	40.54	0.00	0.00
	C	97.34	1.03	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.80	119.98
	B	23.15	0.00	0.00
	C	75.01	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.80	122.55
	B	38.59	0.00	0.00
	C	88.59	1.03	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	43.22	99.71
	B	32.93	0.00	1.03
	C	63.38	0.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	34.37	104.23
	B	34.98	0.00	1.03
	C	79.33	1.03	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	10
	B	3	0	0
	C	5	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	0
	C	7	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	10
	B	5	0	0
	C	20	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	9
	B	3	0	0
	C	13	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	8
	B	0	0	0
	C	7	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.01	6.33	0.0	A	0.34	2.06
B-A	0.37	14.37	0.6	B	35.04	210.22
C-AB	0.01	5.94	0.0	A	0.58	3.50
C-A					74.96	449.76
A-B					39.87	239.23
A-C					106.53	639.19

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	146.31	0.000	0.00	0.0	0.0	0.000	A
B-A	40.03	40.03	119.98	0.334	39.52	0.0	0.5	11.411	B
C-AB	0.41	0.41	167.32	0.002	0.41	0.0	0.0	5.391	A
C-A	46.10	46.10			46.10				
A-B	26.65	26.65			26.65				
A-C	94.25	94.25			94.25				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	142.80	0.000	0.00	0.0	0.0	0.000	A
B-A	40.54	40.54	109.35	0.371	40.46	0.5	0.6	13.329	B
C-AB	1.03	1.03	163.61	0.006	1.03	0.0	0.0	5.535	A
C-A	97.34	97.34			97.34				
A-B	35.40	35.40			35.40				
A-C	98.47	98.47			98.47				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	141.98	0.000	0.00	0.0	0.0	0.000	A
B-A	23.15	23.15	106.30	0.218	23.46	0.6	0.3	11.000	B
C-AB	0.00	0.00	306.71	0.000	0.01	0.0	0.0	0.000	A
C-A	75.01	75.01			75.01				
A-B	49.80	49.80			49.80				
A-C	119.98	119.98			119.98				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	135.57	0.000	0.00	0.0	0.0	0.000	A
B-A	38.59	38.59	103.02	0.375	38.26	0.3	0.6	14.373	B
C-AB	1.03	1.03	152.62	0.007	1.02	0.0	0.0	5.936	A
C-A	88.59	88.59			88.59				
A-B	49.80	49.80			49.80				
A-C	122.55	122.55			122.55				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.03	1.03	144.64	0.007	1.02	0.0	0.0	6.266	A
B-A	32.93	32.93	114.17	0.288	33.11	0.6	0.4	11.359	B
C-AB	0.00	0.00	322.05	0.000	0.01	0.0	0.0	0.000	A
C-A	63.38	63.38			63.38				
A-B	43.22	43.22			43.22				
A-C	99.71	99.71			99.71				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1.03	1.03	143.24	0.007	1.03	0.0	0.0	6.328	A
B-A	34.98	34.98	110.91	0.315	34.95	0.4	0.5	11.841	B
C-AB	1.03	1.03	162.26	0.006	1.02	0.0	0.0	5.581	A
C-A	79.33	79.33			79.33				
A-B	34.37	34.37			34.37				
A-C	104.23	104.23			104.23				

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.98	71.03
	B	40.09	0.00	6.16
	C	112.57	8.22	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	41.12	101.67
	B	38.55	0.00	6.16
	C	106.19	6.16	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	44.72	84.40
	B	33.92	0.00	6.16
	C	97.66	7.19	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	52.32	87.79
	B	47.19	0.00	6.16
	C	101.77	6.16	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.34	70.01
	B	43.18	0.00	6.16
	C	103.83	6.16	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	46.77	55.92
	B	26.63	0.00	6.16
	C	103.31	6.16	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	16
	B	0	0	100
	C	5	51	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	14
	B	3	0	100
	C	16	100	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	14
	B	0	0	100
	C	9	67	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	18
	B	2	0	100
	C	12	100	0

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	5
B	0	0	100
C	12	100	0

09:00 - 09:15

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	2	13
B	4	0	100
C	20	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.05	14.11	0.1	B	6.16	36.98
B-A	0.44	14.79	0.8	B	38.26	229.55
C-AB	0.05	11.14	0.1	B	6.68	40.06
C-A					104.22	625.33
A-B					45.04	270.26
A-C					78.47	470.82

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.16	6.16	146.17	0.042	6.08	0.0	0.1	12.840	B
B-A	40.09	40.09	111.26	0.360	39.54	0.0	0.6	12.458	B
C-AB	8.22	8.22	171.28	0.048	8.14	0.0	0.1	8.317	A
C-A	112.57	112.57			112.57				
A-B	35.98	35.98			35.98				
A-C	71.03	71.03			71.03				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.16	6.16	137.48	0.045	6.16	0.1	0.1	13.706	B
B-A	38.55	38.55	104.52	0.369	38.52	0.6	0.6	13.707	B
C-AB	6.16	6.16	161.06	0.038	6.17	0.1	0.1	9.737	A
C-A	106.19	106.19			106.19				
A-B	41.12	41.12			41.12				
A-C	101.67	101.67			101.67				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.16	6.16	145.45	0.042	6.17	0.1	0.1	12.925	B
B-A	33.92	33.92	109.67	0.309	34.04	0.6	0.5	12.168	B
C-AB	7.19	7.19	164.97	0.044	7.18	0.1	0.1	10.361	B
C-A	97.66	97.66			97.66				
A-B	44.72	44.72			44.72				
A-C	84.40	84.40			84.40				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.16	6.16	133.71	0.046	6.16	0.1	0.1	14.111	B
B-A	47.19	47.19	107.70	0.438	46.89	0.5	0.8	14.791	B
C-AB	6.16	6.16	161.83	0.038	6.17	0.1	0.1	10.429	B
C-A	101.77	101.77			101.77				
A-B	52.32	52.32			52.32				
A-C	87.79	87.79			87.79				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.16	6.16	142.67	0.043	6.17	0.1	0.1	13.185	B
B-A	43.18	43.18	112.31	0.384	43.29	0.8	0.6	13.304	B
C-AB	6.16	6.16	167.76	0.037	6.16	0.1	0.1	11.138	B
C-A	103.83	103.83			103.83				
A-B	49.34	49.34			49.34				
A-C	70.01	70.01			70.01				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.16	6.16	157.00	0.039	6.17	0.1	0.1	11.936	B
B-A	26.63	26.63	116.34	0.229	26.97	0.6	0.3	10.190	B
C-AB	6.16	6.16	172.51	0.036	6.16	0.1	0.1	10.822	B
C-A	103.31	103.31			103.31				
A-B	46.77	46.77			46.77				
A-C	55.92	55.92			55.92				

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	26.65	94.25
	B	40.03	0.00	6.16
	C	46.10	6.57	0.00

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.40	98.47
	B	40.54	0.00	6.16
	C	97.34	7.19	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.80	119.98
	B	23.15	0.00	6.16
	C	75.01	6.16	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.80	122.55
	B	38.59	0.00	6.16
	C	88.59	7.19	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	43.22	99.71
	B	32.93	0.00	7.19
	C	63.38	6.16	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	34.37	104.23
	B	34.98	0.00	7.19
	C	79.33	7.19	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	10
	B	3	0	100
	C	5	67	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	18
	B	0	0	100
	C	7	67	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	10
	B	5	0	100
	C	20	100	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	9
	B	3	0	100
	C	13	67	0

16:45 - 17:00

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	5	8
B	0	0	67
C	7	100	0

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	8
B	0	0	67
C	7	67	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.05	14.43	0.1	B	6.51	39.03
B-A	0.38	14.90	0.6	B	35.04	210.22
C-AB	0.05	11.24	0.1	B	6.75	40.47
C-A					74.96	449.76
A-B					39.87	239.23
A-C					106.53	639.19

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.16	6.16	143.06	0.043	6.07	0.0	0.1	13.132	B
B-A	40.03	40.03	117.68	0.340	39.51	0.0	0.5	11.741	B
C-AB	6.57	6.57	167.32	0.039	6.51	0.0	0.1	9.363	A
C-A	46.10	46.10			46.10				
A-B	26.65	26.65			26.65				
A-C	94.25	94.25			94.25				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.16	6.16	138.00	0.045	6.16	0.1	0.1	13.652	B
B-A	40.54	40.54	107.02	0.379	40.45	0.5	0.6	13.775	B
C-AB	7.19	7.19	163.61	0.044	7.18	0.1	0.1	9.629	A
C-A	97.34	97.34			97.34				
A-B	35.40	35.40			35.40				
A-C	98.47	98.47			98.47				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.16	6.16	141.09	0.044	6.16	0.1	0.1	13.339	B
B-A	23.15	23.15	103.97	0.223	23.47	0.6	0.3	11.318	B
C-AB	6.16	6.16	153.36	0.040	6.16	0.1	0.1	11.024	B
C-A	75.01	75.01			75.01				
A-B	49.80	49.80			49.80				
A-C	119.98	119.98			119.98				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.16	6.16	130.92	0.047	6.16	0.1	0.1	14.427	B
B-A	38.59	38.59	100.69	0.383	38.25	0.3	0.6	14.902	B
C-AB	7.19	7.19	152.62	0.047	7.18	0.1	0.1	11.244	B
C-A	88.59	88.59			88.59				
A-B	49.80	49.80			49.80				
A-C	122.55	122.55			122.55				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7.19	7.19	143.19	0.050	7.19	0.1	0.1	12.027	B
B-A	32.93	32.93	111.84	0.294	33.12	0.6	0.4	11.702	B
C-AB	6.16	6.16	161.03	0.038	6.18	0.1	0.1	10.482	B
C-A	63.38	63.38			63.38				
A-B	43.22	43.22			43.22				
A-C	99.71	99.71			99.71				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7.19	7.19	141.67	0.051	7.20	0.1	0.1	11.204	B
B-A	34.98	34.98	108.58	0.322	34.95	0.4	0.5	12.216	B
C-AB	7.19	7.19	162.26	0.044	7.18	0.1	0.1	10.542	B
C-A	79.33	79.33			79.33				
A-B	34.37	34.37			34.37				
A-C	104.23	104.23			104.23				

FB+CD+N2T SCN2 WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	FB+CD+N2T SCN2 WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.98	77.84
	B	40.09	0.00	3.40
	C	119.37	5.46	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	41.12	108.47
	B	38.55	0.00	3.40
	C	112.99	3.40	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	44.72	91.20
	B	33.92	0.00	3.40
	C	104.46	4.43	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	52.32	94.59
	B	47.19	0.00	3.40
	C	108.57	3.40	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.34	76.81
	B	43.18	0.00	3.40
	C	110.63	3.40	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	46.77	62.72
	B	26.63	0.00	3.40
	C	110.11	3.40	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	20
	B	0	0	100
	C	7	36	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	16
	B	3	0	100
	C	18	100	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	17
	B	0	0	100
	C	12	53	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	20
	B	2	0	100
	C	14	100	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	8
	B	0	0	100
	C	14	100	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A	B	C
From	A	0	2	17
	B	4	0	100
	C	23	100	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.03	14.09	0.1	B	3.40	20.40
B-A	0.45	15.26	0.8	C	38.26	229.55
C-AB	0.03	11.08	0.0	B	3.91	23.49
C-A					111.02	666.14
A-B					45.04	270.26
A-C					85.27	511.63

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.40	3.40	143.92	0.024	3.35	0.0	0.0	12.801	B
B-A	40.09	40.09	109.41	0.366	39.53	0.0	0.6	12.780	B
C-AB	5.46	5.46	169.34	0.032	5.41	0.0	0.0	7.482	A
C-A	119.37	119.37			119.37				
A-B	35.98	35.98			35.98				
A-C	77.84	77.84			77.84				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.40	3.40	135.17	0.025	3.40	0.0	0.1	13.659	B
B-A	38.55	38.55	102.69	0.375	38.52	0.6	0.6	14.093	B
C-AB	3.40	3.40	159.12	0.021	3.41	0.0	0.0	8.936	A
C-A	112.99	112.99			112.99				
A-B	41.12	41.12			41.12				
A-C	108.47	108.47			108.47				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.40	3.40	143.33	0.024	3.40	0.1	0.0	12.865	B
B-A	33.92	33.92	107.84	0.315	34.04	0.6	0.5	12.475	B
C-AB	4.43	4.43	163.03	0.027	4.42	0.0	0.0	9.708	A
C-A	104.46	104.46			104.46				
A-B	44.72	44.72			44.72				
A-C	91.20	91.20			91.20				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.40	3.40	131.12	0.026	3.40	0.0	0.1	14.093	B
B-A	47.19	47.19	105.87	0.446	46.88	0.5	0.8	15.264	C
C-AB	3.40	3.40	159.89	0.021	3.41	0.0	0.0	9.782	A
C-A	108.57	108.57			108.57				
A-B	52.32	52.32			52.32				
A-C	94.59	94.59			94.59				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.40	3.40	140.30	0.024	3.40	0.1	0.1	13.150	B
B-A	43.18	43.18	110.48	0.391	43.29	0.8	0.7	13.670	B
C-AB	3.40	3.40	165.82	0.021	3.40	0.0	0.0	11.082	B
C-A	110.63	110.63			110.63				
A-B	49.34	49.34			49.34				
A-C	76.81	76.81			76.81				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.40	3.40	155.04	0.022	3.41	0.1	0.0	11.870	B
B-A	26.63	26.63	114.50	0.233	26.98	0.7	0.3	10.405	B
C-AB	3.40	3.40	170.57	0.020	3.40	0.0	0.0	10.766	B
C-A	110.11	110.11			110.11				
A-B	46.77	46.77			46.77				
A-C	62.72	62.72			62.72				

FB+CD+N2T SCN2 WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	FB+CD+N2T SCN2 WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	26.65	101.05
	B	40.03	0.00	3.40
	C	52.90	3.81	0.00

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.40	105.27
	B	40.54	0.00	3.40
	C	104.14	4.43	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.80	126.78
	B	23.15	0.00	3.40
	C	81.81	3.40	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.80	129.35
	B	38.59	0.00	3.40
	C	95.39	4.43	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	43.22	106.51
	B	32.93	0.00	4.43
	C	70.18	3.40	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	34.37	111.03
	B	34.98	0.00	4.43
	C	86.13	4.43	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	13
	B	3	0	100
	C	10	53	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	20
	B	0	0	100
	C	9	53	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	12
	B	5	0	100
	C	23	100	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	11
	B	3	0	100
	C	16	53	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	11
	B	0	0	53
	C	11	100	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	10
	B	0	0	53
	C	10	53	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.03	14.38	0.1	B	3.74	22.46
B-A	0.39	15.35	0.6	C	35.04	210.22
C-AB	0.03	10.53	0.1	B	3.98	23.90
C-A					81.76	490.56
A-B					39.87	239.23
A-C					113.33	679.99

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.40	3.40	140.91	0.024	3.35	0.0	0.0	13.081	B
B-A	40.03	40.03	115.83	0.346	39.50	0.0	0.5	12.020	B
C-AB	3.81	3.81	165.37	0.023	3.78	0.0	0.0	8.534	A
C-A	52.90	52.90			52.90				
A-B	26.65	26.65			26.65				
A-C	101.05	101.05			101.05				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.40	3.40	135.66	0.025	3.40	0.0	0.1	13.609	B
B-A	40.54	40.54	105.18	0.385	40.45	0.5	0.6	14.167	B
C-AB	4.43	4.43	161.67	0.027	4.42	0.0	0.0	8.772	A
C-A	104.14	104.14			104.14				
A-B	35.40	35.40			35.40				
A-C	105.27	105.27			105.27				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.40	3.40	139.15	0.024	3.40	0.1	0.1	13.259	B
B-A	23.15	23.15	102.13	0.227	23.48	0.6	0.3	11.587	B
C-AB	3.40	3.40	151.41	0.022	3.40	0.0	0.0	10.340	B
C-A	81.81	81.81			81.81				
A-B	49.80	49.80			49.80				
A-C	126.78	126.78			126.78				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.40	3.40	128.57	0.026	3.40	0.1	0.1	14.379	B
B-A	38.59	38.59	98.85	0.390	38.24	0.3	0.6	15.348	C
C-AB	4.43	4.43	150.68	0.029	4.42	0.0	0.1	10.530	B
C-A	95.39	95.39			95.39				
A-B	49.80	49.80			49.80				
A-C	129.35	129.35			129.35				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4.43	4.43	141.34	0.031	4.43	0.1	0.1	11.251	B
B-A	32.93	32.93	110.00	0.299	33.13	0.6	0.4	11.984	B
C-AB	3.40	3.40	159.08	0.021	3.41	0.1	0.0	9.833	A
C-A	70.18	70.18			70.18				
A-B	43.22	43.22			43.22				
A-C	106.51	106.51			106.51				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4.43	4.43	139.92	0.032	4.43	0.1	0.1	10.182	B
B-A	34.98	34.98	106.74	0.328	34.95	0.4	0.5	12.531	B
C-AB	4.43	4.43	160.32	0.028	4.42	0.0	0.0	9.877	A
C-A	86.13	86.13			86.13				
A-B	34.37	34.37			34.37				
A-C	111.03	111.03			111.03				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 21 (five_arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 24/03/2025 17:18:32

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024									
Arm A	D1	0.6	2.82	0.35	A	D2	0.4	2.26	0.26	A
Arm B		0.5	3.24	0.34	A		0.9	3.84	0.47	A
Arm C		0.9	2.60	0.45	A		0.7	2.54	0.41	A
Arm D		0.1	2.82	0.12	A		0.0	2.46	0.05	A
Arm E		0.3	2.85	0.24	A		0.5	2.66	0.33	A
	FB WD									
Arm A	D3	0.6	2.95	0.37	A	D4	0.4	2.33	0.28	A
Arm B		0.6	3.37	0.36	A		1.0	4.07	0.49	A
Arm C		0.9	2.70	0.47	A		0.7	2.64	0.42	A
Arm D		0.1	2.89	0.12	A		0.1	2.51	0.05	A
Arm E		0.4	2.95	0.26	A		0.5	2.77	0.35	A
	FB+CD WD									
Arm A	D5	0.8	3.24	0.43	A	D6	0.4	2.41	0.30	A
Arm B		0.7	3.58	0.39	A		1.2	4.54	0.54	A
Arm C		1.0	2.79	0.48	A		0.8	2.85	0.44	A
Arm D		0.2	2.97	0.13	A		0.1	2.64	0.05	A
Arm E		0.4	3.04	0.26	A		0.6	2.97	0.36	A
	FB+CD+N2T WD									
Arm A	D7	0.9	3.53	0.46	A	D8	0.5	2.60	0.33	A
Arm B		0.7	3.85	0.41	A		1.3	5.05	0.57	A
Arm C		1.1	3.01	0.50	A		0.9	3.10	0.47	A
Arm D		0.2	2.97	0.13	A		0.1	2.64	0.05	A
Arm E		0.5	3.41	0.31	A		0.7	3.29	0.40	A

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

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

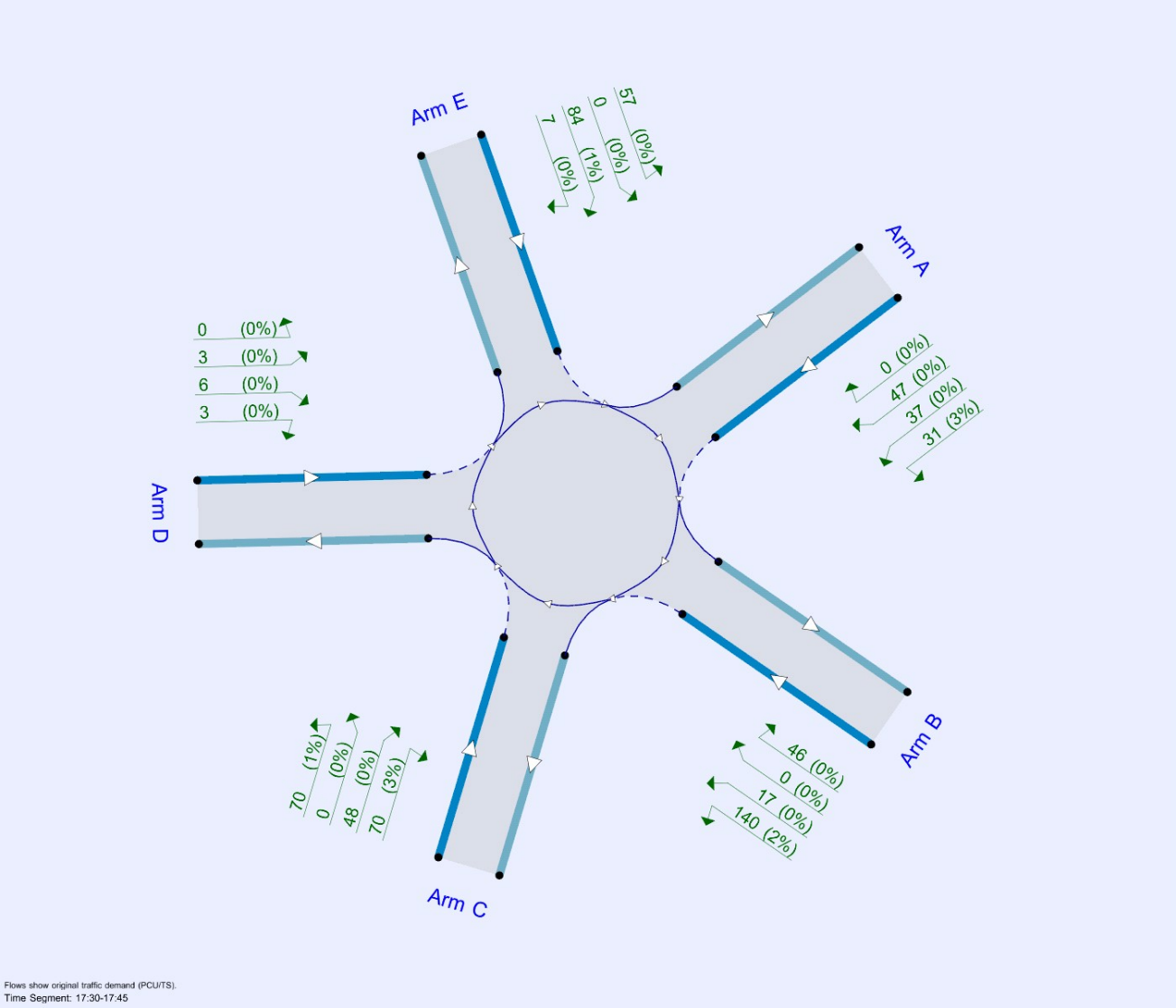
File summary

File Description

Title	
Location	
Site number	
Date	21/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\shresthb4012
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	2.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A1120 (NE)	
B	A14 (E)	
C	A1120 (S)	
D	Mill Street	
E	A14	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	3.72	7.55	70.2	62.9	124.6	10.0	
B	5.47	6.90	4.7	62.4	124.6	11.0	
C	6.21	7.01	3.7	60.9	124.6	9.0	
D	3.60	5.24	14.8	19.9	124.6	32.0	
E	5.72	6.79	18.2	52.1	124.6	12.0	

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
A	238.45	0.00
B	187.62	101.86
C	84.30	0.00
D	210.92	0.00
E	249.12	0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A	0.985	745.386
B	0.958	634.548
C	1.092	757.670
D	0.744	529.556
E	0.938	707.589

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000
E		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	54.00	37.90	54.90	0.00
	B	31.00	0.00	107.50	8.00	0.00
	C	41.00	133.80	1.00	89.60	0.00
	D	5.00	21.00	12.00	0.00	0.00
	E	26.80	0.00	61.70	3.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	61.90	44.50	54.30	0.00
	B	33.50	0.00	114.30	7.00	0.00
	C	40.10	118.40	2.00	103.20	0.00
	D	3.00	27.90	14.90	0.00	0.00
	E	41.80	0.00	75.80	0.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	64.80	53.90	52.40	0.00
	B	25.70	0.00	104.80	4.00	0.00
	C	38.00	135.70	1.00	103.20	0.00
	D	5.00	26.00	5.00	1.00	0.00
	E	26.70	1.00	64.40	1.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	65.70	64.50	49.30	0.00
	B	26.80	0.00	93.30	7.00	0.00
	C	53.80	138.00	3.00	104.40	0.00
	D	16.00	20.40	2.00	1.00	0.00
	E	35.00	0.00	76.60	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	47.90	61.40	48.80	0.00
	B	27.90	0.00	106.30	4.00	0.00
	C	104.30	96.60	3.00	75.70	0.00
	D	17.00	17.00	4.00	0.00	0.00
	E	38.30	0.00	68.40	1.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	35.50	84.00	58.40	0.00
	B	24.00	1.90	89.30	5.00	0.00
	C	56.00	117.00	2.00	69.60	0.00
	D	11.00	21.00	7.00	0.00	0.00
	E	36.80	0.00	74.30	0.00	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	3	2	0
	B	7	0	5	0	0
	C	0	5	0	5	0
	D	0	0	0	0	0
	E	8	0	5	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	2	2	2	0
	B	3	0	7	0	0
	C	14	10	0	9	0
	D	0	4	7	0	0
	E	5	0	3	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	3	2	0	0
	B	4	0	2	0	0
	C	0	2	0	9	0
	D	0	0	0	0	0
	E	13	0	11	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	5	2	2	0
	B	8	0	9	0	0
	C	4	6	0	6	0
	D	0	0	0	0	0
	E	0	0	6	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	2	3	4	0
	B	4	0	7	0	0
	C	3	9	0	4	0
	D	0	0	0	0	0
	E	9	0	10	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	3	0	4	0
	B	0	100	9	0	0
	C	4	10	0	6	0
	D	0	0	0	0	0
	E	6	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.35	2.82	0.6	A	165.68	994.10
B	0.34	3.24	0.5	A	136.88	821.30
C	0.45	2.60	0.9	A	271.73	1630.40
D	0.12	2.82	0.1	A	39.53	237.20
E	0.24	2.85	0.3	A	105.43	632.60

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	146.80	146.80	231.87	516.92	0.284	146.40	103.50	0.0	0.4	2.461	A
B	146.50	146.50	170.03	471.66	0.311	146.03	208.23	0.0	0.5	2.905	A
C	265.40	265.40	96.62	652.19	0.407	264.69	219.44	0.0	0.7	2.413	A
D	38.00	38.00	206.23	376.18	0.101	37.89	155.08	0.0	0.1	2.660	A
E	91.50	91.50	244.12	478.56	0.191	91.25	0.00	0.0	0.2	2.461	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	160.70	160.70	238.95	509.94	0.315	160.63	118.34	0.4	0.5	2.626	A
B	154.80	154.80	191.42	451.17	0.343	154.72	208.17	0.5	0.5	3.206	A
C	263.70	263.70	94.78	654.19	0.403	263.67	251.36	0.7	0.7	2.536	A
D	45.80	45.80	194.00	385.27	0.119	45.77	164.45	0.1	0.1	2.770	A
E	117.60	117.60	239.77	482.64	0.244	117.52	0.00	0.2	0.3	2.553	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	171.10	171.10	235.14	513.69	0.333	171.06	95.49	0.5	0.5	2.673	A
B	134.50	134.50	178.73	463.32	0.290	134.63	227.47	0.5	0.4	2.801	A
C	277.90	277.90	84.15	665.80	0.417	277.90	229.21	0.7	0.7	2.419	A
D	37.00	37.00	200.42	380.49	0.097	37.03	161.62	0.1	0.1	2.622	A
E	93.10	93.10	237.46	484.81	0.192	93.17	0.00	0.3	0.3	2.552	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	179.50	179.50	240.95	507.97	0.353	179.45	131.48	0.5	0.6	2.818	A
B	127.10	127.10	196.32	446.47	0.285	127.09	224.07	0.4	0.4	3.046	A
C	299.20	299.20	84.08	665.87	0.449	299.09	239.33	0.7	0.9	2.596	A
D	39.40	39.40	221.50	364.82	0.108	39.39	161.67	0.1	0.1	2.765	A
E	111.60	111.60	260.89	462.83	0.241	111.54	0.00	0.3	0.3	2.659	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	158.10	158.10	190.14	558.03	0.283	158.25	187.35	0.6	0.4	2.328	A
B	138.20	138.20	186.67	455.71	0.303	138.17	161.72	0.4	0.5	3.013	A
C	279.60	279.60	81.74	668.43	0.418	279.70	243.11	0.9	0.8	2.441	A
D	38.00	38.00	231.80	357.16	0.106	38.00	129.63	0.1	0.1	2.821	A
E	107.70	107.70	269.80	454.46	0.237	107.69	0.00	0.3	0.3	2.848	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	177.90	177.90	223.14	525.51	0.339	177.79	127.98	0.4	0.5	2.633	A
B	120.20	120.20	225.57	418.45	0.287	120.23	175.37	0.5	0.4	3.241	A
C	244.60	244.60	89.25	660.22	0.370	244.73	256.54	0.8	0.6	2.326	A
D	39.00	39.00	201.00	380.07	0.103	39.00	132.98	0.1	0.1	2.640	A
E	111.10	111.10	240.01	482.42	0.230	111.11	0.00	0.3	0.3	2.648	A

2024, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	2.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
A	205.57	0.00
B	205.50	101.86
C	103.99	0.00
D	194.95	0.00
E	212.45	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000
E		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	31.90	31.50	60.00	0.00
	B	33.90	0.00	96.00	15.00	0.00
	C	58.90	85.90	0.00	68.90	0.00
	D	3.00	11.00	5.00	0.00	0.00
	E	44.90	0.00	105.60	2.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	34.00	35.90	60.30	0.00
	B	44.40	0.00	120.10	16.00	0.00
	C	68.80	94.70	0.00	83.90	0.00
	D	5.00	2.00	4.00	0.00	0.00
	E	28.00	0.00	82.90	12.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	17.00	47.00	35.00	0.00
	B	40.90	0.00	149.00	21.00	0.00
	C	65.20	87.60	2.00	80.80	0.00
	D	4.00	9.00	5.00	0.00	0.00
	E	55.00	0.00	96.70	2.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	38.40	59.00	46.00	0.00
	B	39.00	0.00	105.00	18.00	0.00
	C	72.50	81.30	0.00	94.90	0.00
	D	2.00	11.00	4.00	0.00	0.00
	E	56.80	0.00	108.30	4.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	25.40	40.90	44.90	0.00
	B	42.00	0.00	136.20	19.00	0.00
	C	56.80	88.70	0.00	88.20	0.00
	D	4.00	6.00	5.40	0.00	0.00
	E	57.80	1.90	106.90	6.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To				
		A	B	C	D	E
From	A	0.00	30.90	37.20	47.00	0.00
	B	46.00	0.00	139.50	17.40	0.00
	C	48.40	70.40	4.00	69.90	0.00
	D	3.00	6.00	3.00	0.00	0.00
	E	57.00	0.00	83.90	7.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

		To				
		A	B	C	D	E
From	A	0	3	3	0	0
	B	3	0	0	0	0
	C	2	6	0	8	0
	D	0	0	0	0	0
	E	2	0	4	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To				
		A	B	C	D	E
From	A	0	0	3	2	0
	B	0	0	3	0	0
	C	3	3	0	1	0
	D	0	0	0	0	0
	E	0	0	1	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To				
		A	B	C	D	E
From	A	0	0	0	0	0
	B	3	0	4	0	0
	C	3	5	0	3	0
	D	0	0	0	0	0
	E	0	0	3	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To				
		A	B	C	D	E
From	A	0	0	0	0	0
	B	0	0	2	0	0
	C	1	7	0	8	0
	D	0	0	0	0	0
	E	4	0	1	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To				
		A	B	C	D	E
From	A	0	9	3	2	0
	B	0	0	2	0	0
	C	0	4	0	2	0
	D	0	0	0	0	0
	E	4	100	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To				
		A	B	C	D	E
From	A	0	3	0	0	0
	B	0	0	2	0	0
	C	0	3	0	1	0
	D	0	0	0	0	0
	E	0	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.26	2.26	0.4	A	120.38	722.30
B	0.47	3.84	0.9	A	183.07	1098.40
C	0.41	2.54	0.7	A	228.63	1371.80
D	0.05	2.46	0.0	A	15.40	92.40
E	0.33	2.66	0.5	A	153.12	918.70

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	123.40	123.40	208.95	541.28	0.228	123.10	140.30	0.0	0.3	2.187	A
B	144.90	144.90	203.57	438.27	0.331	144.41	128.48	0.0	0.5	3.079	A
C	213.70	213.70	110.58	634.18	0.337	213.17	237.39	0.0	0.5	2.252	A
D	19.00	19.00	178.22	398.93	0.048	18.95	145.53	0.0	0.0	2.368	A
E	152.50	152.50	197.17	525.19	0.290	152.08	0.00	0.0	0.4	2.494	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	130.20	130.20	195.62	554.78	0.235	130.19	146.14	0.3	0.3	2.152	A
B	180.50	180.50	195.14	446.22	0.405	180.31	130.67	0.5	0.7	3.441	A
C	247.40	247.40	132.61	610.49	0.405	247.24	242.84	0.5	0.7	2.539	A
D	11.00	11.00	207.75	376.67	0.029	11.02	172.10	0.0	0.0	2.461	A
E	122.90	122.90	218.77	504.28	0.244	123.00	0.00	0.4	0.3	2.380	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	99.00	99.00	202.29	548.02	0.181	99.09	165.04	0.3	0.2	2.004	A
B	210.90	210.90	187.71	453.23	0.465	210.69	113.67	0.7	0.9	3.837	A
C	235.60	235.60	98.96	646.68	0.364	235.70	299.44	0.7	0.6	2.270	A
D	18.00	18.00	195.76	385.70	0.047	17.98	138.90	0.0	0.0	2.447	A
E	153.70	153.70	213.74	509.15	0.302	153.59	0.00	0.3	0.4	2.583	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	143.40	143.40	208.56	541.67	0.265	143.26	170.28	0.2	0.4	2.259	A
B	162.00	162.00	221.18	421.64	0.384	162.26	130.64	0.9	0.6	3.518	A
C	248.70	248.70	107.00	638.04	0.390	248.62	276.44	0.6	0.7	2.443	A
D	17.00	17.00	192.80	387.94	0.044	17.00	162.82	0.0	0.0	2.427	A
E	169.10	169.10	209.80	512.97	0.330	169.04	0.00	0.4	0.5	2.665	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	111.20	111.20	214.90	535.25	0.208	111.29	160.62	0.4	0.3	2.204	A
B	197.20	197.20	204.15	437.72	0.451	197.01	122.03	0.6	0.8	3.773	A
C	233.70	233.70	111.87	632.80	0.369	233.77	289.29	0.7	0.6	2.305	A
D	15.40	15.40	187.52	391.92	0.039	15.40	158.12	0.0	0.0	2.391	A
E	172.60	172.60	202.92	519.62	0.332	172.59	0.00	0.5	0.5	2.654	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	115.10	115.10	174.46	576.22	0.200	115.12	154.45	0.3	0.3	1.968	A
B	202.90	202.90	182.22	458.41	0.443	202.91	107.36	0.8	0.8	3.578	A
C	192.70	192.70	117.41	626.84	0.307	192.85	267.73	0.6	0.5	2.107	A
D	12.00	12.00	168.88	405.97	0.030	12.01	141.38	0.0	0.0	2.285	A
E	147.90	147.90	180.89	540.96	0.273	148.03	0.00	0.5	0.4	2.306	A

FB WD, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	2.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
A	246.47	0.00
B	193.92	101.86
C	87.14	0.00
D	218.01	0.00
E	257.49	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000
E		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	55.82	39.17	56.75	0.00
	B	32.04	0.00	111.12	8.27	0.00
	C	42.38	138.30	1.03	92.61	0.00
	D	5.17	21.71	12.40	0.00	0.00
	E	27.70	0.00	63.77	3.10	0.00

07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	63.98	46.00	56.13	0.00
	B	34.63	0.00	118.14	7.24	0.00
	C	41.45	122.38	2.07	106.67	0.00
	D	3.10	28.84	15.40	0.00	0.00
	E	43.21	0.00	78.35	0.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	66.98	55.71	54.16	0.00
	B	26.56	0.00	108.32	4.13	0.00
	C	39.28	140.26	1.03	106.67	0.00
	D	5.17	26.87	5.17	1.03	0.00
	E	27.60	1.03	66.57	1.03	0.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	67.91	66.67	50.96	0.00
	B	27.70	0.00	96.44	7.24	0.00
	C	55.61	142.64	3.10	107.91	0.00
	D	16.54	21.09	2.07	1.03	0.00
	E	36.18	0.00	79.18	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	49.51	63.46	50.44	0.00
	B	28.84	0.00	109.87	4.13	0.00
	C	107.81	99.85	3.10	78.25	0.00
	D	17.57	17.57	4.13	0.00	0.00
	E	39.59	0.00	70.70	1.03	0.00

Demand (PCU/TS)

08:45 - 09:00

		To				
		A	B	C	D	E
From	A	0.00	36.69	86.82	60.36	0.00
	B	24.81	1.96	92.30	5.17	0.00
	C	57.88	120.93	2.07	71.94	0.00
	D	11.37	21.71	7.24	0.00	0.00
	E	38.04	0.00	76.80	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:30 - 07:45

		To				
		A	B	C	D	E
From	A	0	0	3	2	0
	B	7	0	5	0	0
	C	0	5	0	5	0
	D	0	0	0	0	0
	E	8	0	5	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To				
		A	B	C	D	E
From	A	0	2	2	2	0
	B	3	0	7	0	0
	C	14	10	0	9	0
	D	0	4	7	0	0
	E	5	0	3	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To				
		A	B	C	D	E
From	A	0	3	2	0	0
	B	4	0	2	0	0
	C	0	2	0	9	0
	D	0	0	0	0	0
	E	13	0	11	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To				
		A	B	C	D	E
From	A	0	5	2	2	0
	B	8	0	9	0	0
	C	4	6	0	6	0
	D	0	0	0	0	0
	E	0	0	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To				
		A	B	C	D	E
From	A	0	2	3	4	0
	B	4	0	7	0	0
	C	3	9	0	4	0
	D	0	0	0	0	0
	E	9	0	10	0	0

Heavy Vehicle Percentages

08:45 - 09:00

From \ To	A	B	C	D	E
A	0	3	0	4	0
B	0	100	9	0	0
C	4	10	0	6	0
D	0	0	0	0	0
E	6	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.37	2.95	0.6	A	171.26	1027.53
B	0.36	3.37	0.6	A	141.49	848.92
C	0.47	2.70	0.9	A	280.87	1685.23
D	0.12	2.89	0.1	A	40.86	245.18
E	0.26	2.95	0.4	A	108.98	653.87

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	151.74	151.74	239.64	509.03	0.298	151.31	106.97	0.0	0.4	2.547	A
B	151.43	151.43	175.73	465.61	0.325	150.92	215.22	0.0	0.5	3.004	A
C	274.33	274.33	99.86	648.23	0.423	273.57	226.80	0.0	0.8	2.494	A
D	39.28	39.28	213.14	370.34	0.106	39.16	160.28	0.0	0.1	2.717	A
E	94.58	94.58	252.30	470.66	0.201	94.31	0.00	0.0	0.3	2.533	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	166.10	166.10	246.98	501.85	0.331	166.03	122.31	0.4	0.5	2.731	A
B	160.01	160.01	197.85	444.53	0.360	159.92	215.17	0.5	0.6	3.339	A
C	272.57	272.57	97.97	650.28	0.419	272.53	259.80	0.8	0.8	2.622	A
D	47.34	47.34	200.52	379.67	0.125	47.31	169.98	0.1	0.1	2.830	A
E	121.55	121.55	247.83	474.83	0.256	121.47	0.00	0.3	0.4	2.638	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	176.85	176.85	243.05	505.70	0.350	176.81	98.70	0.5	0.5	2.785	A
B	139.02	139.02	184.74	457.02	0.304	139.16	235.11	0.6	0.4	2.896	A
C	287.25	287.25	86.98	662.25	0.434	287.25	236.93	0.8	0.8	2.502	A
D	38.24	38.24	207.17	374.76	0.102	38.28	167.06	0.1	0.1	2.676	A
E	96.23	96.23	245.44	477.05	0.202	96.30	0.00	0.4	0.3	2.627	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	185.54	185.54	249.04	499.83	0.371	185.48	135.89	0.5	0.6	2.945	A
B	131.37	131.37	202.92	439.70	0.299	131.36	231.60	0.4	0.5	3.155	A
C	309.26	309.26	86.91	662.33	0.467	309.14	247.37	0.8	0.9	2.696	A
D	40.73	40.73	228.94	358.66	0.114	40.71	167.10	0.1	0.1	2.830	A
E	115.35	115.35	269.65	454.51	0.254	115.28	0.00	0.3	0.4	2.754	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	163.42	163.42	196.55	551.20	0.296	163.58	193.64	0.6	0.4	2.399	A
B	142.85	142.85	192.96	449.19	0.318	142.82	167.17	0.5	0.5	3.123	A
C	289.00	289.00	84.49	664.97	0.435	289.11	251.29	0.9	0.8	2.525	A
D	39.28	39.28	239.60	350.78	0.112	39.28	134.00	0.1	0.1	2.888	A
E	111.32	111.32	278.88	445.91	0.250	111.31	0.00	0.4	0.4	2.951	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	183.88	183.88	230.65	517.83	0.355	183.76	132.29	0.4	0.6	2.741	A
B	124.24	124.24	233.15	410.89	0.302	124.27	181.26	0.5	0.5	3.372	A
C	252.83	252.83	92.25	656.51	0.385	252.96	265.16	0.8	0.7	2.394	A
D	40.31	40.31	207.77	374.31	0.108	40.32	137.45	0.1	0.1	2.694	A
E	114.84	114.84	248.08	474.59	0.242	114.85	0.00	0.4	0.3	2.731	A

FB WD, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	2.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
A	212.73	0.00
B	212.66	101.86
C	107.61	0.00
D	201.74	0.00
E	219.85	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000
E		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	33.01	32.60	62.09	0.00
	B	35.08	0.00	99.34	15.52	0.00
	C	60.95	88.89	0.00	71.30	0.00
	D	3.10	11.38	5.17	0.00	0.00
	E	46.46	0.00	109.28	2.07	0.00

16:30 - 16:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	35.18	37.15	62.40	0.00
	B	45.95	0.00	124.28	16.56	0.00
	C	71.20	98.00	0.00	86.82	0.00
	D	5.17	2.07	4.14	0.00	0.00
	E	28.98	0.00	85.79	12.42	0.00

16:45 - 17:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	17.59	48.64	36.22	0.00
	B	42.32	0.00	154.19	21.73	0.00
	C	67.47	90.65	2.07	83.61	0.00
	D	4.14	9.31	5.17	0.00	0.00
	E	56.92	0.00	100.07	2.07	0.00

17:00 - 17:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	39.74	61.06	47.60	0.00
	B	40.36	0.00	108.66	18.63	0.00
	C	75.03	84.13	0.00	98.21	0.00
	D	2.07	11.38	4.14	0.00	0.00
	E	58.78	0.00	112.07	4.14	0.00

17:15 - 17:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	26.28	42.32	46.46	0.00
	B	43.46	0.00	140.94	19.66	0.00
	C	58.78	91.79	0.00	91.27	0.00
	D	4.14	6.21	5.59	0.00	0.00
	E	59.81	1.97	110.62	6.21	0.00

17:30 - 17:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	31.98	38.50	48.64	0.00
	B	47.60	0.00	144.36	18.01	0.00
	C	50.09	72.85	4.14	72.34	0.00
	D	3.10	6.21	3.10	0.00	0.00
	E	58.99	0.00	86.82	7.24	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	3	3	0	0
	B	3	0	0	0	0
	C	2	6	0	8	0
	D	0	0	0	0	0
	E	2	0	4	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	3	2	0
	B	0	0	3	0	0
	C	3	3	0	1	0
	D	0	0	0	0	0
	E	0	0	1	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	0	0
	B	3	0	4	0	0
	C	3	5	0	3	0
	D	0	0	0	0	0
	E	0	0	3	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	0	0
	B	0	0	2	0	0
	C	1	7	0	8	0
	D	0	0	0	0	0
	E	4	0	1	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	9	3	2	0
	B	0	0	2	0	0
	C	0	4	0	2	0
	D	0	0	0	0	0
	E	4	100	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To				
		A	B	C	D	E
From	A	0	3	0	0	0
	B	0	0	2	0	0
	C	0	3	0	1	0
	D	0	0	0	0	0
	E	0	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.28	2.33	0.4	A	124.58	747.46
B	0.49	4.07	1.0	A	189.44	1136.67
C	0.42	2.64	0.7	A	236.60	1419.59
D	0.05	2.51	0.1	A	15.94	95.62
E	0.35	2.77	0.5	A	158.45	950.71

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	127.70	127.70	216.21	533.58	0.239	127.38	145.18	0.0	0.3	2.250	A
B	149.95	149.95	210.64	431.12	0.348	149.41	132.95	0.0	0.5	3.212	A
C	221.14	221.14	114.42	629.56	0.351	220.58	245.63	0.0	0.6	2.318	A
D	19.66	19.66	184.42	393.47	0.050	19.61	150.58	0.0	0.1	2.407	A
E	157.81	157.81	204.02	518.08	0.305	157.36	0.00	0.0	0.5	2.578	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	134.74	134.74	202.43	547.45	0.246	134.72	151.23	0.3	0.3	2.214	A
B	186.79	186.79	201.94	439.29	0.425	186.58	135.22	0.5	0.7	3.618	A
C	256.02	256.02	137.23	605.10	0.423	255.84	251.29	0.6	0.7	2.640	A
D	11.38	11.38	214.97	370.56	0.031	11.40	178.09	0.1	0.0	2.507	A
E	127.18	127.18	226.38	496.57	0.256	127.28	0.00	0.5	0.3	2.457	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	102.45	102.45	209.34	540.50	0.190	102.54	170.79	0.3	0.2	2.055	A
B	218.25	218.25	194.25	446.51	0.489	218.01	117.63	0.7	1.0	4.071	A
C	243.81	243.81	102.41	642.45	0.380	243.92	309.85	0.7	0.6	2.341	A
D	18.63	18.63	202.59	379.85	0.049	18.61	143.74	0.0	0.1	2.491	A
E	159.05	159.05	221.20	501.56	0.317	158.93	0.00	0.3	0.5	2.680	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	148.40	148.40	215.82	533.97	0.278	148.25	176.22	0.2	0.4	2.333	A
B	167.64	167.64	228.88	414.02	0.405	167.93	135.19	1.0	0.7	3.709	A
C	257.36	257.36	110.72	633.52	0.406	257.28	286.08	0.6	0.7	2.529	A
D	17.59	17.59	199.51	382.15	0.046	17.60	168.49	0.1	0.0	2.468	A
E	174.99	174.99	217.11	505.49	0.346	174.93	0.00	0.5	0.5	2.772	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	115.07	115.07	222.38	527.36	0.218	115.17	166.22	0.4	0.3	2.267	A
B	204.07	204.07	211.26	430.54	0.474	203.86	126.29	0.7	0.9	4.008	A
C	241.84	241.84	115.76	628.12	0.385	241.92	299.36	0.7	0.6	2.382	A
D	15.94	15.94	194.05	386.24	0.041	15.94	163.63	0.0	0.0	2.431	A
E	178.61	178.61	209.99	512.33	0.349	178.60	0.00	0.5	0.5	2.760	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	119.11	119.11	180.55	569.49	0.209	119.13	159.84	0.3	0.3	2.017	A
B	209.97	209.97	188.58	451.82	0.465	209.98	111.11	0.9	0.9	3.777	A
C	199.41	199.41	121.50	621.97	0.321	199.57	277.06	0.6	0.5	2.166	A
D	12.42	12.42	174.77	400.70	0.031	12.43	146.31	0.0	0.0	2.317	A
E	153.05	153.05	187.19	534.27	0.286	153.19	0.00	0.5	0.4	2.378	A

FB+CD WD, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	3.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
A	246.46	0.00
B	202.92	101.86
C	96.12	0.00
D	228.01	0.00
E	267.50	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000
E		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	76.32	48.17	56.75	0.00
	B	41.04	0.00	111.12	8.27	0.00
	C	43.38	138.30	1.03	92.61	0.00
	D	5.17	21.71	12.40	0.00	0.00
	E	27.70	0.00	63.77	3.10	0.00

07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	84.48	55.00	56.13	0.00
	B	43.63	0.00	118.14	7.24	0.00
	C	42.45	122.38	2.07	106.67	0.00
	D	3.10	28.84	15.40	0.00	0.00
	E	43.21	0.00	78.35	0.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	87.48	64.71	54.16	0.00
	B	35.56	0.00	108.32	4.13	0.00
	C	40.28	140.26	1.03	106.67	0.00
	D	5.17	26.87	5.17	1.03	0.00
	E	27.60	1.03	66.57	1.03	0.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	88.41	75.67	50.96	0.00
	B	36.70	0.00	96.44	7.24	0.00
	C	56.61	142.64	3.10	107.91	0.00
	D	16.54	21.09	2.07	1.03	0.00
	E	36.18	0.00	79.18	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	70.01	72.46	50.44	0.00
	B	37.84	0.00	109.87	4.13	0.00
	C	108.81	99.85	3.10	78.25	0.00
	D	17.57	17.57	4.13	0.00	0.00
	E	39.59	0.00	70.70	1.03	0.00

Demand (PCU/TS)

08:45 - 09:00

		To				
		A	B	C	D	E
From	A	0.00	57.19	95.82	60.36	0.00
	B	33.81	1.96	92.30	5.17	0.00
	C	58.88	120.93	2.07	71.94	0.00
	D	11.37	21.71	7.24	0.00	0.00
	E	38.04	0.00	76.80	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:30 - 07:45

		To				
		A	B	C	D	E
From	A	0	0	2	2	0
	B	5	0	5	0	0
	C	0	5	0	5	0
	D	0	0	0	0	0
	E	8	0	5	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To				
		A	B	C	D	E
From	A	0	1	2	2	0
	B	2	0	7	0	0
	C	14	10	0	9	0
	D	0	4	7	0	0
	E	5	0	3	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To				
		A	B	C	D	E
From	A	0	2	2	0	0
	B	3	0	2	0	0
	C	0	2	0	9	0
	D	0	0	0	0	0
	E	13	0	11	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To				
		A	B	C	D	E
From	A	0	4	1	2	0
	B	6	0	9	0	0
	C	4	6	0	6	0
	D	0	0	0	0	0
	E	0	0	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To				
		A	B	C	D	E
From	A	0	1	3	4	0
	B	3	0	7	0	0
	C	3	9	0	4	0
	D	0	0	0	0	0
	E	9	0	10	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To				
		A	B	C	D	E
From	A	0	2	0	4	0
	B	0	100	9	0	0
	C	4	10	0	6	0
	D	0	0	0	0	0
	E	6	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.43	3.24	0.8	A	200.76	1204.53
B	0.39	3.58	0.7	A	150.49	902.92
C	0.48	2.79	1.0	A	281.87	1691.23
D	0.13	2.97	0.2	A	40.86	245.18
E	0.26	3.04	0.4	A	108.98	653.87

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	181.24	181.24	239.62	509.05	0.356	180.68	116.93	0.0	0.6	2.768	A
B	160.43	160.43	184.68	456.32	0.352	159.86	235.62	0.0	0.6	3.180	A
C	275.33	275.33	108.80	637.21	0.432	274.54	235.74	0.0	0.8	2.576	A
D	39.28	39.28	223.09	362.07	0.108	39.16	160.25	0.0	0.1	2.787	A
E	94.58	94.58	262.24	461.23	0.205	94.30	0.00	0.0	0.3	2.598	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	195.60	195.60	246.98	501.85	0.390	195.52	132.31	0.6	0.6	2.985	A
B	169.01	169.01	206.84	435.35	0.388	168.91	235.66	0.6	0.7	3.556	A
C	273.57	273.57	106.96	639.20	0.428	273.53	268.79	0.8	0.8	2.705	A
D	47.34	47.34	210.52	371.28	0.128	47.31	169.97	0.1	0.2	2.903	A
E	121.55	121.55	257.83	465.31	0.261	121.46	0.00	0.3	0.4	2.711	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	206.35	206.35	243.05	505.69	0.408	206.30	108.71	0.6	0.7	3.051	A
B	148.02	148.02	193.74	447.74	0.331	148.18	255.61	0.7	0.5	3.072	A
C	288.25	288.25	95.99	651.07	0.443	288.25	245.93	0.8	0.8	2.586	A
D	38.24	38.24	217.17	366.40	0.104	38.28	167.06	0.2	0.1	2.742	A
E	96.23	96.23	255.45	467.50	0.206	96.31	0.00	0.4	0.3	2.695	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	215.04	215.04	249.04	499.83	0.430	214.96	145.88	0.7	0.8	3.237	A
B	140.37	140.37	211.91	430.56	0.326	140.36	252.09	0.5	0.5	3.335	A
C	310.26	310.26	95.90	651.17	0.476	310.13	256.37	0.8	1.0	2.792	A
D	40.73	40.73	238.93	350.45	0.116	40.71	167.10	0.1	0.1	2.905	A
E	115.35	115.35	279.64	445.17	0.259	115.28	0.00	0.3	0.4	2.832	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	192.92	192.92	196.55	551.19	0.350	193.13	203.64	0.8	0.6	2.584	A
B	151.85	151.85	201.98	439.95	0.345	151.81	187.70	0.5	0.6	3.308	A
C	290.00	290.00	93.49	653.77	0.444	290.12	260.30	1.0	0.8	2.607	A
D	39.28	39.28	249.60	342.63	0.115	39.28	134.01	0.1	0.1	2.966	A
E	111.32	111.32	288.88	436.64	0.255	111.31	0.00	0.4	0.4	3.035	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	213.38	213.38	230.64	517.83	0.412	213.23	142.29	0.6	0.7	2.997	A
B	133.24	133.24	242.12	401.98	0.331	133.26	201.75	0.6	0.5	3.582	A
C	253.83	253.83	101.24	645.39	0.393	253.97	274.15	0.8	0.7	2.469	A
D	40.31	40.31	217.77	365.97	0.110	40.32	137.45	0.1	0.1	2.763	A
E	114.84	114.84	258.08	465.07	0.247	114.85	0.00	0.4	0.4	2.806	A

FB+CD WD, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	3.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
A	212.73	0.00
B	216.64	101.86
C	127.57	0.00
D	224.16	0.00
E	242.27	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000
E		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	41.51	36.85	62.09	0.00
	B	55.08	0.00	99.34	15.52	0.00
	C	63.20	88.89	0.00	71.30	0.00
	D	3.10	11.38	5.17	0.00	0.00
	E	46.46	0.00	109.28	2.07	0.00

16:30 - 16:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	43.68	41.40	62.40	0.00
	B	65.95	0.00	124.28	16.56	0.00
	C	73.45	98.00	0.00	86.82	0.00
	D	5.17	2.07	4.14	0.00	0.00
	E	28.98	0.00	85.79	12.42	0.00

16:45 - 17:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	26.09	52.89	36.22	0.00
	B	62.32	0.00	154.19	21.73	0.00
	C	69.72	90.65	2.07	83.61	0.00
	D	4.14	9.31	5.17	0.00	0.00
	E	56.92	0.00	100.07	2.07	0.00

17:00 - 17:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	48.24	65.31	47.60	0.00
	B	60.36	0.00	108.66	18.63	0.00
	C	77.28	84.13	0.00	98.21	0.00
	D	2.07	11.38	4.14	0.00	0.00
	E	58.78	0.00	112.07	4.14	0.00

17:15 - 17:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	34.78	46.57	46.46	0.00
	B	63.46	0.00	140.94	19.66	0.00
	C	61.03	91.79	0.00	91.27	0.00
	D	4.14	6.21	5.59	0.00	0.00
	E	59.81	1.97	110.62	6.21	0.00

Demand (PCU/TS)

17:30 - 17:45

		To				
		A	B	C	D	E
From	A	0.00	40.48	42.75	48.64	0.00
	B	67.60	0.00	144.36	18.01	0.00
	C	52.34	72.85	4.14	72.34	0.00
	D	3.10	6.21	3.10	0.00	0.00
	E	58.99	0.00	86.82	7.24	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

		To				
		A	B	C	D	E
From	A	0	3	3	0	0
	B	2	0	0	0	0
	C	2	6	0	8	0
	D	0	0	0	0	0
	E	2	0	4	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To				
		A	B	C	D	E
From	A	0	0	3	2	0
	B	0	0	3	0	0
	C	3	3	0	1	0
	D	0	0	0	0	0
	E	0	0	1	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To				
		A	B	C	D	E
From	A	0	0	0	0	0
	B	2	0	4	0	0
	C	3	5	0	3	0
	D	0	0	0	0	0
	E	0	0	3	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To				
		A	B	C	D	E
From	A	0	0	0	0	0
	B	0	0	2	0	0
	C	1	7	0	8	0
	D	0	0	0	0	0
	E	4	0	1	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To				
		A	B	C	D	E
From	A	0	6	2	2	0
	B	0	0	2	0	0
	C	0	4	0	2	0
	D	0	0	0	0	0
	E	4	100	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To				
		A	B	C	D	E
From	A	0	3	0	0	0
	B	0	0	2	0	0
	C	0	3	0	1	0
	D	0	0	0	0	0
	E	0	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.30	2.41	0.4	A	137.33	823.96
B	0.54	4.54	1.2	A	209.44	1256.67
C	0.44	2.85	0.8	A	238.85	1433.09
D	0.05	2.64	0.1	A	15.94	95.62
E	0.36	2.97	0.6	A	158.45	950.71

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	140.45	140.45	216.17	533.62	0.263	140.09	167.31	0.0	0.4	2.319	A
B	169.95	169.95	214.85	426.93	0.398	169.29	141.40	0.0	0.7	3.506	A
C	223.39	223.39	134.32	605.82	0.369	222.78	249.82	0.0	0.6	2.473	A
D	19.66	19.66	206.54	374.59	0.052	19.61	150.56	0.0	0.1	2.535	A
E	157.81	157.81	226.15	495.74	0.318	157.33	0.00	0.0	0.5	2.749	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	147.49	147.49	202.43	547.45	0.269	147.47	173.46	0.4	0.4	2.281	A
B	206.79	206.79	206.19	435.02	0.475	206.54	143.71	0.7	0.9	3.995	A
C	258.27	258.27	157.21	581.66	0.444	258.07	255.53	0.6	0.8	2.850	A
D	11.38	11.38	237.19	352.05	0.032	11.40	178.08	0.1	0.0	2.643	A
E	127.18	127.18	248.60	474.55	0.268	127.29	0.00	0.5	0.4	2.615	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	115.20	115.20	209.34	540.50	0.213	115.30	193.02	0.4	0.3	2.118	A
B	238.25	238.25	198.50	442.22	0.539	237.97	126.14	0.9	1.2	4.541	A
C	246.06	246.06	122.39	618.42	0.398	246.18	314.07	0.8	0.7	2.504	A
D	18.63	18.63	224.83	361.14	0.052	18.61	143.74	0.0	0.1	2.627	A
E	159.05	159.05	243.44	479.42	0.332	158.92	0.00	0.4	0.5	2.863	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	161.15	161.15	215.81	533.97	0.302	160.99	198.47	0.3	0.4	2.411	A
B	187.64	187.64	233.12	409.85	0.458	187.98	143.68	1.2	0.9	4.108	A
C	259.61	259.61	130.74	609.60	0.426	259.52	290.36	0.7	0.8	2.717	A
D	17.59	17.59	221.77	363.39	0.048	17.60	168.49	0.1	0.1	2.602	A
E	174.99	174.99	239.37	483.26	0.362	174.92	0.00	0.5	0.6	2.972	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	127.82	127.82	222.38	527.36	0.242	127.92	188.46	0.4	0.3	2.331	A
B	224.07	224.07	215.52	426.31	0.526	223.82	134.79	0.9	1.1	4.481	A
C	244.09	244.09	135.75	604.31	0.404	244.18	303.59	0.8	0.7	2.556	A
D	15.94	15.94	216.29	367.42	0.043	15.94	163.63	0.1	0.0	2.562	A
E	178.61	178.61	232.24	489.99	0.365	178.60	0.00	0.6	0.6	2.958	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	131.86	131.86	180.57	569.47	0.232	131.89	182.10	0.3	0.3	2.072	A
B	229.97	229.97	192.84	447.51	0.514	230.00	119.62	1.1	1.1	4.197	A
C	201.66	201.66	141.51	598.23	0.337	201.84	281.33	0.7	0.5	2.306	A
D	12.42	12.42	197.03	381.58	0.033	12.43	146.32	0.0	0.0	2.437	A
E	153.05	153.05	209.46	511.49	0.299	153.21	0.00	0.6	0.4	2.529	A

FB+CD+N2T WD, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	3.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
A	255.95	0.00
B	222.46	101.86
C	106.14	0.00
D	228.01	0.00
E	267.49	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000
E		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	76.32	48.17	66.78	0.00
	B	41.04	0.00	111.12	8.27	0.00
	C	43.38	138.30	1.03	102.16	0.00
	D	5.17	21.71	12.40	0.00	0.00
	E	37.73	0.00	73.32	3.10	0.00

07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	84.48	55.00	66.16	0.00
	B	43.63	0.00	118.14	7.24	0.00
	C	42.45	122.38	2.07	116.22	0.00
	D	3.10	28.84	15.40	0.00	0.00
	E	53.23	0.00	87.89	0.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	87.48	64.71	64.19	0.00
	B	35.56	0.00	108.32	4.13	0.00
	C	40.28	140.26	1.03	116.22	0.00
	D	5.17	26.87	5.17	1.03	0.00
	E	39.13	1.03	76.11	1.03	0.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	88.41	75.67	60.99	0.00
	B	36.70	0.00	96.44	7.24	0.00
	C	56.61	142.64	3.10	117.46	0.00
	D	16.54	21.09	2.07	1.03	0.00
	E	47.71	0.00	88.72	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	70.01	72.46	60.47	0.00
	B	37.84	0.00	109.87	4.13	0.00
	C	108.81	99.85	3.10	87.79	0.00
	D	17.57	17.57	4.13	0.00	0.00
	E	51.12	0.00	80.25	1.03	0.00

Demand (PCU/TS)

08:45 - 09:00

		To				
		A	B	C	D	E
From	A	0.00	57.19	95.82	70.39	0.00
	B	33.81	1.96	92.30	5.17	0.00
	C	58.88	120.93	2.07	81.49	0.00
	D	11.37	21.71	7.24	0.00	0.00
	E	49.57	0.00	86.34	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:30 - 07:45

		To				
		A	B	C	D	E
From	A	0	0	2	8	0
	B	5	0	5	0	0
	C	0	5	0	8	0
	D	0	0	0	0	0
	E	20	0	10	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To				
		A	B	C	D	E
From	A	0	1	2	8	0
	B	2	0	7	0	0
	C	14	10	0	12	0
	D	0	4	7	0	0
	E	13	0	7	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To				
		A	B	C	D	E
From	A	0	2	2	6	0
	B	3	0	2	0	0
	C	0	2	0	12	0
	D	0	0	0	0	0
	E	22	0	16	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To				
		A	B	C	D	E
From	A	0	4	1	8	0
	B	6	0	9	0	0
	C	4	6	0	10	0
	D	0	0	0	0	0
	E	8	0	10	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To				
		A	B	C	D	E
From	A	0	1	3	11	0
	B	3	0	7	0	0
	C	3	9	0	8	0
	D	0	0	0	0	0
	E	16	0	15	0	0

Heavy Vehicle Percentages

08:45 - 09:00

From \ To	A	B	C	D	E
A	0	2	0	9	0
B	0	100	9	0	0
C	4	10	0	11	0
D	0	0	0	0	0
E	14	0	15	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.46	3.53	0.9	A	210.78	1264.71
B	0.41	3.85	0.7	A	150.49	902.92
C	0.50	3.01	1.1	A	291.42	1748.50
D	0.13	2.97	0.2	A	40.86	245.18
E	0.31	3.41	0.5	A	129.55	777.32

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	191.27	191.27	249.08	499.60	0.383	190.63	126.89	0.0	0.6	2.997	A
B	160.43	160.43	204.14	436.54	0.368	159.82	235.58	0.0	0.6	3.405	A
C	284.87	284.87	118.77	625.09	0.456	283.99	245.19	0.0	0.9	2.771	A
D	39.28	39.28	223.04	362.10	0.108	39.16	179.73	0.0	0.1	2.787	A
E	114.15	114.15	262.19	461.28	0.247	113.78	0.00	0.0	0.4	2.920	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	205.63	205.63	256.52	492.38	0.418	205.53	142.33	0.6	0.7	3.245	A
B	169.01	169.01	226.40	415.82	0.406	168.90	235.66	0.6	0.7	3.835	A
C	283.11	283.11	116.98	627.01	0.452	283.07	278.31	0.9	0.9	2.909	A
D	47.34	47.34	210.51	371.28	0.128	47.31	189.54	0.1	0.2	2.903	A
E	141.13	141.13	257.82	465.31	0.303	141.03	0.00	0.4	0.5	3.023	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	216.38	216.38	252.59	496.19	0.436	216.33	120.25	0.7	0.8	3.318	A
B	148.02	148.02	213.31	428.00	0.346	148.20	255.61	0.7	0.5	3.286	A
C	297.79	297.79	106.02	638.78	0.466	297.79	255.49	0.9	0.9	2.784	A
D	38.24	38.24	217.18	366.40	0.104	38.28	186.64	0.2	0.1	2.742	A
E	117.31	117.31	255.46	467.50	0.251	117.38	0.00	0.5	0.4	3.019	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	225.07	225.07	258.57	490.39	0.459	224.98	157.40	0.8	0.9	3.531	A
B	140.37	140.37	231.47	411.11	0.341	140.36	252.09	0.5	0.6	3.574	A
C	319.81	319.81	105.93	638.88	0.501	319.66	265.90	0.9	1.1	3.012	A
D	40.73	40.73	238.92	350.46	0.116	40.71	186.67	0.1	0.1	2.905	A
E	136.43	136.43	279.63	445.18	0.306	136.34	0.00	0.4	0.5	3.184	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	202.95	202.95	206.11	541.31	0.375	203.19	215.15	0.9	0.6	2.787	A
B	151.85	151.85	221.57	420.32	0.361	151.81	187.73	0.6	0.6	3.550	A
C	299.55	299.55	103.54	641.45	0.467	299.67	269.85	1.1	0.9	2.805	A
D	39.28	39.28	249.60	342.63	0.115	39.28	153.61	0.1	0.1	2.968	A
E	132.40	132.40	288.88	436.64	0.303	132.37	0.00	0.5	0.5	3.411	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	223.41	223.41	240.19	508.23	0.440	223.24	153.84	0.6	0.8	3.257	A
B	133.24	133.24	261.68	383.00	0.348	133.26	201.75	0.6	0.6	3.851	A
C	263.37	263.37	111.26	633.16	0.416	263.53	283.69	0.9	0.8	2.648	A
D	40.31	40.31	217.78	365.96	0.110	40.32	157.01	0.1	0.1	2.763	A
E	135.91	135.91	258.09	465.06	0.292	135.94	0.00	0.5	0.5	3.134	A

FB+CD+N2T WD, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		A, B, C, D, E	3.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
A	222.27	0.00
B	236.98	101.86
C	138.58	0.00
D	224.15	0.00
E	242.26	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000
E		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	41.51	36.85	73.62	0.00
	B	55.08	0.00	99.34	15.52	0.00
	C	63.20	88.89	0.00	80.85	0.00
	D	3.10	11.38	5.17	0.00	0.00
	E	56.49	0.00	118.82	2.07	0.00

16:30 - 16:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	43.68	41.40	73.93	0.00
	B	65.95	0.00	124.28	16.56	0.00
	C	73.45	98.00	0.00	96.37	0.00
	D	5.17	2.07	4.14	0.00	0.00
	E	39.00	0.00	95.33	12.42	0.00

16:45 - 17:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	26.09	52.89	47.75	0.00
	B	62.32	0.00	154.19	21.73	0.00
	C	69.72	90.65	2.07	93.16	0.00
	D	4.14	9.31	5.17	0.00	0.00
	E	66.95	0.00	109.61	2.07	0.00

17:00 - 17:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	48.24	65.31	57.63	0.00
	B	60.36	0.00	108.66	18.63	0.00
	C	77.28	84.13	0.00	107.75	0.00
	D	2.07	11.38	4.14	0.00	0.00
	E	68.81	0.00	121.62	4.14	0.00

17:15 - 17:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	34.78	46.57	56.49	0.00
	B	63.46	0.00	140.94	19.66	0.00
	C	61.03	91.79	0.00	100.82	0.00
	D	4.14	6.21	5.59	0.00	0.00
	E	69.84	1.97	120.17	6.21	0.00

Demand (PCU/TS)

17:30 - 17:45

		To				
		A	B	C	D	E
From	A	0.00	40.48	42.75	58.67	0.00
	B	67.60	0.00	144.36	18.01	0.00
	C	52.34	72.85	4.14	81.88	0.00
	D	3.10	6.21	3.10	0.00	0.00
	E	69.01	0.00	96.37	7.24	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

		To				
		A	B	C	D	E
From	A	0	3	3	5	0
	B	2	0	0	0	0
	C	2	6	0	12	0
	D	0	0	0	0	0
	E	9	0	7	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To				
		A	B	C	D	E
From	A	0	0	3	7	0
	B	0	0	3	0	0
	C	3	3	0	5	0
	D	0	0	0	0	0
	E	11	0	5	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To				
		A	B	C	D	E
From	A	0	0	0	8	0
	B	2	0	4	0	0
	C	3	5	0	6	0
	D	0	0	0	0	0
	E	6	0	7	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To				
		A	B	C	D	E
From	A	0	0	0	7	0
	B	0	0	2	0	0
	C	1	7	0	12	0
	D	0	0	0	0	0
	E	9	0	4	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To				
		A	B	C	D	E
From	A	0	6	2	9	0
	B	0	0	2	0	0
	C	0	4	0	6	0
	D	0	0	0	0	0
	E	9	100	4	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To				
		A	B	C	D	E
From	A	0	3	0	7	0
	B	0	0	2	0	0
	C	0	3	0	6	0
	D	0	0	0	0	0
	E	6	0	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.33	2.60	0.5	A	148.11	888.64
B	0.57	5.05	1.3	A	209.44	1256.67
C	0.47	3.10	0.9	A	248.39	1490.37
D	0.05	2.64	0.1	A	15.94	95.62
E	0.40	3.29	0.7	A	178.03	1068.16

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	151.98	151.98	225.63	523.71	0.290	151.55	177.26	0.0	0.4	2.511	A
B	169.95	169.95	235.81	406.42	0.418	169.23	141.38	0.0	0.7	3.807	A
C	232.94	232.94	145.78	592.50	0.393	232.25	259.25	0.0	0.7	2.668	A
D	19.66	19.66	206.49	374.63	0.052	19.61	171.54	0.0	0.1	2.534	A
E	177.39	177.39	226.10	495.79	0.358	176.79	0.00	0.0	0.6	3.032	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	159.02	159.02	211.97	537.35	0.296	159.00	183.48	0.4	0.4	2.467	A
B	206.79	206.79	227.27	414.26	0.499	206.50	143.70	0.7	1.0	4.393	A
C	267.81	267.81	168.72	568.50	0.471	267.59	265.06	0.7	0.9	3.101	A
D	11.38	11.38	237.17	352.07	0.032	11.40	199.14	0.1	0.0	2.643	A
E	146.76	146.76	248.57	474.57	0.309	146.88	0.00	0.6	0.5	2.912	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	126.73	126.73	218.88	530.44	0.239	126.84	203.04	0.4	0.3	2.297	A
B	238.25	238.25	219.57	421.34	0.565	237.92	126.15	1.0	1.3	5.055	A
C	255.60	255.60	133.92	604.92	0.423	255.75	323.57	0.9	0.8	2.707	A
D	18.63	18.63	224.84	361.14	0.052	18.61	164.83	0.0	0.1	2.627	A
E	178.63	178.63	243.44	479.41	0.373	178.48	0.00	0.5	0.6	3.173	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	171.17	171.17	225.35	523.98	0.327	171.01	208.51	0.3	0.5	2.604	A
B	187.64	187.64	252.68	390.91	0.480	188.03	143.68	1.3	0.9	4.493	A
C	269.16	269.16	140.78	597.74	0.450	269.06	299.93	0.8	0.9	2.930	A
D	17.59	17.59	221.78	363.39	0.048	17.60	188.06	0.1	0.1	2.602	A
E	194.57	194.57	239.37	483.26	0.403	194.49	0.00	0.6	0.7	3.292	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	137.85	137.85	231.93	517.41	0.266	137.96	198.49	0.5	0.4	2.519	A
B	224.07	224.07	235.10	407.07	0.550	223.79	134.79	0.9	1.2	4.948	A
C	253.64	253.64	145.77	592.52	0.428	253.73	313.12	0.9	0.8	2.751	A
D	15.94	15.94	216.29	367.42	0.043	15.94	183.21	0.1	0.0	2.562	A
E	198.19	198.19	232.23	489.99	0.404	198.18	0.00	0.7	0.7	3.271	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	141.89	141.89	190.14	559.17	0.254	141.92	192.14	0.4	0.4	2.230	A
B	229.97	229.97	212.44	427.89	0.537	230.00	119.62	1.2	1.2	4.611	A
C	211.21	211.21	151.54	586.47	0.360	211.40	290.90	0.8	0.6	2.480	A
D	12.42	12.42	197.04	381.58	0.033	12.43	165.91	0.0	0.0	2.439	A
E	172.63	172.63	209.47	511.48	0.338	172.81	0.00	0.7	0.5	2.791	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 22 (three arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 21/03/2025 12:01:14

»2024, AM
»2024, PM
»2024, PM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Stream B-C	D1	3.6	37.65	0.81	E	14.67	B	D2	0.9	15.11	0.47	C	7.24	A
Stream B-A		2.6	69.92	0.76	F				1.5	34.78	0.62	D		
Stream C-AB		4.5	17.15	0.75	C				1.5	15.31	0.58	C		
	FB WD													
Stream B-C	D3	6.2	58.61	0.92	F	21.01	C	D4	1.0	17.13	0.51	C	8.14	A
Stream B-A		4.1	104.40	0.87	F				1.8	40.54	0.67	E		
Stream C-AB		5.5	18.36	0.78	C				1.8	16.07	0.61	C		
	FB+CD WD													
Stream B-C	D5	48.6	961.06	1.51	F	227.49	F	D6	4.1	62.42	0.86	F	19.47	C
Stream B-A		47.2	699.09	1.33	F				5.5	88.37	0.94	F		
Stream C-AB		6.7	20.26	0.82	C				2.3	18.73	0.66	C		
	FB+CD+N2T WD													
Stream B-C	D7	63.7	1219.99	1.66	F	307.96	F	D8	7.8	104.51	1.02	F	25.98	D
Stream B-A		63.1	1113.73	1.41	F				7.4	113.46	1.01	F		
Stream C-AB		7.8	21.35	0.84	C				2.6	19.20	0.68	C		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

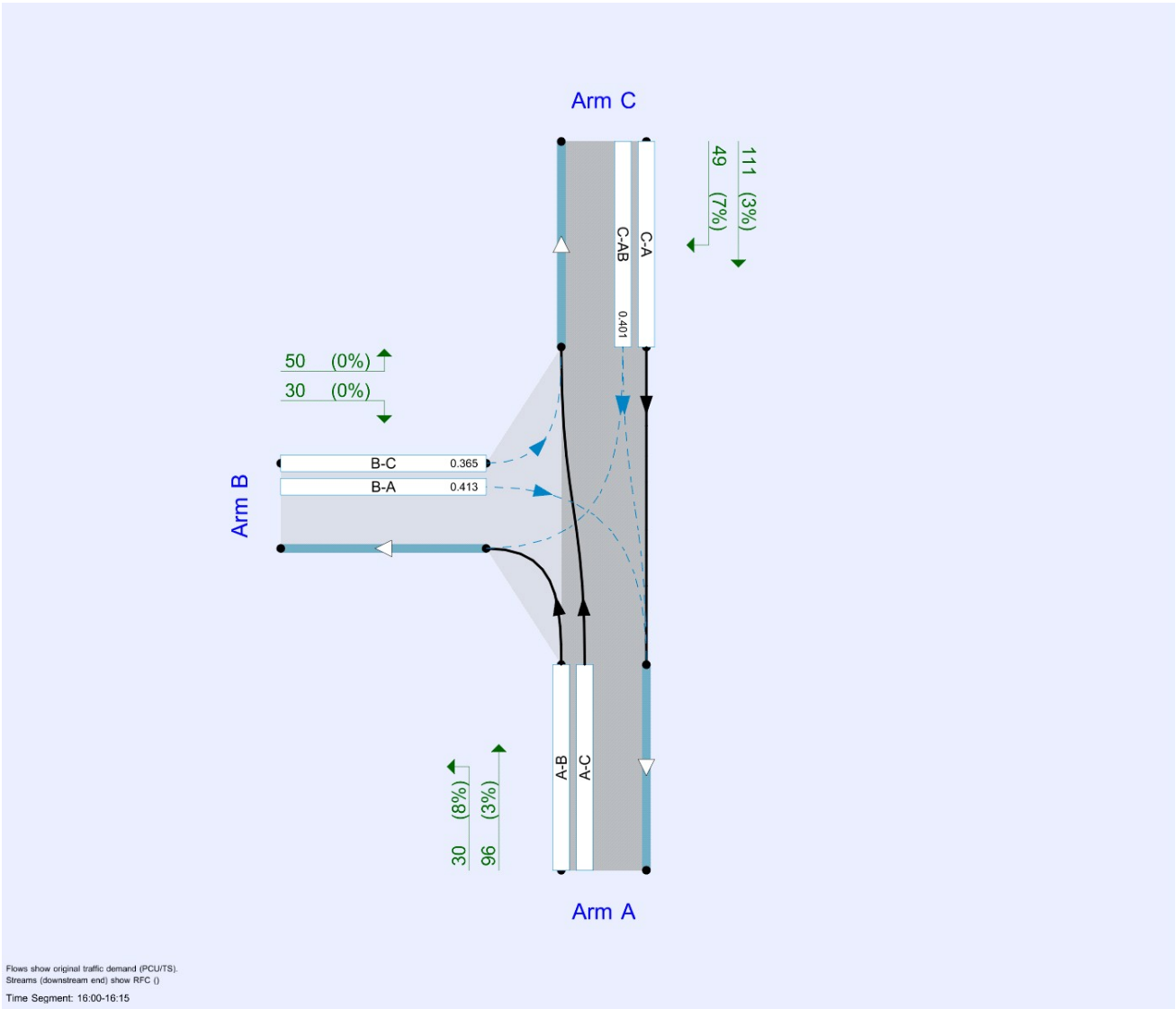
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓
D2	2024	PM	DIRECT	16:00	17:30	90	15	✓
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓
D4	FB WD	PM	DIRECT	16:00	17:30	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:00	17:30	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:00	17:30	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		14.67	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A1120 (S)		Major
B	B1115 (W)		Minor
C	A1120 Church Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.40		✓	2.20	49.8	✓	2.29

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	9.06	6.51	5.70	5.42	✓	3.00	54	52

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	136.492	0.098	0.247	0.155	0.353
B-C	178.103	0.107	0.271	-	-
C-B	150.705	0.230	0.230	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	24.00	96.50
	B	37.90	0.00	43.50
	C	126.80	55.20	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.40	75.10
	B	47.80	0.00	53.30
	C	123.30	43.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	29.90	96.70
	B	49.80	0.00	51.90
	C	125.70	48.80	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	16.80	156.80
	B	36.80	0.00	85.00
	C	121.30	49.90	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	36.40	109.10
	B	22.00	0.00	40.50
	C	157.90	88.50	0.00

Demand (PCU/TS)

09:00 - 09:15

		To		
		A	B	C
From	A	0.00	14.90	67.90
	B	30.70	0.00	28.00
	C	82.80	43.90	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

		To		
		A	B	C
From	A	0	10	5
	B	3	0	2
	C	2	8	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	4
	B	4	0	2
	C	1	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	3	3
	B	4	0	2
	C	2	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	13	3
	B	6	0	2
	C	3	2	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	6	5
	B	0	0	3
	C	2	4	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A	B	C
From	A	0	7	1
	B	12	0	0
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.81	37.65	3.6	E	50.37	302.20
B-A	0.76	69.92	2.6	F	37.50	225.00
C-AB	0.75	17.15	4.5	C	70.67	424.02
C-A					107.18	643.08
A-B					24.57	147.40
A-C					100.35	602.10

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43.50	43.50	126.09	0.345	42.97	0.0	0.5	11.018	B
B-A	37.90	37.90	70.83	0.535	36.79	0.0	1.1	26.405	D
C-AB	65.62	65.62	146.28	0.449	64.62	0.0	1.0	11.705	B
C-A	116.38	116.38			116.38				
A-B	24.00	24.00			24.00				
A-C	96.50	96.50			96.50				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53.30	53.30	124.86	0.427	53.09	0.5	0.7	12.823	B
B-A	47.80	47.80	80.40	0.595	47.49	1.1	1.4	27.790	D
C-AB	47.39	47.39	140.01	0.338	47.78	1.0	0.6	10.407	B
C-A	118.91	118.91			118.91				
A-B	25.40	25.40			25.40				
A-C	75.10	75.10			75.10				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51.90	51.90	109.61	0.474	51.75	0.7	0.9	15.803	C
B-A	49.80	49.80	72.65	0.686	49.18	1.4	2.0	38.818	E
C-AB	55.03	55.03	137.05	0.402	54.90	0.6	0.7	10.972	B
C-A	119.47	119.47			119.47				
A-B	29.90	29.90			29.90				
A-C	96.70	96.70			96.70				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85.00	85.00	104.39	0.814	82.28	0.9	3.6	37.646	E
B-A	36.80	36.80	48.65	0.756	36.20	2.0	2.6	69.923	F
C-AB	58.55	58.55	130.23	0.450	58.36	0.7	0.9	12.593	B
C-A	112.65	112.65			112.65				
A-B	16.80	16.80			16.80				
A-C	156.80	156.80			156.80				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.50	40.50	127.97	0.316	43.63	3.6	0.5	11.325	B
B-A	22.00	22.00	47.78	0.460	23.66	2.6	1.0	41.983	E
C-AB	151.06	151.06	200.90	0.752	147.54	0.9	4.5	17.147	C
C-A	95.34	95.34			95.34				
A-B	36.40	36.40			36.40				
A-C	109.10	109.10			109.10				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28.00	28.00	139.63	0.201	28.22	0.5	0.3	8.245	A
B-A	30.70	30.70	91.43	0.336	31.14	1.0	0.5	15.672	C
C-AB	46.37	46.37	138.58	0.335	50.27	4.5	0.6	10.955	B
C-A	80.33	80.33			80.33				
A-B	14.90	14.90			14.90				
A-C	67.90	67.90			67.90				

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	29.80	95.70
	B	30.00	0.00	50.00
	C	110.90	48.90	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	44.70	102.00
	B	31.90	0.00	47.00
	C	88.50	64.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	44.40	102.80
	B	33.90	0.00	50.00
	C	103.30	54.40	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	43.80	109.00
	B	18.00	0.00	47.00
	C	79.00	67.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	50.80	131.80
	B	39.00	0.00	52.80
	C	105.30	48.90	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	40.00	117.60
	B	27.40	0.00	49.90
	C	89.80	47.20	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	3
	B	0	0	0
	C	3	7	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	0
	B	3	0	0
	C	1	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	3	0	0
	C	1	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	0
	B	0	0	0
	C	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	4	2
B	0	0	0
C	1	2	0

17:15 - 17:30

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	2
B	8	0	2
C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.47	15.11	0.9	C	49.45	296.70
B-A	0.62	34.78	1.5	D	30.03	180.20
C-AB	0.58	15.31	1.5	C	64.07	384.43
C-A					87.13	522.77
A-B					42.25	253.50
A-C					109.82	658.90

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50.00	50.00	137.02	0.365	49.44	0.0	0.6	10.213	B
B-A	30.00	30.00	72.63	0.413	29.32	0.0	0.7	20.484	C
C-AB	55.16	55.16	137.51	0.401	54.38	0.0	0.8	11.419	B
C-A	104.64	104.64			104.64				
A-B	29.80	29.80			29.80				
A-C	95.70	95.70			95.70				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47.00	47.00	129.45	0.363	47.00	0.6	0.6	10.915	B
B-A	31.90	31.90	68.41	0.466	31.74	0.7	0.8	24.513	C
C-AB	77.78	77.78	141.71	0.549	77.09	0.8	1.5	14.632	B
C-A	74.72	74.72			74.72				
A-B	44.70	44.70			44.70				
A-C	102.00	102.00			102.00				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50.00	50.00	127.74	0.391	49.93	0.6	0.6	11.556	B
B-A	33.90	33.90	68.99	0.491	33.79	0.8	1.0	26.281	D
C-AB	62.73	62.73	134.89	0.465	63.16	1.5	1.0	12.698	B
C-A	94.97	94.97			94.97				
A-B	44.40	44.40			44.40				
A-C	102.80	102.80			102.80				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47.00	47.00	141.32	0.333	47.13	0.6	0.5	9.569	A
B-A	18.00	18.00	64.46	0.279	18.55	1.0	0.4	20.348	C
C-AB	80.12	80.12	138.35	0.579	79.61	1.0	1.5	15.311	C
C-A	65.88	65.88			65.88				
A-B	43.80	43.80			43.80				
A-C	109.00	109.00			109.00				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52.80	52.80	111.62	0.473	52.43	0.5	0.9	15.110	C
B-A	39.00	39.00	62.84	0.621	37.93	0.4	1.5	34.775	D
C-AB	56.31	56.31	125.36	0.449	56.88	1.5	1.0	13.289	B
C-A	97.89	97.89			97.89				
A-B	50.80	50.80			50.80				
A-C	131.80	131.80			131.80				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49.90	49.90	130.91	0.381	50.14	0.9	0.6	11.217	B
B-A	27.40	27.40	69.49	0.394	28.21	1.5	0.7	22.298	C
C-AB	52.34	52.34	126.78	0.413	52.50	1.0	0.8	12.376	B
C-A	84.66	84.66			84.66				
A-B	40.00	40.00			40.00				
A-C	117.60	117.60			117.60				

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		21.01	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	24.81	99.75
	B	39.17	0.00	44.96
	C	131.06	57.06	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	26.25	77.63
	B	49.41	0.00	55.09
	C	127.45	44.45	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	30.91	99.95
	B	51.47	0.00	53.65
	C	129.93	50.44	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	17.36	162.07
	B	38.04	0.00	87.86
	C	125.38	51.58	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	37.62	112.77
	B	22.74	0.00	41.86
	C	163.21	91.48	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	15.40	70.18
	B	31.73	0.00	28.94
	C	85.58	45.38	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	10	5
	B	3	0	2
	C	2	8	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	4	0	2
	C	1	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	4	0	2
	C	2	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	13	3
	B	6	0	2
	C	3	2	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	6	5
	B	0	0	3
	C	2	4	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	7	1
	B	12	0	0
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.92	58.61	6.2	F	52.06	312.36
B-A	0.87	104.40	4.1	F	38.76	232.57
C-AB	0.78	18.36	5.5	C	75.43	452.57
C-A					108.40	650.41
A-B					25.39	152.36
A-C					103.72	622.35

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44.96	44.96	122.74	0.366	44.38	0.0	0.6	11.676	B
B-A	39.17	39.17	68.56	0.571	37.90	0.0	1.3	29.120	D
C-AB	69.28	69.28	148.29	0.467	68.18	0.0	1.1	11.913	B
C-A	118.84	118.84			118.84				
A-B	24.81	24.81			24.81				
A-C	99.75	99.75			99.75				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55.09	55.09	120.82	0.456	54.84	0.6	0.8	13.893	B
B-A	49.41	49.41	78.29	0.631	49.05	1.3	1.6	31.101	D
C-AB	49.59	49.59	140.80	0.352	50.02	1.1	0.7	10.588	B
C-A	122.31	122.31			122.31				
A-B	26.25	26.25			26.25				
A-C	77.63	77.63			77.63				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53.65	53.65	102.89	0.521	53.41	0.8	1.1	18.438	C
B-A	51.47	51.47	70.16	0.734	50.62	1.6	2.5	45.852	E
C-AB	57.81	57.81	138.16	0.418	57.67	0.7	0.8	11.199	B
C-A	122.56	122.56			122.56				
A-B	30.91	30.91			30.91				
A-C	99.95	99.95			99.95				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87.86	87.86	95.20	0.923	82.73	1.1	6.2	58.613	F
B-A	38.04	38.04	43.72	0.870	36.43	2.5	4.1	104.399	F
C-AB	61.94	61.94	131.71	0.470	61.72	0.8	1.0	12.934	B
C-A	115.01	115.01			115.01				
A-B	17.36	17.36			17.36				
A-C	162.07	162.07			162.07				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41.86	41.86	121.14	0.346	47.50	6.2	0.6	13.464	B
B-A	22.74	22.74	44.82	0.507	25.61	4.1	1.2	55.735	F
C-AB	165.69	165.69	211.19	0.785	161.24	1.0	5.5	18.356	C
C-A	89.00	89.00			89.00				
A-B	37.62	37.62			37.62				
A-C	112.77	112.77			112.77				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28.94	28.94	138.01	0.210	29.22	0.6	0.3	8.451	A
B-A	31.73	31.73	89.61	0.354	32.37	1.2	0.6	16.541	C
C-AB	48.26	48.26	138.81	0.348	53.13	5.5	0.6	11.428	B
C-A	82.70	82.70			82.70				
A-B	15.40	15.40			15.40				
A-C	70.18	70.18			70.18				

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		8.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	30.84	99.03
	B	31.05	0.00	51.74
	C	114.76	50.60	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	46.26	105.55
	B	33.01	0.00	48.64
	C	91.58	66.23	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	45.95	106.38
	B	35.08	0.00	51.74
	C	106.90	56.30	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	45.33	112.80
	B	18.63	0.00	48.64
	C	81.75	69.33	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	52.57	136.39
	B	40.36	0.00	54.64
	C	108.97	50.60	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	41.39	121.70
	B	28.35	0.00	51.64
	C	92.93	48.84	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	3
	B	0	0	0
	C	3	7	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	0
	B	3	0	0
	C	1	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	3	0	0
	C	1	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	4	2
	B	0	0	0
	C	1	2	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	8	0	2
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.51	17.13	1.0	C	51.17	307.04
B-A	0.67	40.54	1.8	E	31.08	186.48
C-AB	0.61	16.07	1.8	C	67.77	406.60
C-A					88.70	532.20
A-B					43.72	262.33
A-C					113.64	681.85

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51.74	51.74	134.73	0.384	51.13	0.0	0.6	10.689	B
B-A	31.05	31.05	70.50	0.440	30.29	0.0	0.8	22.003	C
C-AB	58.01	58.01	138.59	0.419	57.16	0.0	0.8	11.645	B
C-A	107.36	107.36			107.36				
A-B	30.84	30.84			30.84				
A-C	99.03	99.03			99.03				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48.64	48.64	126.47	0.385	48.63	0.6	0.6	11.559	B
B-A	33.01	33.01	66.07	0.500	32.81	0.8	1.0	26.941	D
C-AB	82.68	82.68	144.05	0.574	81.88	0.8	1.7	15.235	C
C-A	75.13	75.13			75.13				
A-B	46.26	46.26			46.26				
A-C	105.55	105.55			105.55				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51.74	51.74	124.48	0.416	51.66	0.6	0.7	12.343	B
B-A	35.08	35.08	66.61	0.527	34.94	1.0	1.1	29.169	D
C-AB	66.27	66.27	136.32	0.486	66.76	1.7	1.2	13.127	B
C-A	96.92	96.92			96.92				
A-B	45.95	45.95			45.95				
A-C	106.38	106.38			106.38				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48.64	48.64	139.17	0.349	48.79	0.7	0.5	9.976	A
B-A	18.63	18.63	62.22	0.299	19.27	1.1	0.5	21.824	C
C-AB	85.07	85.07	140.47	0.606	84.47	1.2	1.8	16.071	C
C-A	66.02	66.02			66.02				
A-B	45.33	45.33			45.33				
A-C	112.80	112.80			112.80				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54.64	54.64	106.23	0.514	54.16	0.5	1.0	17.130	C
B-A	40.36	40.36	60.06	0.672	39.01	0.5	1.8	40.541	E
C-AB	59.56	59.56	126.44	0.471	60.22	1.8	1.1	13.774	B
C-A	100.01	100.01			100.01				
A-B	52.57	52.57			52.57				
A-C	136.39	136.39			136.39				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51.64	51.64	128.13	0.403	51.97	1.0	0.7	11.905	B
B-A	28.35	28.35	67.25	0.422	29.39	1.8	0.8	24.404	C
C-AB	55.01	55.01	127.32	0.432	55.20	1.1	0.9	12.768	B
C-A	86.77	86.77			86.77				
A-B	41.39	41.39			41.39				
A-C	121.70	121.70			121.70				

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		227.49	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	36.81	99.75
	B	68.42	0.00	48.21
	C	131.06	58.56	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	38.25	77.63
	B	78.66	0.00	58.34
	C	127.45	45.95	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	42.91	99.95
	B	80.72	0.00	56.90
	C	129.93	51.94	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	29.36	162.07
	B	67.29	0.00	91.11
	C	125.38	53.08	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.62	112.77
	B	51.99	0.00	45.11
	C	163.21	92.98	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	27.40	70.18
	B	60.98	0.00	32.19
	C	85.58	46.88	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	5
	B	2	0	2
	C	2	8	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	3	0	2
	C	1	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	3
	B	3	0	2
	C	2	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	3
	B	3	0	2
	C	3	2	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	4	5
	B	0	0	2
	C	2	4	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A	B	C
From	A	0	4	1
	B	6	0	0
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	1.51	961.06	48.6	F	55.31	331.86
B-A	1.33	699.09	47.2	F	68.01	408.07
C-AB	0.82	20.26	6.7	C	79.78	478.66
C-A					105.55	633.32
A-B					37.39	224.36
A-C					103.72	622.35

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48.21	48.21	50.74	0.950	42.75	0.0	5.5	88.211	F
B-A	68.42	68.42	69.04	0.991	60.86	0.0	7.6	81.348	F
C-AB	72.74	72.74	148.29	0.491	71.52	0.0	1.2	12.385	B
C-A	116.88	116.88			116.88				
A-B	36.81	36.81			36.81				
A-C	99.75	99.75			99.75				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58.34	58.34	57.35	1.017	53.91	5.5	9.9	158.574	F
B-A	78.66	78.66	77.50	1.015	74.12	7.6	12.1	143.644	F
C-AB	52.03	52.03	139.77	0.372	52.52	1.2	0.7	11.022	B
C-A	121.36	121.36			121.36				
A-B	38.25	38.25			38.25				
A-C	77.63	77.63			77.63				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56.90	56.90	50.45	1.128	49.38	9.9	17.4	271.888	F
B-A	80.72	80.72	70.11	1.151	69.14	12.1	23.7	279.507	F
C-AB	60.70	60.70	137.63	0.441	60.54	0.7	0.9	11.699	B
C-A	121.17	121.17			121.17				
A-B	42.91	42.91			42.91				
A-C	99.95	99.95			99.95				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91.11	91.11	60.38	1.509	60.23	17.4	48.3	582.973	F
B-A	67.29	67.29	50.62	1.329	50.46	23.7	40.5	627.098	F
C-AB	65.45	65.45	131.85	0.496	65.18	0.9	1.2	13.579	B
C-A	113.00	113.00			113.00				
A-B	29.36	29.36			29.36				
A-C	162.07	162.07			162.07				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45.11	45.11	45.38	0.994	44.82	48.3	48.6	961.060	F
B-A	51.99	51.99	44.94	1.157	45.29	40.5	47.2	699.088	F
C-AB	177.43	177.43	217.27	0.817	171.92	1.2	6.7	20.265	C
C-A	78.76	78.76			78.76				
A-B	49.62	49.62			49.62				
A-C	112.77	112.77			112.77				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32.19	32.19	62.79	0.513	61.48	48.6	19.3	505.792	F
B-A	60.98	60.98	84.11	0.725	81.85	47.2	26.3	411.137	F
C-AB	50.30	50.30	137.09	0.367	56.32	6.7	0.7	12.320	B
C-A	82.16	82.16			82.16				
A-B	27.40	27.40			27.40				
A-C	70.18	70.18			70.18				

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		19.47	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	56.34	99.03
	B	43.55	0.00	53.24
	C	114.76	53.35	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	71.76	105.55
	B	45.51	0.00	50.14
	C	91.58	68.98	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	71.45	106.38
	B	47.58	0.00	53.24
	C	106.90	59.05	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	70.83	112.80
	B	31.13	0.00	50.14
	C	81.75	72.08	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	78.07	136.39
	B	52.86	0.00	56.14
	C	108.97	53.35	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	66.89	121.70
	B	40.85	0.00	53.14
	C	92.93	51.59	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	3
	B	0	0	0
	C	3	6	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	0
	B	2	0	0
	C	1	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	2	0	0
	C	1	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	3	2
	B	0	0	0
	C	1	2	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	5	0	2
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.86	62.42	4.1	F	52.67	316.04
B-A	0.94	88.37	5.5	F	43.58	261.48
C-AB	0.66	18.73	2.3	C	74.55	447.29
C-A					84.67	508.01
A-B					69.22	415.33
A-C					113.64	681.85

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53.24	53.24	116.49	0.457	52.42	0.0	0.8	13.882	B
B-A	43.55	43.55	68.46	0.636	41.96	0.0	1.6	32.339	D
C-AB	63.52	63.52	136.97	0.464	62.48	0.0	1.0	12.655	B
C-A	104.60	104.60			104.60				
A-B	56.34	56.34			56.34				
A-C	99.03	99.03			99.03				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50.14	50.14	101.96	0.492	50.02	0.8	0.9	17.274	C
B-A	45.51	45.51	63.95	0.712	44.95	1.6	2.1	45.185	E
C-AB	91.04	91.04	144.50	0.630	89.93	1.0	2.1	17.394	C
C-A	69.52	69.52			69.52				
A-B	71.76	71.76			71.76				
A-C	105.55	105.55			105.55				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53.24	53.24	97.57	0.546	53.03	0.9	1.2	20.085	C
B-A	47.58	47.58	64.12	0.742	47.15	2.1	2.6	52.293	F
C-AB	72.89	72.89	135.73	0.537	73.52	2.1	1.5	14.798	B
C-A	93.05	93.05			93.05				
A-B	71.45	71.45			71.45				
A-C	106.38	106.38			106.38				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50.14	50.14	120.30	0.417	50.56	1.2	0.7	12.980	B
B-A	31.13	31.13	60.88	0.511	32.56	2.6	1.1	34.023	D
C-AB	93.34	93.34	140.68	0.663	92.54	1.5	2.3	18.729	C
C-A	60.50	60.50			60.50				
A-B	70.83	70.83			70.83				
A-C	112.80	112.80			112.80				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56.14	56.14	65.01	0.864	52.80	0.7	4.1	62.416	F
B-A	52.86	52.86	56.28	0.939	48.51	1.1	5.5	88.370	F
C-AB	66.17	66.17	125.99	0.525	67.03	2.3	1.5	15.579	C
C-A	96.15	96.15			96.15				
A-B	78.07	78.07			78.07				
A-C	136.39	136.39			136.39				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53.14	53.14	103.65	0.513	56.11	4.1	1.1	20.003	C
B-A	40.85	40.85	64.53	0.633	44.50	5.5	1.9	49.327	E
C-AB	60.33	60.33	125.32	0.481	60.64	1.5	1.1	14.301	B
C-A	84.19	84.19			84.19				
A-B	66.89	66.89			66.89				
A-C	121.70	121.70			121.70				

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		307.96	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	36.81	109.77
	B	68.42	0.00	48.21
	C	141.09	58.56	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	38.25	89.15
	B	78.66	0.00	58.34
	C	137.48	45.95	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	42.91	111.48
	B	80.72	0.00	56.90
	C	139.96	51.94	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	29.36	173.60
	B	67.29	0.00	91.11
	C	135.41	53.08	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.62	124.30
	B	51.99	0.00	45.11
	C	173.24	92.98	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	27.40	80.21
	B	60.98	0.00	32.19
	C	95.61	46.88	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	9
	B	2	0	2
	C	4	8	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	8
	B	3	0	2
	C	3	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	6
	B	3	0	2
	C	5	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	5
	B	3	0	2
	C	5	2	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	4	8
	B	0	0	2
	C	4	4	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A	B	C
From	A	0	4	6
	B	6	0	0
	C	6	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	1.66	1219.99	63.7	F	55.31	331.86
B-A	1.41	1113.73	63.1	F	68.01	408.07
C-AB	0.84	21.35	7.8	C	83.02	498.10
C-A					112.34	674.06
A-B					37.39	224.36
A-C					114.75	688.52

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48.21	48.21	45.80	1.053	40.46	0.0	7.7	117.191	F
B-A	68.42	68.42	65.00	1.053	58.80	0.0	9.6	99.547	F
C-AB	74.79	74.79	149.51	0.500	73.49	0.0	1.3	12.558	B
C-A	124.86	124.86			124.86				
A-B	36.81	36.81			36.81				
A-C	109.77	109.77			109.77				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58.34	58.34	54.86	1.064	52.81	7.7	13.3	213.873	F
B-A	78.66	78.66	73.28	1.073	71.54	9.6	16.7	194.660	F
C-AB	52.98	52.98	139.37	0.380	53.51	1.3	0.8	11.268	B
C-A	130.44	130.44			130.44				
A-B	38.25	38.25			38.25				
A-C	89.15	89.15			89.15				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56.90	56.90	47.46	1.199	46.91	13.3	23.3	369.724	F
B-A	80.72	80.72	65.91	1.225	65.45	16.7	32.0	398.516	F
C-AB	62.10	62.10	137.61	0.451	61.93	0.8	0.9	11.964	B
C-A	129.80	129.80			129.80				
A-B	42.91	42.91			42.91				
A-C	111.48	111.48			111.48				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91.11	91.11	54.81	1.662	54.71	23.3	59.7	802.583	F
B-A	67.29	67.29	47.59	1.414	47.47	32.0	51.8	875.607	F
C-AB	67.59	67.59	132.70	0.509	67.28	0.9	1.3	13.904	B
C-A	120.90	120.90			120.90				
A-B	29.36	29.36			29.36				
A-C	173.60	173.60			173.60				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45.11	45.11	41.14	1.096	41.05	59.7	63.7	1219.994	F
B-A	51.99	51.99	40.77	1.275	40.72	51.8	63.1	1113.731	F
C-AB	189.71	189.71	226.65	0.837	183.18	1.3	7.8	21.348	C
C-A	76.51	76.51			76.51				
A-B	49.62	49.62			49.62				
A-C	124.30	124.30			124.30				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32.19	32.19	61.60	0.523	60.63	63.7	35.3	745.632	F
B-A	60.98	60.98	79.69	0.765	77.23	63.1	46.9	636.202	F
C-AB	50.94	50.94	137.07	0.372	58.03	7.8	0.7	12.938	B
C-A	91.55	91.55			91.55				
A-B	27.40	27.40			27.40				
A-C	80.21	80.21			80.21				

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		25.98	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	56.34	109.06
	B	43.55	0.00	53.24
	C	126.29	53.35	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	71.76	115.58
	B	45.51	0.00	50.14
	C	103.11	68.98	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	71.45	116.41
	B	47.58	0.00	53.24
	C	118.43	59.05	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	70.83	122.83
	B	31.13	0.00	50.14
	C	93.28	72.08	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	78.07	146.42
	B	52.86	0.00	56.14
	C	119.00	53.35	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	66.89	131.73
	B	40.85	0.00	53.14
	C	102.96	51.59	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	7
	B	0	0	0
	C	6	6	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	3
	B	2	0	0
	C	5	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	2	0	0
	C	4	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	3
	B	0	0	0
	C	4	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	3	4
	B	0	0	0
	C	4	2	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	5
	B	5	0	2
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	1.02	104.51	7.8	F	52.67	316.04
B-A	1.01	113.46	7.4	F	43.58	261.48
C-AB	0.68	19.20	2.6	C	77.48	464.87
C-A					92.77	556.61
A-B					69.22	415.33
A-C					123.67	742.03

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53.24	53.24	110.43	0.482	52.34	0.0	0.9	15.271	C
B-A	43.55	43.55	64.10	0.679	41.69	0.0	1.9	37.627	E
C-AB	65.28	65.28	137.94	0.473	64.17	0.0	1.1	12.831	B
C-A	114.37	114.37			114.37				
A-B	56.34	56.34			56.34				
A-C	109.06	109.06			109.06				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50.14	50.14	92.38	0.543	49.90	0.9	1.1	21.047	C
B-A	45.51	45.51	59.48	0.765	44.71	1.9	2.7	56.375	F
C-AB	95.57	95.57	148.16	0.645	94.31	1.1	2.4	17.734	C
C-A	76.52	76.52			76.52				
A-B	71.76	71.76			71.76				
A-C	115.58	115.58			115.58				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53.24	53.24	86.12	0.618	52.86	1.1	1.5	26.701	D
B-A	47.58	47.58	59.52	0.799	46.92	2.7	3.3	68.037	F
C-AB	75.49	75.49	137.88	0.548	76.20	2.4	1.7	15.139	C
C-A	101.98	101.98			101.98				
A-B	71.45	71.45			71.45				
A-C	116.41	116.41			116.41				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50.14	50.14	114.10	0.439	50.85	1.5	0.8	14.381	B
B-A	31.13	31.13	56.64	0.550	33.08	3.3	1.4	41.903	E
C-AB	98.10	98.10	144.51	0.679	97.20	1.7	2.6	19.203	C
C-A	67.26	67.26			67.26				
A-B	70.83	70.83			70.83				
A-C	122.83	122.83			122.83				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56.14	56.14	54.78	1.025	49.16	0.8	7.8	104.506	F
B-A	52.86	52.86	52.16	1.013	46.87	1.4	7.4	113.457	F
C-AB	68.44	68.44	127.65	0.536	69.42	2.6	1.6	16.011	C
C-A	103.91	103.91			103.91				
A-B	78.07	78.07			78.07				
A-C	146.42	146.42			146.42				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53.14	53.14	92.19	0.576	59.48	7.8	1.4	31.986	D
B-A	40.85	40.85	59.42	0.688	45.76	7.4	2.5	73.963	F
C-AB	61.99	61.99	126.00	0.492	62.34	1.6	1.2	14.655	B
C-A	92.56	92.56			92.56				
A-B	66.89	66.89			66.89				
A-C	131.73	131.73			131.73				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 22 (three arm)_V4_OFF PEAK_NO CD.j9
Path: C:\Users\bpa76880.000\OneDrive - ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\2_Mitigation Models
Report generation date: 02/06/2025 09:08:08

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Stream B-C	D1	0.7	12.78	0.43	B	6.53	A	D2	0.6	9.98	0.39	A	4.14	A
Stream B-A		1.4	27.77	0.59	D				0.5	16.38	0.34	C		
Stream C-AB		1.0	11.82	0.45	B				0.7	11.07	0.39	B		
	FB WD													
Stream B-C	D3	0.8	13.90	0.46	B	7.12	A	D4	0.7	10.40	0.41	B	4.30	A
Stream B-A		1.6	31.08	0.63	D				0.5	17.21	0.36	C		
Stream C-AB		1.1	12.05	0.47	B				0.7	11.35	0.41	B		
	FB+CD WD													
Stream B-C	D5	0.8	13.87	0.46	B	7.13	A	D6	0.7	10.40	0.41	B	4.30	A
Stream B-A		1.6	31.15	0.63	D				0.5	17.21	0.36	C		
Stream C-AB		1.1	12.04	0.47	B				0.7	11.35	0.41	B		
	FB+CD+N2T WD													
Stream B-C	D7	0.9	15.74	0.49	C	7.73	A	D8	0.7	10.91	0.42	B	4.23	A
Stream B-A		2.0	37.67	0.68	E				0.6	18.85	0.38	C		
Stream C-AB		1.2	12.27	0.48	B				0.7	11.64	0.41	B		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

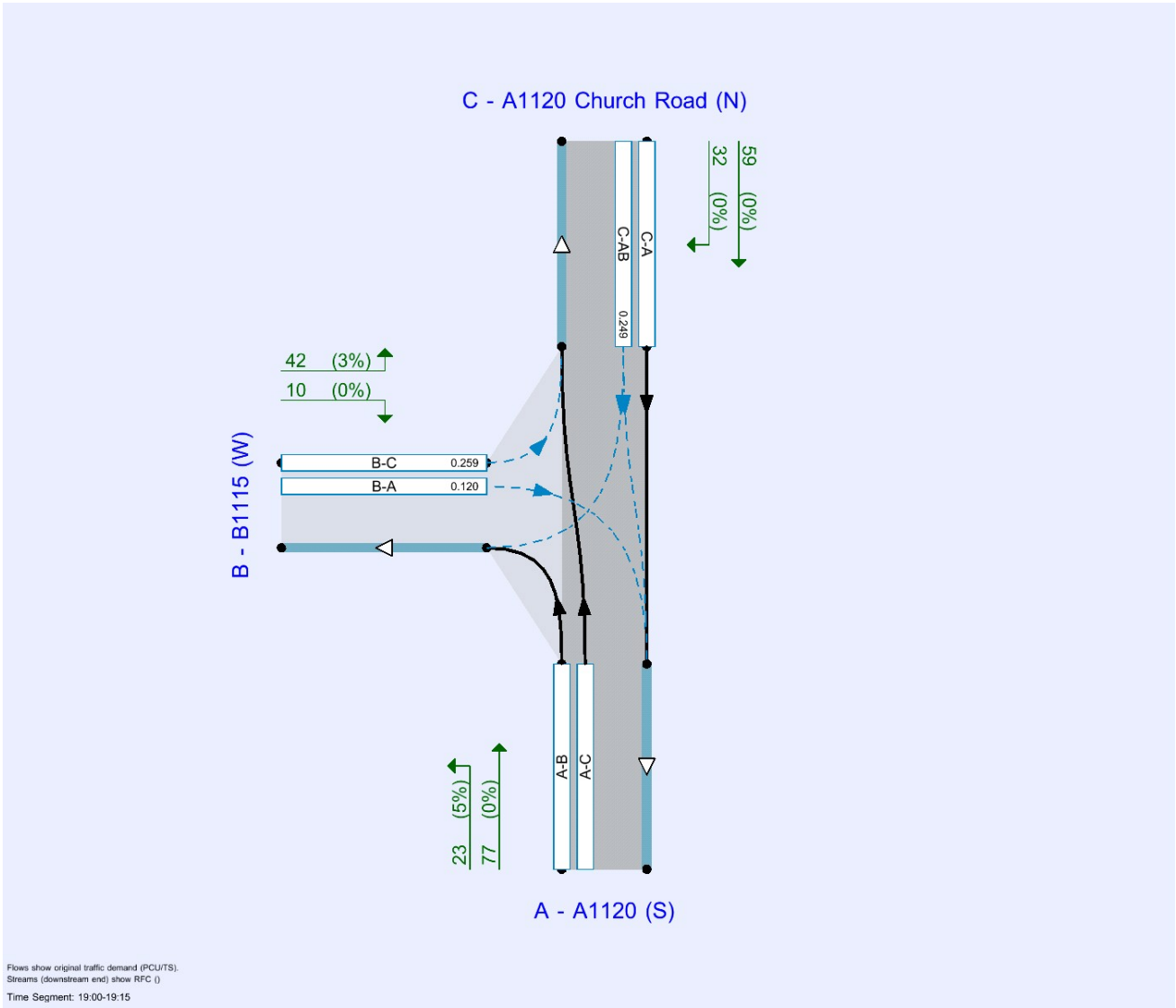
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	06:45	08:15	90	15	✓
D2	2024	PM	DIRECT	17:45	19:15	90	15	✓
D3	FB WD	AM	DIRECT	06:45	08:15	90	15	✓
D4	FB WD	PM	DIRECT	17:45	19:15	90	15	✓
D5	FB+CD WD	AM	DIRECT	06:45	08:15	90	15	✓
D6	FB+CD WD	PM	DIRECT	17:45	19:15	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	06:45	08:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	17:45	19:15	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A1120 (S)		Major
B	B1115 (W)		Minor
C	A1120 Church Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A1120 Church Road (N)	6.40		✓	2.20	49.8	✓	2.29

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - B1115 (W)	One lane plus flare	10.00	9.06	6.51	5.70	5.42	✓	3.00	54	52

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	141.014	0.101	0.255	0.161	0.365
B-C	172.402	0.104	0.263	-	-
C-B	150.705	0.230	0.230	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	06:45	08:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A1120 (S)		DIRECT	✓	100.000
B - B1115 (W)		DIRECT	✓	100.000
C - A1120 Church Road (N)		DIRECT	✓	100.000

Origin-Destination Data

06:45 - 07:00

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	31.00	48.80
	B - B1115 (W)	33.80	0.00	29.90
	C - A1120 Church Road (N)	64.90	16.00	0.00

07:00 - 07:15

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	31.00	48.80
	B - B1115 (W)	33.80	0.00	29.90
	C - A1120 Church Road (N)	64.90	16.00	0.00

07:15 - 07:30

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	26.90	64.90
	B - B1115 (W)	33.00	0.00	28.00
	C - A1120 Church Road (N)	101.40	23.90	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	29.30	69.50
	B - B1115 (W)	38.00	0.00	48.00
	C - A1120 Church Road (N)	105.80	51.90	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	24.00	96.50
	B - B1115 (W)	37.90	0.00	43.50
	C - A1120 Church Road (N)	126.80	55.20	0.00

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	25.40	75.10
	B - B1115 (W)	47.80	0.00	53.30
	C - A1120 Church Road (N)	123.30	43.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

06:45 - 07:00

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	0	4
	B - B1115 (W)	6	0	3
	C - A1120 Church Road (N)	2	0	0

Heavy Vehicle Percentages

07:00 - 07:15

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	0	4
	B - B1115 (W)	6	0	3
	C - A1120 Church Road (N)	2	0	0

Heavy Vehicle Percentages

07:15 - 07:30

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	4	2
	B - B1115 (W)	6	0	0
	C - A1120 Church Road (N)	2	4	0

Heavy Vehicle Percentages

07:30 - 07:45

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	12	1
	B - B1115 (W)	0	0	0
	C - A1120 Church Road (N)	2	6	0

Heavy Vehicle Percentages

07:45 - 08:00

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	10	5
	B - B1115 (W)	3	0	2
	C - A1120 Church Road (N)	2	8	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	0	4
	B - B1115 (W)	4	0	2
	C - A1120 Church Road (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.43	12.78	0.7	B	38.77	232.60
B-A	0.59	27.77	1.4	D	37.38	224.30
C-AB	0.45	11.82	1.0	B	37.81	226.86
C-A					94.37	566.24
A-B					27.93	167.60
A-C					67.27	403.60

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29.90	29.90	144.00	0.208	29.63	0.0	0.3	8.122	A
B-A	33.80	33.80	109.14	0.310	33.33	0.0	0.5	12.564	B
C-AB	16.06	16.06	132.90	0.121	15.93	0.0	0.1	7.686	A
C-A	64.84	64.84			64.84				
A-B	31.00	31.00			31.00				
A-C	48.80	48.80			48.80				

07:00 - 07:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29.90	29.90	143.73	0.208	29.90	0.3	0.3	8.178	A
B-A	33.80	33.80	109.15	0.310	33.80	0.5	0.5	12.711	B
C-AB	16.06	16.06	132.90	0.121	16.06	0.1	0.1	7.702	A
C-A	64.84	64.84			64.84				
A-B	31.00	31.00			31.00				
A-C	48.80	48.80			48.80				

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28.00	28.00	138.21	0.203	28.01	0.3	0.3	8.347	A
B-A	33.00	33.00	97.21	0.339	32.94	0.5	0.5	14.887	B
C-AB	24.31	24.31	131.88	0.184	24.21	0.1	0.2	8.541	A
C-A	100.99	100.99			100.99				
A-B	26.90	26.90			26.90				
A-C	64.90	64.90			64.90				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48.00	48.00	136.92	0.351	47.73	0.3	0.5	10.061	B
B-A	38.00	38.00	80.47	0.472	37.63	0.5	0.9	21.944	C
C-AB	57.85	57.85	142.92	0.405	57.30	0.2	0.8	10.995	B
C-A	99.85	99.85			99.85				
A-B	29.30	29.30			29.30				
A-C	69.50	69.50			69.50				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43.50	43.50	125.06	0.348	43.49	0.5	0.5	11.087	B
B-A	37.90	37.90	70.66	0.536	37.71	0.9	1.1	27.090	D
C-AB	65.19	65.19	145.74	0.447	64.98	0.8	1.0	11.822	B
C-A	116.81	116.81			116.81				
A-B	24.00	24.00			24.00				
A-C	96.50	96.50			96.50				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53.30	53.30	124.88	0.427	53.10	0.5	0.7	12.783	B
B-A	47.80	47.80	80.40	0.595	47.48	1.1	1.4	27.771	D
C-AB	47.39	47.39	140.02	0.338	47.76	1.0	0.6	10.404	B
C-A	118.91	118.91			118.91				
A-B	25.40	25.40			25.40				
A-C	75.10	75.10			75.10				

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	17:45	19:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A1120 (S)		DIRECT	✓	100.000
B - B1115 (W)		DIRECT	✓	100.000
C - A1120 Church Road (N)		DIRECT	✓	100.000

Origin-Destination Data

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	40.80	77.80
	B - B1115 (W)	27.40	0.00	57.40
	C - A1120 Church Road (N)	65.40	48.00	0.00

18:00 - 18:15

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	24.00	105.40
	B - B1115 (W)	24.90	0.00	39.40
	C - A1120 Church Road (N)	66.00	37.90	0.00

18:15 - 18:30

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	25.40	87.00
	B - B1115 (W)	16.00	0.00	38.00
	C - A1120 Church Road (N)	80.30	26.00	0.00

18:30 - 18:45

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	20.00	69.00
	B - B1115 (W)	20.00	0.00	29.00
	C - A1120 Church Road (N)	53.50	27.40	0.00

18:45 - 19:00

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	21.90	74.00
	B - B1115 (W)	10.00	0.00	40.90
	C - A1120 Church Road (N)	57.00	30.80	0.00

19:00 - 19:15

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	21.90	74.00
	B - B1115 (W)	10.00	0.00	40.90
	C - A1120 Church Road (N)	57.00	30.80	0.00

Vehicle Mix

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	5	0
	B - B1115 (W)	0	0	0
	C - A1120 Church Road (N)	0	0	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	0	2
	B - B1115 (W)	4	0	0
	C - A1120 Church Road (N)	0	3	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	9	0
	B - B1115 (W)	0	0	0
	C - A1120 Church Road (N)	7	0	0

18:30 - 18:45

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	0	0
	B - B1115 (W)	0	0	0
	C - A1120 Church Road (N)	2	0	0

18:45 - 19:00

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	5	0
	B - B1115 (W)	0	0	3
	C - A1120 Church Road (N)	0	0	0

19:00 - 19:15

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	5	0
	B - B1115 (W)	0	0	3
	C - A1120 Church Road (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.39	9.98	0.6	A	40.93	245.60
B-A	0.34	16.38	0.5	C	18.05	108.30
C-AB	0.39	11.07	0.7	B	34.52	207.10
C-A					62.17	373.00
A-B					25.67	154.00
A-C					81.20	487.20

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57.40	57.40	146.32	0.392	56.77	0.0	0.6	9.983	A
B-A	27.40	27.40	81.37	0.337	26.91	0.0	0.5	16.385	C
C-AB	50.92	50.92	131.00	0.389	50.26	0.0	0.7	11.071	B
C-A	62.48	62.48			62.48				
A-B	40.80	40.80			40.80				
A-C	77.80	77.80			77.80				

18:00 - 18:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.40	39.40	139.11	0.283	39.63	0.6	0.4	9.069	A
B-A	24.90	24.90	81.71	0.305	24.94	0.5	0.5	16.045	C
C-AB	39.32	39.32	125.60	0.313	39.50	0.7	0.5	10.530	B
C-A	64.58	64.58			64.58				
A-B	24.00	24.00			24.00				
A-C	105.40	105.40			105.40				

18:15 - 18:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38.00	38.00	152.65	0.249	38.07	0.4	0.3	7.859	A
B-A	16.00	16.00	85.32	0.188	16.21	0.5	0.2	13.478	B
C-AB	26.51	26.51	127.22	0.208	26.72	0.5	0.3	9.152	A
C-A	79.79	79.79			79.79				
A-B	25.40	25.40			25.40				
A-C	87.00	87.00			87.00				

18:30 - 18:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29.00	29.00	152.23	0.191	29.10	0.3	0.2	7.313	A
B-A	20.00	20.00	97.19	0.206	19.99	0.2	0.3	11.655	B
C-AB	27.72	27.72	131.85	0.210	27.72	0.3	0.3	8.651	A
C-A	53.18	53.18			53.18				
A-B	20.00	20.00			20.00				
A-C	69.00	69.00			69.00				

18:45 - 19:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.90	40.90	164.06	0.249	40.81	0.2	0.3	7.378	A
B-A	10.00	10.00	87.68	0.114	10.13	0.3	0.1	11.623	B
C-AB	31.32	31.32	130.87	0.239	31.27	0.3	0.3	9.034	A
C-A	56.48	56.48			56.48				
A-B	21.90	21.90			21.90				
A-C	74.00	74.00			74.00				

19:00 - 19:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.90	40.90	164.19	0.249	40.89	0.3	0.3	7.481	A
B-A	10.00	10.00	87.61	0.114	10.00	0.1	0.1	11.596	B
C-AB	31.32	31.32	130.85	0.239	31.31	0.3	0.3	9.041	A
C-A	56.48	56.48			56.48				
A-B	21.90	21.90			21.90				
A-C	74.00	74.00			74.00				

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	06:45	08:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A1120 (S)		DIRECT	✓	100.000
B - B1115 (W)		DIRECT	✓	100.000
C - A1120 Church Road (N)		DIRECT	✓	100.000

Origin-Destination Data

06:45 - 07:00

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	32.04	50.44
	B - B1115 (W)	34.94	0.00	30.91
	C - A1120 Church Road (N)	67.08	16.54	0.00

07:00 - 07:15

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	32.04	50.44
	B - B1115 (W)	34.94	0.00	30.91
	C - A1120 Church Road (N)	67.08	16.54	0.00

07:15 - 07:30

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	27.80	67.08
	B - B1115 (W)	34.11	0.00	28.94
	C - A1120 Church Road (N)	104.81	24.70	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	30.29	71.84
	B - B1115 (W)	39.28	0.00	49.61
	C - A1120 Church Road (N)	109.36	53.65	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	24.81	99.75
	B - B1115 (W)	39.17	0.00	44.96
	C - A1120 Church Road (N)	131.06	57.06	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	26.25	77.63
	B - B1115 (W)	49.41	0.00	55.09
	C - A1120 Church Road (N)	127.45	44.45	0.00

Vehicle Mix

06:45 - 07:00

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	0	4
	B - B1115 (W)	6	0	3
	C - A1120 Church Road (N)	2	0	0

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	0	4
	B - B1115 (W)	6	0	3
	C - A1120 Church Road (N)	2	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	4	2
	B - B1115 (W)	6	0	0
	C - A1120 Church Road (N)	2	4	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	12	1
	B - B1115 (W)	0	0	0
	C - A1120 Church Road (N)	2	6	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	10	5
	B - B1115 (W)	3	0	2
	C - A1120 Church Road (N)	2	8	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	0	4
	B - B1115 (W)	4	0	2
	C - A1120 Church Road (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.46	13.90	0.8	B	40.07	240.42
B-A	0.63	31.08	1.6	D	38.64	231.84
C-AB	0.47	12.05	1.1	B	39.56	237.38
C-A					97.07	582.39
A-B					28.87	173.24
A-C					69.53	417.17

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.91	30.91	142.91	0.216	30.62	0.0	0.3	8.271	A
B-A	34.94	34.94	108.06	0.323	34.44	0.0	0.5	12.929	B
C-AB	16.61	16.61	132.35	0.126	16.47	0.0	0.1	7.757	A
C-A	67.01	67.01			67.01				
A-B	32.04	32.04			32.04				
A-C	50.44	50.44			50.44				

07:00 - 07:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.91	30.91	142.62	0.217	30.90	0.3	0.3	8.333	A
B-A	34.94	34.94	108.07	0.323	34.93	0.5	0.5	13.096	B
C-AB	16.61	16.61	132.35	0.126	16.61	0.1	0.1	7.776	A
C-A	67.01	67.01			67.01				
A-B	32.04	32.04			32.04				
A-C	50.44	50.44			50.44				

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28.94	28.94	136.84	0.212	28.95	0.3	0.3	8.527	A
B-A	34.11	34.11	95.71	0.356	34.04	0.5	0.6	15.512	C
C-AB	25.18	25.18	131.45	0.192	25.08	0.1	0.2	8.636	A
C-A	104.34	104.34			104.34				
A-B	27.80	27.80			27.80				
A-C	67.08	67.08			67.08				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49.61	49.61	134.57	0.369	49.32	0.3	0.6	10.520	B
B-A	39.28	39.28	78.57	0.500	38.85	0.6	1.0	23.675	C
C-AB	60.60	60.60	144.02	0.421	60.01	0.2	0.8	11.198	B
C-A	102.40	102.40			102.40				
A-B	30.29	30.29			30.29				
A-C	71.84	71.84			71.84				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44.96	44.96	121.44	0.370	44.95	0.6	0.6	11.813	B
B-A	39.17	39.17	68.37	0.573	38.92	1.0	1.3	30.160	D
C-AB	68.79	68.79	147.70	0.466	68.55	0.8	1.1	12.055	B
C-A	119.33	119.33			119.33				
A-B	24.81	24.81			24.81				
A-C	99.75	99.75			99.75				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55.09	55.09	120.84	0.456	54.85	0.6	0.8	13.904	B
B-A	49.41	49.41	78.30	0.631	49.04	1.3	1.6	31.078	D
C-AB	49.59	49.59	140.82	0.352	50.01	1.1	0.7	10.582	B
C-A	122.31	122.31			122.31				
A-B	26.25	26.25			26.25				
A-C	77.63	77.63			77.63				

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	17:45	19:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A1120 (S)		DIRECT	✓	100.000
B - B1115 (W)		DIRECT	✓	100.000
C - A1120 Church Road (N)		DIRECT	✓	100.000

Origin-Destination Data

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	42.22	80.51
	B - B1115 (W)	28.35	0.00	59.40
	C - A1120 Church Road (N)	67.68	49.67	0.00

18:00 - 18:15

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	24.84	109.07
	B - B1115 (W)	25.77	0.00	40.77
	C - A1120 Church Road (N)	68.30	39.22	0.00

18:15 - 18:30

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	26.28	90.03
	B - B1115 (W)	16.56	0.00	39.32
	C - A1120 Church Road (N)	83.10	26.91	0.00

18:30 - 18:45

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	20.70	71.40
	B - B1115 (W)	20.70	0.00	30.01
	C - A1120 Church Road (N)	55.36	28.35	0.00

18:45 - 19:00

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	22.66	76.58
	B - B1115 (W)	10.35	0.00	42.32
	C - A1120 Church Road (N)	58.99	31.87	0.00

19:00 - 19:15

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	22.66	76.58
	B - B1115 (W)	10.35	0.00	42.32
	C - A1120 Church Road (N)	58.99	31.87	0.00

Vehicle Mix

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	5	0
	B - B1115 (W)	0	0	0
	C - A1120 Church Road (N)	0	0	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	0	2
	B - B1115 (W)	4	0	0
	C - A1120 Church Road (N)	0	3	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	9	0
	B - B1115 (W)	0	0	0
	C - A1120 Church Road (N)	7	0	0

18:30 - 18:45

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	0	0
	B - B1115 (W)	0	0	0
	C - A1120 Church Road (N)	2	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	5	0
	B - B1115 (W)	0	0	3
	C - A1120 Church Road (N)	0	0	0

Heavy Vehicle Percentages

19:00 - 19:15

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	5	0
	B - B1115 (W)	0	0	3
	C - A1120 Church Road (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.41	10.40	0.7	B	42.36	254.16
B-A	0.36	17.21	0.5	C	18.68	112.07
C-AB	0.41	11.35	0.7	B	35.88	215.26
C-A					64.18	385.05
A-B					26.56	159.37
A-C					84.03	504.17

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59.40	59.40	144.59	0.411	58.72	0.0	0.7	10.400	B
B-A	28.35	28.35	79.60	0.356	27.82	0.0	0.5	17.210	C
C-AB	53.14	53.14	131.10	0.405	52.43	0.0	0.7	11.355	B
C-A	64.21	64.21			64.21				
A-B	42.22	42.22			42.22				
A-C	80.51	80.51			80.51				

18:00 - 18:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.77	40.77	137.32	0.297	41.03	0.7	0.4	9.370	A
B-A	25.77	25.77	79.91	0.322	25.81	0.5	0.5	16.827	C
C-AB	40.91	40.91	125.21	0.327	41.10	0.7	0.5	10.777	B
C-A	66.61	66.61			66.61				
A-B	24.84	24.84			24.84				
A-C	109.07	109.07			109.07				

18:15 - 18:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.32	39.32	151.28	0.260	39.40	0.4	0.4	8.049	A
B-A	16.56	16.56	83.81	0.198	16.79	0.5	0.3	13.909	B
C-AB	27.51	27.51	126.63	0.217	27.74	0.5	0.3	9.302	A
C-A	82.49	82.49			82.49				
A-B	26.28	26.28			26.28				
A-C	90.03	90.03			90.03				

18:30 - 18:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.01	30.01	151.11	0.199	30.12	0.4	0.3	7.446	A
B-A	20.70	20.70	95.92	0.216	20.68	0.3	0.3	11.959	B
C-AB	28.73	28.73	131.35	0.219	28.73	0.3	0.3	8.782	A
C-A	54.99	54.99			54.99				
A-B	20.70	20.70			20.70				
A-C	71.40	71.40			71.40				

18:45 - 19:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.32	42.32	162.98	0.260	42.22	0.3	0.4	7.522	A
B-A	10.35	10.35	86.39	0.120	10.48	0.3	0.1	11.876	B
C-AB	32.48	32.48	130.39	0.249	32.44	0.3	0.3	9.186	A
C-A	58.38	58.38			58.38				
A-B	22.66	22.66			22.66				
A-C	76.58	76.58			76.58				

19:00 - 19:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.32	42.32	163.12	0.259	42.32	0.4	0.4	7.636	A
B-A	10.35	10.35	86.32	0.120	10.35	0.1	0.1	11.848	B
C-AB	32.48	32.48	130.38	0.249	32.48	0.3	0.3	9.195	A
C-A	58.38	58.38			58.38				
A-B	22.66	22.66			22.66				
A-C	76.58	76.58			76.58				

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	06:45	08:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A1120 (S)		DIRECT	✓	100.000
B - B1115 (W)		DIRECT	✓	100.000
C - A1120 Church Road (N)		DIRECT	✓	100.000

Origin-Destination Data

06:45 - 07:00

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	32.04	50.44
	B - B1115 (W)	34.94	0.00	30.91
	C - A1120 Church Road (N)	67.08	16.54	0.00

07:00 - 07:15

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	32.04	50.44
	B - B1115 (W)	34.94	0.00	30.91
	C - A1120 Church Road (N)	67.08	16.54	0.00

07:15 - 07:30

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	27.80	67.08
	B - B1115 (W)	34.11	0.00	28.94
	C - A1120 Church Road (N)	104.81	24.70	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	30.29	71.84
	B - B1115 (W)	39.28	0.00	49.61
	C - A1120 Church Road (N)	109.36	53.65	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	24.81	99.75
	B - B1115 (W)	39.17	0.00	44.96
	C - A1120 Church Road (N)	131.06	57.06	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	26.25	77.63
	B - B1115 (W)	49.41	0.00	55.09
	C - A1120 Church Road (N)	127.45	44.45	0.00

Vehicle Mix

06:45 - 07:00

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	0	4
	B - B1115 (W)	6	0	3
	C - A1120 Church Road (N)	2	0	0

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	0	4
	B - B1115 (W)	6	0	3
	C - A1120 Church Road (N)	2	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	4	2
	B - B1115 (W)	6	0	0
	C - A1120 Church Road (N)	2	4	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	12	1
	B - B1115 (W)	0	0	0
	C - A1120 Church Road (N)	2	6	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	10	5
	B - B1115 (W)	3	0	2
	C - A1120 Church Road (N)	2	8	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	0	4
	B - B1115 (W)	4	0	2
	C - A1120 Church Road (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.46	13.87	0.8	B	40.07	240.42
B-A	0.63	31.15	1.6	D	38.64	231.84
C-AB	0.47	12.04	1.1	B	39.55	237.28
C-A					97.08	582.49
A-B					28.87	173.24
A-C					69.53	417.17

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.91	30.91	142.92	0.216	30.62	0.0	0.3	8.243	A
B-A	34.94	34.94	108.06	0.323	34.44	0.0	0.5	12.874	B
C-AB	16.61	16.61	132.35	0.126	16.47	0.0	0.1	7.757	A
C-A	67.01	67.01			67.01				
A-B	32.04	32.04			32.04				
A-C	50.44	50.44			50.44				

07:00 - 07:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.91	30.91	142.63	0.217	30.90	0.3	0.3	8.305	A
B-A	34.94	34.94	108.07	0.323	34.93	0.5	0.5	13.040	B
C-AB	16.61	16.61	132.35	0.126	16.61	0.1	0.1	7.776	A
C-A	67.01	67.01			67.01				
A-B	32.04	32.04			32.04				
A-C	50.44	50.44			50.44				

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28.94	28.94	136.84	0.212	28.95	0.3	0.3	8.510	A
B-A	34.11	34.11	95.71	0.356	34.04	0.5	0.6	15.446	C
C-AB	25.18	25.18	131.44	0.192	25.08	0.1	0.2	8.626	A
C-A	104.34	104.34			104.34				
A-B	27.80	27.80			27.80				
A-C	67.08	67.08			67.08				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49.61	49.61	134.57	0.369	49.32	0.3	0.6	10.520	B
B-A	39.28	39.28	78.57	0.500	38.85	0.6	1.0	23.587	C
C-AB	60.57	60.57	143.94	0.421	59.98	0.2	0.8	11.182	B
C-A	102.43	102.43			102.43				
A-B	30.29	30.29			30.29				
A-C	71.84	71.84			71.84				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44.96	44.96	121.45	0.370	44.95	0.6	0.6	11.808	B
B-A	39.17	39.17	68.37	0.573	38.92	1.0	1.3	30.150	D
C-AB	68.76	68.76	147.62	0.466	68.52	0.8	1.1	12.044	B
C-A	119.36	119.36			119.36				
A-B	24.81	24.81			24.81				
A-C	99.75	99.75			99.75				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55.09	55.09	120.86	0.456	54.85	0.6	0.8	13.869	B
B-A	49.41	49.41	78.30	0.631	49.03	1.3	1.6	31.147	D
C-AB	49.55	49.55	140.75	0.352	49.97	1.1	0.7	10.571	B
C-A	122.34	122.34			122.34				
A-B	26.25	26.25			26.25				
A-C	77.63	77.63			77.63				

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	17:45	19:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A1120 (S)		DIRECT	✓	100.000
B - B1115 (W)		DIRECT	✓	100.000
C - A1120 Church Road (N)		DIRECT	✓	100.000

Origin-Destination Data

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	42.22	80.51
	B - B1115 (W)	28.35	0.00	59.40
	C - A1120 Church Road (N)	67.68	49.67	0.00

18:00 - 18:15

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	24.84	109.07
	B - B1115 (W)	25.77	0.00	40.77
	C - A1120 Church Road (N)	68.30	39.22	0.00

18:15 - 18:30

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	26.28	90.03
	B - B1115 (W)	16.56	0.00	39.32
	C - A1120 Church Road (N)	83.10	26.91	0.00

18:30 - 18:45

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	20.70	71.40
	B - B1115 (W)	20.70	0.00	30.01
	C - A1120 Church Road (N)	55.36	28.35	0.00

18:45 - 19:00

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	22.66	76.58
	B - B1115 (W)	10.35	0.00	42.32
	C - A1120 Church Road (N)	58.99	31.87	0.00

19:00 - 19:15

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	22.66	76.58
	B - B1115 (W)	10.35	0.00	42.32
	C - A1120 Church Road (N)	58.99	31.87	0.00

Vehicle Mix

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	5	0
	B - B1115 (W)	0	0	0
	C - A1120 Church Road (N)	0	0	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	0	2
	B - B1115 (W)	4	0	0
	C - A1120 Church Road (N)	0	3	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	9	0
	B - B1115 (W)	0	0	0
	C - A1120 Church Road (N)	7	0	0

18:30 - 18:45

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	0	0
	B - B1115 (W)	0	0	0
	C - A1120 Church Road (N)	2	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	5	0
	B - B1115 (W)	0	0	3
	C - A1120 Church Road (N)	0	0	0

Heavy Vehicle Percentages

19:00 - 19:15

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	5	0
	B - B1115 (W)	0	0	3
	C - A1120 Church Road (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.41	10.40	0.7	B	42.36	254.16
B-A	0.36	17.21	0.5	C	18.68	112.07
C-AB	0.41	11.35	0.7	B	35.88	215.26
C-A					64.18	385.05
A-B					26.56	159.37
A-C					84.03	504.17

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59.40	59.40	144.59	0.411	58.72	0.0	0.7	10.400	B
B-A	28.35	28.35	79.60	0.356	27.82	0.0	0.5	17.210	C
C-AB	53.14	53.14	131.10	0.405	52.43	0.0	0.7	11.355	B
C-A	64.21	64.21			64.21				
A-B	42.22	42.22			42.22				
A-C	80.51	80.51			80.51				

18:00 - 18:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.77	40.77	137.32	0.297	41.03	0.7	0.4	9.370	A
B-A	25.77	25.77	79.91	0.322	25.81	0.5	0.5	16.813	C
C-AB	40.92	40.92	125.21	0.327	41.11	0.7	0.5	10.776	B
C-A	66.60	66.60			66.60				
A-B	24.84	24.84			24.84				
A-C	109.07	109.07			109.07				

18:15 - 18:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.32	39.32	151.28	0.260	39.40	0.4	0.4	8.049	A
B-A	16.56	16.56	83.81	0.198	16.79	0.5	0.3	13.875	B
C-AB	27.51	27.51	126.62	0.217	27.73	0.5	0.3	9.293	A
C-A	82.50	82.50			82.50				
A-B	26.28	26.28			26.28				
A-C	90.03	90.03			90.03				

18:30 - 18:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.01	30.01	151.11	0.199	30.12	0.4	0.3	7.443	A
B-A	20.70	20.70	95.92	0.216	20.68	0.3	0.3	11.959	B
C-AB	28.73	28.73	131.35	0.219	28.73	0.3	0.3	8.780	A
C-A	54.99	54.99			54.99				
A-B	20.70	20.70			20.70				
A-C	71.40	71.40			71.40				

18:45 - 19:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.32	42.32	162.98	0.260	42.22	0.3	0.4	7.550	A
B-A	10.35	10.35	86.39	0.120	10.48	0.3	0.1	11.876	B
C-AB	32.48	32.48	130.39	0.249	32.44	0.3	0.3	9.186	A
C-A	58.38	58.38			58.38				
A-B	22.66	22.66			22.66				
A-C	76.58	76.58			76.58				

19:00 - 19:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.32	42.32	163.12	0.259	42.32	0.4	0.4	7.673	A
B-A	10.35	10.35	86.32	0.120	10.35	0.1	0.1	11.849	B
C-AB	32.48	32.48	130.38	0.249	32.48	0.3	0.3	9.195	A
C-A	58.38	58.38			58.38				
A-B	22.66	22.66			22.66				
A-C	76.58	76.58			76.58				

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	06:45	08:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A1120 (S)		DIRECT	✓	100.000
B - B1115 (W)		DIRECT	✓	100.000
C - A1120 Church Road (N)		DIRECT	✓	100.000

Origin-Destination Data

06:45 - 07:00

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	32.04	50.44
	B - B1115 (W)	34.94	0.00	30.91
	C - A1120 Church Road (N)	67.08	16.54	0.00

07:00 - 07:15

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	32.00	62.00
	B - B1115 (W)	35.00	0.00	31.00
	C - A1120 Church Road (N)	79.00	17.00	0.00

07:15 - 07:30

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	27.80	79.12
	B - B1115 (W)	34.11	0.00	28.94
	C - A1120 Church Road (N)	116.85	24.70	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	30.29	83.87
	B - B1115 (W)	39.28	0.00	49.61
	C - A1120 Church Road (N)	121.39	53.65	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	24.81	111.78
	B - B1115 (W)	39.17	0.00	44.96
	C - A1120 Church Road (N)	143.10	57.06	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	26.25	91.16
	B - B1115 (W)	49.41	0.00	55.09
	C - A1120 Church Road (N)	139.48	44.45	0.00

Vehicle Mix

06:45 - 07:00

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	0	4
	B - B1115 (W)	6	0	3
	C - A1120 Church Road (N)	2	0	0

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	0	12
	B - B1115 (W)	6	0	3
	C - A1120 Church Road (N)	7	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	4	7
	B - B1115 (W)	6	0	0
	C - A1120 Church Road (N)	6	4	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	12	7
	B - B1115 (W)	0	0	0
	C - A1120 Church Road (N)	6	6	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	10	9
	B - B1115 (W)	3	0	2
	C - A1120 Church Road (N)	5	8	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	0	9
	B - B1115 (W)	4	0	2
	C - A1120 Church Road (N)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.49	15.74	0.9	C	40.09	240.52
B-A	0.68	37.67	2.0	E	38.65	231.91
C-AB	0.48	12.27	1.2	B	40.36	242.15
C-A					106.36	638.14
A-B					28.87	173.19
A-C					79.73	478.37

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.91	30.91	142.92	0.216	30.62	0.0	0.3	8.243	A
B-A	34.94	34.94	108.06	0.323	34.44	0.0	0.5	12.874	B
C-AB	16.61	16.61	132.35	0.126	16.47	0.0	0.1	7.757	A
C-A	67.01	67.01			67.01				
A-B	32.04	32.04			32.04				
A-C	50.44	50.44			50.44				

07:00 - 07:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31.00	31.00	139.15	0.223	30.99	0.3	0.3	8.578	A
B-A	35.00	35.00	103.02	0.340	34.96	0.5	0.5	14.004	B
C-AB	17.10	17.10	129.87	0.132	17.09	0.1	0.2	7.982	A
C-A	78.90	78.90			78.90				
A-B	32.00	32.00			32.00				
A-C	62.00	62.00			62.00				

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28.94	28.94	133.07	0.217	28.95	0.3	0.3	8.818	A
B-A	34.11	34.11	90.68	0.376	34.02	0.5	0.6	16.807	C
C-AB	25.27	25.27	129.08	0.196	25.17	0.2	0.3	8.832	A
C-A	116.28	116.28			116.28				
A-B	27.80	27.80			27.80				
A-C	79.12	79.12			79.12				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49.61	49.61	129.55	0.383	49.29	0.3	0.6	11.168	B
B-A	39.28	39.28	73.73	0.533	38.76	0.6	1.1	26.777	D
C-AB	61.89	61.89	143.75	0.431	61.25	0.3	0.9	11.406	B
C-A	113.15	113.15			113.15				
A-B	30.29	30.29			30.29				
A-C	83.87	83.87			83.87				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	44.96	44.96	114.82	0.392	44.94	0.6	0.6	12.913	B
B-A	39.17	39.17	63.46	0.617	38.83	1.1	1.5	35.725	E
C-AB	70.78	70.78	148.50	0.477	70.52	0.9	1.2	12.272	B
C-A	129.37	129.37			129.37				
A-B	24.81	24.81			24.81				
A-C	111.78	111.78			111.78				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55.09	55.09	112.87	0.488	54.79	0.6	0.9	15.738	C
B-A	49.41	49.41	72.88	0.678	48.93	1.5	2.0	37.672	E
C-AB	50.50	50.50	140.00	0.361	50.95	1.2	0.7	10.842	B
C-A	133.43	133.43			133.43				
A-B	26.25	26.25			26.25				
A-C	91.16	91.16			91.16				

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	17:45	19:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A1120 (S)		DIRECT	✓	100.000
B - B1115 (W)		DIRECT	✓	100.000
C - A1120 Church Road (N)		DIRECT	✓	100.000

Origin-Destination Data

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	42.22	92.55
	B - B1115 (W)	28.35	0.00	59.40
	C - A1120 Church Road (N)	79.71	49.67	0.00

18:00 - 18:15

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	24.84	121.11
	B - B1115 (W)	25.77	0.00	40.77
	C - A1120 Church Road (N)	80.33	39.22	0.00

18:15 - 18:30

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	26.28	102.07
	B - B1115 (W)	16.56	0.00	39.32
	C - A1120 Church Road (N)	95.13	26.91	0.00

18:30 - 18:45

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	20.70	83.44
	B - B1115 (W)	20.70	0.00	30.01
	C - A1120 Church Road (N)	67.40	28.35	0.00

18:45 - 19:00

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	22.66	88.61
	B - B1115 (W)	10.35	0.00	42.32
	C - A1120 Church Road (N)	71.02	31.87	0.00

19:00 - 19:15

Demand (PCU/TS)

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0.00	22.66	76.58
	B - B1115 (W)	10.35	0.00	42.32
	C - A1120 Church Road (N)	58.99	31.87	0.00

Vehicle Mix

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	5	5
	B - B1115 (W)	0	0	0
	C - A1120 Church Road (N)	6	0	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	0	6
	B - B1115 (W)	4	0	0
	C - A1120 Church Road (N)	6	3	0

18:15 - 18:30

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	9	4
	B - B1115 (W)	0	0	0
	C - A1120 Church Road (N)	12	0	0

18:30 - 18:45

Heavy Vehicle Percentages

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	0	5
	B - B1115 (W)	0	0	0
	C - A1120 Church Road (N)	9	0	0

Heavy Vehicle Percentages

18:45 - 19:00

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	5	5
	B - B1115 (W)	0	0	3
	C - A1120 Church Road (N)	7	0	0

Heavy Vehicle Percentages

19:00 - 19:15

		To		
		A - A1120 (S)	B - B1115 (W)	C - A1120 Church Road (N)
From	A - A1120 (S)	0	5	0
	B - B1115 (W)	0	0	3
	C - A1120 Church Road (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.42	10.91	0.7	B	42.36	254.16
B-A	0.38	18.85	0.6	C	18.68	112.07
C-AB	0.41	11.64	0.7	B	36.18	217.08
C-A					73.90	443.40
A-B					26.56	159.37
A-C					94.06	564.35

Main Results for each time segment

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59.40	59.40	140.48	0.423	58.68	0.0	0.7	10.910	B
B-A	28.35	28.35	74.96	0.378	27.77	0.0	0.6	18.850	C
C-AB	54.08	54.08	130.40	0.415	53.33	0.0	0.7	11.638	B
C-A	75.31	75.31			75.31				
A-B	42.22	42.22			42.22				
A-C	92.55	92.55			92.55				

18:00 - 18:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.77	40.77	133.36	0.306	41.04	0.7	0.4	9.777	A
B-A	25.77	25.77	75.19	0.343	25.82	0.6	0.5	18.413	C
C-AB	41.37	41.37	123.82	0.334	41.58	0.7	0.5	11.065	B
C-A	78.18	78.18			78.18				
A-B	24.84	24.84			24.84				
A-C	121.11	121.11			121.11				

18:15 - 18:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.32	39.32	147.50	0.267	39.40	0.4	0.4	8.332	A
B-A	16.56	16.56	79.26	0.209	16.82	0.5	0.3	14.909	B
C-AB	27.65	27.65	124.52	0.222	27.89	0.5	0.3	9.535	A
C-A	94.39	94.39			94.39				
A-B	26.28	26.28			26.28				
A-C	102.07	102.07			102.07				

18:30 - 18:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.01	30.01	147.49	0.203	30.12	0.4	0.3	7.677	A
B-A	20.70	20.70	91.18	0.227	20.68	0.3	0.3	12.762	B
C-AB	28.84	28.84	129.08	0.223	28.85	0.3	0.3	9.001	A
C-A	66.91	66.91			66.91				
A-B	20.70	20.70			20.70				
A-C	83.44	83.44			83.44				

18:45 - 19:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.32	42.32	159.26	0.266	42.22	0.3	0.4	7.783	A
B-A	10.35	10.35	81.97	0.126	10.49	0.3	0.1	12.614	B
C-AB	32.66	32.66	128.26	0.255	32.61	0.3	0.3	9.420	A
C-A	70.23	70.23			70.23				
A-B	22.66	22.66			22.66				
A-C	88.61	88.61			88.61				

19:00 - 19:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.32	42.32	163.11	0.259	42.33	0.4	0.4	7.673	A
B-A	10.35	10.35	86.32	0.120	10.36	0.1	0.1	11.849	B
C-AB	32.48	32.48	130.47	0.249	32.49	0.3	0.3	9.197	A
C-A	58.38	58.38			58.38				
A-B	22.66	22.66			22.66				
A-C	76.58	76.58			76.58				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 23 (four_arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 21/03/2025 12:06:55

»2024, AM
»2024, PM
»2024, PM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Stream B-ACD	D1	0.2	10.38	0.20	B	2.52	A	D2	0.4	12.01	0.28	B	2.28	A
Stream A-BCD		0.0	4.52	0.03	A				0.1	5.05	0.05	A		
Stream D-AB		0.0	13.59	0.05	B				0.0	13.67	0.04	B		
Stream D-BC		0.6	25.67	0.36	D				0.3	16.67	0.24	C		
Stream C-ABD		0.7	5.39	0.21	A				0.6	5.16	0.22	A		
	FB WD													
Stream B-ACD	D3	0.3	10.80	0.21	B	2.71	A	D4	0.4	12.56	0.30	B	2.39	A
Stream A-BCD		0.0	4.48	0.03	A				0.1	4.99	0.06	A		
Stream D-AB		0.1	14.33	0.05	B				0.0	14.19	0.04	B		
Stream D-BC		0.6	28.34	0.39	D				0.4	17.60	0.26	C		
Stream C-ABD		0.9	5.37	0.22	A				0.7	5.19	0.24	A		
	FB+CD WD													
Stream B-ACD	D5	0.3	11.35	0.21	B	2.85	A	D6	0.4	13.39	0.31	B	2.41	A
Stream A-BCD		0.0	4.44	0.04	A				0.1	4.77	0.06	A		
Stream D-AB		0.1	15.61	0.05	C				0.0	15.00	0.04	B		
Stream D-BC		0.7	32.47	0.42	D				0.4	18.84	0.28	C		
Stream C-ABD		1.0	5.15	0.24	A				0.7	5.20	0.25	A		
	FB+CD+N2T WD													
Stream B-ACD	D7	0.3	12.12	0.22	B	3.07	A	D8	0.5	14.34	0.33	B	2.46	A
Stream A-BCD		0.1	4.40	0.04	A				0.1	4.69	0.06	A		
Stream D-AB		0.1	17.25	0.06	C				0.0	16.06	0.05	C		
Stream D-BC		0.9	38.12	0.46	E				0.4	20.53	0.29	C		
Stream C-ABD		1.2	5.11	0.26	A				0.8	5.24	0.26	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

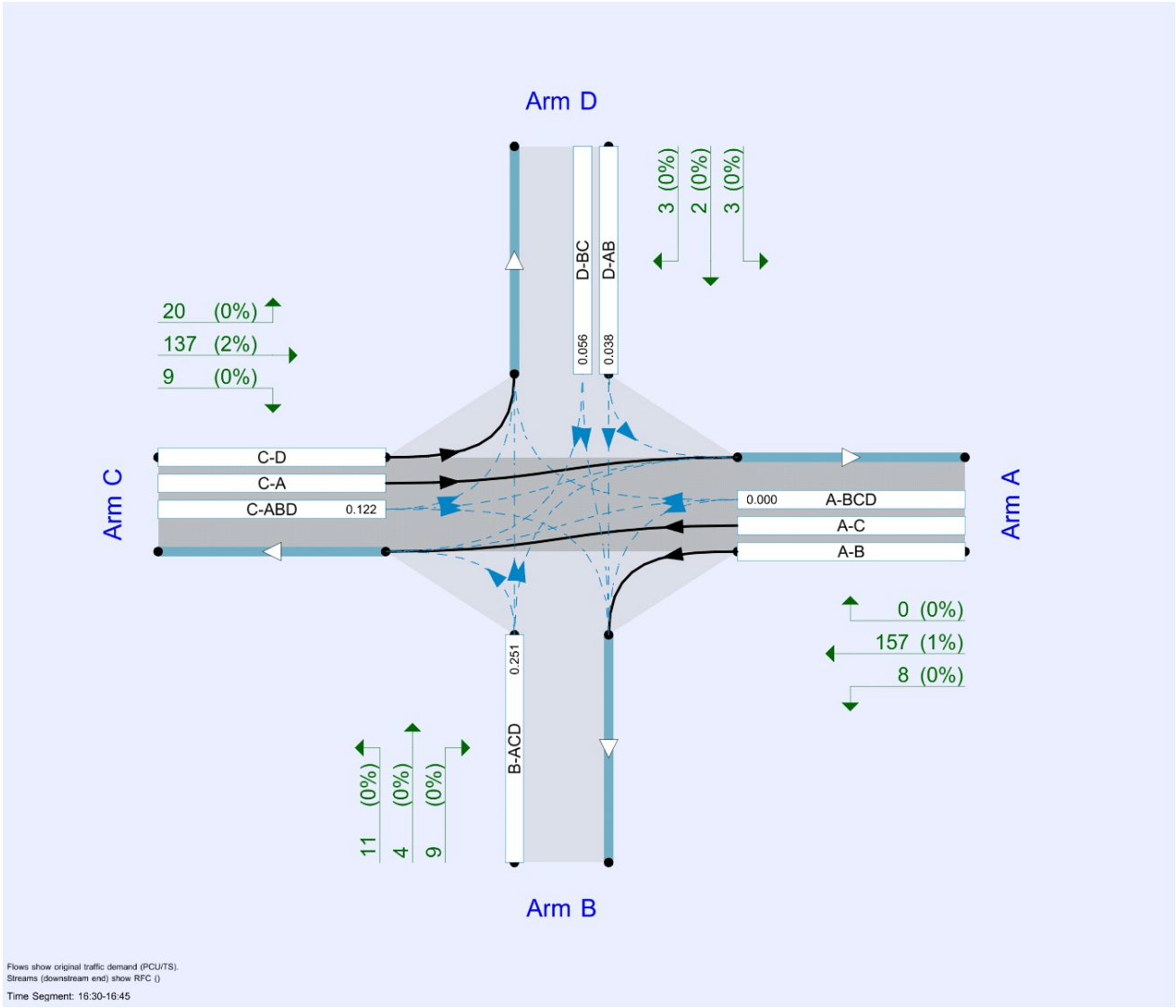
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A1120 Church Road (NE)		Major
B	Fuel Station (SE)		Minor
C	A1120 Church Road (SW)		Major
D	Thorney Green (NW)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.92			86.4	✓	0.00
C	6.92			82.2	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00								29	17
D	One lane plus flare		10.00	4.76	2.59	2.56	2.56	✓	1.00	122	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	155.998	-	-	-	-	-	-	0.232	0.332	0.232	-	-	-
B-A	148.581	0.104	0.263	0.263	-	-	-	0.165	0.375	-	0.263	0.263	0.131
B-C	190.375	0.112	0.283	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	148.581	0.104	0.263	0.263	-	-	-	0.165	0.375	0.165	-	-	-
B-D, offside lane	148.581	0.104	0.263	0.263	-	-	-	0.165	0.375	0.165	-	-	-
C-B	155.389	0.231	0.231	0.330	-	-	-	-	-	-	-	-	-
D-A	158.282	-	-	-	-	-	-	0.235	-	0.093	-	-	-
D-B, nearside lane	130.966	0.146	0.146	0.331	-	-	-	0.232	0.232	0.092	-	-	-
D-B, offside lane	140.388	0.156	0.156	0.355	-	-	-	0.248	0.248	0.098	-	-	-
D-C	140.388	-	0.156	0.355	0.124	0.248	0.248	0.248	0.248	0.098	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.00	147.50	1.00
	B	5.00	0.00	15.00	3.00
	C	119.20	8.00	0.00	8.00
	D	0.00	2.00	20.50	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.00	141.20	1.00
	B	4.00	0.00	10.00	1.00
	C	102.90	11.00	0.00	8.00
	D	2.00	1.00	16.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	7.00	146.10	1.00
	B	2.00	0.00	14.00	3.00
	C	123.60	7.00	0.00	14.00
	D	4.00	2.00	13.50	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.00	148.10	1.00
	B	6.00	0.00	12.00	0.00
	C	210.10	12.00	0.00	18.90
	D	2.00	0.00	20.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To			
		A	B	C	D
From	A	0.00	6.00	202.00	2.00
	B	2.00	0.00	8.00	0.00
	C	136.60	4.00	0.00	14.00
	D	1.00	3.00	23.40	0.00

Demand (PCU/TS)

09:00 - 09:15

		To			
		A	B	C	D
From	A	0.00	11.00	95.60	3.00
	B	3.00	0.00	14.00	1.00
	C	76.00	7.90	0.00	8.00
	D	2.00	1.00	19.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	5	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	8	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	2	0	0	6
	D	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	10	0

Heavy Vehicle Percentages

09:00 - 09:15

From \ To	A	B	C	D
A	0	0	4	0
B	0	0	0	0
C	0	14	0	0
D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.20	10.38	0.2	B	17.17	103.00
A-BCD	0.03	4.52	0.0	A	4.44	26.67
A-B					7.85	47.08
A-C					143.96	863.75
D-AB	0.05	13.59	0.0	B	2.78	16.65
D-BC	0.36	25.67	0.6	D	19.29	115.75
C-ABD	0.21	5.39	0.7	A	24.93	149.60
C-D					10.44	62.65
C-A					112.83	676.96

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	23.00	23.00	116.56	0.197	22.76	0.0	0.2	9.569	A
A-BCD	2.92	2.92	236.54	0.012	2.90	0.0	0.0	3.936	A
A-B	7.90	7.90			7.90				
A-C	145.68	145.68			145.68				
D-AB	1.26	1.26	71.32	0.018	1.24	0.0	0.0	12.840	B
D-BC	21.24	21.24	79.69	0.267	20.87	0.0	0.4	15.980	C
C-ABD	19.91	19.91	212.64	0.094	19.72	0.0	0.2	4.755	A
C-D	7.25	7.25			7.25				
C-A	108.04	108.04			108.04				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	15.00	15.00	120.34	0.125	15.10	0.2	0.1	8.559	A
A-BCD	2.77	2.77	233.81	0.012	2.77	0.0	0.0	3.957	A
A-B	7.90	7.90			7.90				
A-C	139.52	139.52			139.52				
D-AB	2.60	2.60	111.41	0.023	2.59	0.0	0.0	8.270	A
D-BC	16.40	16.40	85.12	0.193	16.53	0.4	0.3	13.599	B
C-ABD	24.53	24.53	201.83	0.122	24.43	0.2	0.3	5.192	A
C-D	7.02	7.02			7.02				
C-A	90.35	90.35			90.35				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	19.00	19.00	122.97	0.155	18.96	0.1	0.2	8.651	A
A-BCD	2.92	2.92	233.38	0.013	2.92	0.0	0.0	3.931	A
A-B	6.91	6.91			6.91				
A-C	144.27	144.27			144.27				
D-AB	5.18	5.18	110.76	0.047	5.15	0.0	0.0	8.520	A
D-BC	14.32	14.32	77.46	0.185	14.34	0.3	0.2	14.635	B
C-ABD	18.82	18.82	220.79	0.085	18.94	0.3	0.2	4.565	A
C-D	12.80	12.80			12.80				
C-A	112.99	112.99			112.99				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	18.00	18.00	104.67	0.172	17.98	0.2	0.2	10.377	B
A-BCD	3.43	3.43	220.65	0.016	3.43	0.0	0.0	4.202	A
A-B	7.88	7.88			7.88				
A-C	145.79	145.79			145.79				
D-AB	2.00	2.00	92.63	0.022	2.03	0.0	0.0	9.937	A
D-BC	20.00	20.00	56.10	0.357	19.68	0.2	0.6	25.666	D
C-ABD	59.31	59.31	287.50	0.206	58.74	0.2	0.7	4.021	A
C-D	15.00	15.00			15.00				
C-A	166.70	166.70			166.70				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10.00	10.00	109.99	0.091	10.10	0.2	0.1	9.020	A
A-BCD	8.49	8.49	272.29	0.031	8.47	0.0	0.0	3.470	A
A-B	5.81	5.81			5.81				
A-C	195.70	195.70			195.70				
D-AB	3.02	3.02	69.18	0.044	3.00	0.0	0.0	13.594	B
D-BC	24.38	24.38	69.08	0.353	24.36	0.6	0.6	20.698	C
C-ABD	12.83	12.83	222.00	0.058	13.47	0.7	0.1	4.426	A
C-D	13.18	13.18			13.18				
C-A	128.59	128.59			128.59				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	18.00	18.00	143.80	0.125	17.96	0.1	0.1	7.150	A
A-BCD	6.14	6.14	208.77	0.029	6.14	0.0	0.0	4.518	A
A-B	10.68	10.68			10.68				
A-C	92.78	92.78			92.78				
D-AB	2.60	2.60	119.34	0.022	2.62	0.0	0.0	7.712	A
D-BC	19.40	19.40	98.26	0.197	19.71	0.6	0.3	12.199	B
C-ABD	14.21	14.21	189.57	0.075	14.17	0.1	0.1	5.395	A
C-D	7.40	7.40			7.40				
C-A	70.29	70.29			70.29				

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:30 - 16:45

		To			
		A	B	C	D
From	A	0.00	8.00	140.70	0.00
	B	9.00	0.00	11.00	4.00
	C	125.80	9.00	0.00	19.00
	D	3.00	2.20	3.00	0.00

Demand (PCU/TS)

16:45 - 17:00

		To			
		A	B	C	D
From	A	0.00	10.00	120.00	3.00
	B	3.00	0.00	18.00	1.20
	C	130.40	18.60	0.00	6.00
	D	1.00	0.00	12.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.00	124.70	3.00
	B	12.00	0.00	13.00	4.00
	C	143.80	16.40	0.00	14.40
	D	0.00	1.00	17.50	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	9.00	108.50	0.00
	B	4.40	0.00	16.00	3.00
	C	150.00	11.00	0.00	15.00
	D	3.00	0.00	12.50	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	12.00	119.20	4.50
	B	3.00	0.00	25.00	1.00
	C	121.00	19.00	0.00	20.00
	D	1.00	5.00	5.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	12.00	88.40	0.00
	B	8.00	0.00	19.00	2.00
	C	102.80	13.40	0.00	12.00
	D	3.00	0.00	6.00	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	6	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	9	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A	B	C	D
From	A	0	0	0	33
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.28	12.01	0.4	B	26.10	156.60
A-BCD	0.05	5.05	0.1	A	4.56	27.34
A-B					9.61	57.68
A-C					114.33	685.98
D-AB	0.04	13.67	0.0	B	2.57	15.43
D-BC	0.24	16.67	0.3	C	9.96	59.77
C-ABD	0.22	5.16	0.6	A	39.34	236.02
C-D					11.97	71.79
C-A					106.63	639.79

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	24.00	24.00	105.51	0.227	23.71	0.0	0.3	10.965	B
A-BCD	0.00	0.00	119.41	0.000	0.00	0.0	0.0	0.000	A
A-B	8.00	8.00			8.00				
A-C	140.70	140.70			140.70				
D-AB	4.14	4.14	116.66	0.036	4.10	0.0	0.0	7.993	A
D-BC	4.06	4.06	81.30	0.050	4.01	0.0	0.1	11.637	B
C-ABD	24.88	24.88	226.87	0.110	24.64	0.0	0.2	4.489	A
C-D	16.92	16.92			16.92				
C-A	112.00	112.00			112.00				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	22.20	22.20	133.85	0.166	22.29	0.3	0.2	8.074	A
A-BCD	7.64	7.64	213.99	0.036	7.59	0.0	0.0	4.361	A
A-B	9.64	9.64			9.64				
A-C	115.71	115.71			115.71				
D-AB	1.00	1.00	120.59	0.008	1.03	0.0	0.0	7.528	A
D-BC	12.00	12.00	77.83	0.154	11.87	0.1	0.2	13.619	B
C-ABD	48.03	48.03	223.17	0.215	47.70	0.2	0.6	5.158	A
C-D	4.71	4.71			4.71				
C-A	102.26	102.26			102.26				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	29.00	29.00	103.58	0.280	28.82	0.2	0.4	12.010	B
A-BCD	8.00	8.00	212.89	0.038	7.99	0.0	0.1	4.402	A
A-B	7.70	7.70			7.70				
A-C	120.00	120.00			120.00				
D-AB	0.62	0.62	66.46	0.009	0.62	0.0	0.0	13.669	B
D-BC	17.88	17.88	73.10	0.245	17.73	0.2	0.3	16.671	C
C-ABD	49.22	49.22	238.67	0.206	49.19	0.6	0.6	4.782	A
C-D	11.41	11.41			11.41				
C-A	113.97	113.97			113.97				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	23.40	23.40	125.95	0.186	23.55	0.4	0.2	8.801	A
A-BCD	0.03	0.03	201.68	0.000	0.08	0.1	0.0	4.485	A
A-B	9.00	9.00			9.00				
A-C	108.47	108.47			108.47				
D-AB	3.00	3.00	118.49	0.025	2.98	0.0	0.0	7.791	A
D-BC	12.50	12.50	75.81	0.165	12.61	0.3	0.2	15.264	C
C-ABD	33.79	33.79	246.48	0.137	34.02	0.6	0.4	4.284	A
C-D	12.93	12.93			12.93				
C-A	129.28	129.28			129.28				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	29.00	29.00	139.27	0.208	28.97	0.2	0.3	8.158	A
A-BCD	11.63	11.63	214.00	0.054	11.54	0.0	0.1	4.919	A
A-B	11.35	11.35			11.35				
A-C	112.72	112.72			112.72				
D-AB	3.67	3.67	92.05	0.040	3.65	0.0	0.0	10.180	B
D-BC	7.33	7.33	80.08	0.092	7.44	0.2	0.1	13.163	B
C-ABD	50.79	50.79	226.03	0.225	50.55	0.4	0.6	5.163	A
C-D	15.49	15.49			15.49				
C-A	93.72	93.72			93.72				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	29.00	29.00	134.63	0.215	28.99	0.3	0.3	8.518	A
A-BCD	0.04	0.04	197.36	0.000	0.13	0.1	0.0	5.054	A
A-B	12.00	12.00			12.00				
A-C	88.37	88.37			88.37				
D-AB	3.00	3.00	137.77	0.022	3.02	0.0	0.0	6.681	A
D-BC	6.00	6.00	88.12	0.068	6.03	0.1	0.1	10.968	B
C-ABD	29.31	29.31	213.51	0.137	29.59	0.6	0.3	4.909	A
C-D	10.34	10.34			10.34				
C-A	88.55	88.55			88.55				

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.27	152.46	1.03
	B	5.17	0.00	15.50	3.10
	C	123.21	8.27	0.00	8.27
	D	0.00	2.07	21.19	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.27	145.95	1.03
	B	4.13	0.00	10.34	1.03
	C	106.36	11.37	0.00	8.27
	D	2.07	1.03	16.54	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	7.24	151.01	1.03
	B	2.07	0.00	14.47	3.10
	C	127.76	7.24	0.00	14.47
	D	4.13	2.07	13.95	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.27	153.08	1.03
	B	6.20	0.00	12.40	0.00
	C	217.17	12.40	0.00	19.54
	D	2.07	0.00	20.67	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	6.20	208.79	2.07
	B	2.07	0.00	8.27	0.00
	C	141.19	4.13	0.00	14.47
	D	1.03	3.10	24.19	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	11.37	98.81	3.10
	B	3.10	0.00	14.47	1.03
	C	78.56	8.17	0.00	8.27
	D	2.07	1.03	19.64	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	5	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	8	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	2	0	0	6
	D	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	10	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	0	14	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.21	10.80	0.3	B	17.74	106.46
A-BCD	0.03	4.48	0.0	A	4.80	28.77
A-B					8.10	48.61
A-C					148.61	891.65
D-AB	0.05	14.33	0.1	B	2.88	17.29
D-BC	0.39	28.34	0.6	D	19.93	119.56
C-ABD	0.22	5.37	0.9	A	26.97	161.85
C-D					10.69	64.16
C-A					115.52	693.10

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	23.77	23.77	114.48	0.208	23.51	0.0	0.3	9.867	A
A-BCD	3.14	3.14	239.63	0.013	3.12	0.0	0.0	3.890	A
A-B	8.16	8.16			8.16				
A-C	150.46	150.46			150.46				
D-AB	1.32	1.32	69.14	0.019	1.30	0.0	0.0	13.263	B
D-BC	21.94	21.94	77.64	0.283	21.54	0.0	0.4	16.742	C
C-ABD	21.30	21.30	214.92	0.099	21.09	0.0	0.2	4.735	A
C-D	7.45	7.45			7.45				
C-A	111.00	111.00			111.00				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	15.50	15.50	118.39	0.131	15.61	0.3	0.2	8.765	A
A-BCD	2.97	2.97	236.76	0.013	2.97	0.0	0.0	3.911	A
A-B	8.16	8.16			8.16				
A-C	144.11	144.11			144.11				
D-AB	2.69	2.69	109.60	0.025	2.68	0.0	0.0	8.417	A
D-BC	16.95	16.95	83.28	0.204	17.08	0.4	0.3	14.100	B
C-ABD	26.13	26.13	203.70	0.128	26.02	0.2	0.3	5.188	A
C-D	7.20	7.20			7.20				
C-A	92.67	92.67			92.67				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	19.64	19.64	120.98	0.162	19.60	0.2	0.2	8.871	A
A-BCD	3.14	3.14	236.38	0.013	3.14	0.0	0.0	3.883	A
A-B	7.14	7.14			7.14				
A-C	149.01	149.01			149.01				
D-AB	5.36	5.36	108.72	0.049	5.34	0.0	0.1	8.703	A
D-BC	14.79	14.79	75.43	0.196	14.81	0.3	0.3	15.231	C
C-ABD	20.19	20.19	223.38	0.090	20.32	0.3	0.2	4.543	A
C-D	13.15	13.15			13.15				
C-A	116.12	116.12			116.12				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	18.61	18.61	101.84	0.183	18.58	0.2	0.2	10.805	B
A-BCD	3.73	3.73	223.51	0.017	3.73	0.0	0.0	4.155	A
A-B	8.13	8.13			8.13				
A-C	150.52	150.52			150.52				
D-AB	2.07	2.07	89.05	0.023	2.09	0.1	0.0	10.352	B
D-BC	20.67	20.67	53.26	0.388	20.29	0.3	0.6	28.339	D
C-ABD	65.32	65.32	292.60	0.223	64.65	0.2	0.9	4.039	A
C-D	15.17	15.17			15.17				
C-A	168.61	168.61			168.61				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10.34	10.34	107.31	0.096	10.45	0.2	0.1	9.301	A
A-BCD	9.28	9.28	276.78	0.034	9.26	0.0	0.0	3.423	A
A-B	5.99	5.99			5.99				
A-C	201.79	201.79			201.79				
D-AB	3.16	3.16	65.89	0.048	3.14	0.0	0.0	14.334	B
D-BC	25.16	25.16	66.67	0.377	25.16	0.6	0.6	22.258	C
C-ABD	13.90	13.90	224.88	0.062	14.65	0.9	0.1	4.396	A
C-D	13.56	13.56			13.56				
C-A	132.34	132.34			132.34				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	18.61	18.61	142.55	0.131	18.56	0.1	0.1	7.257	A
A-BCD	6.51	6.51	210.73	0.031	6.52	0.0	0.0	4.482	A
A-B	11.02	11.02			11.02				
A-C	95.76	95.76			95.76				
D-AB	2.69	2.69	117.90	0.023	2.72	0.0	0.0	7.816	A
D-BC	20.05	20.05	96.86	0.207	20.40	0.6	0.3	12.549	B
C-ABD	15.01	15.01	190.89	0.079	14.97	0.1	0.1	5.375	A
C-D	7.62	7.62			7.62				
C-A	72.36	72.36			72.36				

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.28	145.60	0.00
	B	9.31	0.00	11.38	4.14
	C	130.18	9.31	0.00	19.66
	D	3.10	2.28	3.10	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	10.35	124.18	3.10
	B	3.10	0.00	18.63	1.24
	C	134.94	19.25	0.00	6.21
	D	1.03	0.00	12.42	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.28	129.04	3.10
	B	12.42	0.00	13.45	4.14
	C	148.81	16.97	0.00	14.90
	D	0.00	1.03	18.11	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	9.31	112.28	0.00
	B	4.55	0.00	16.56	3.10
	C	155.23	11.38	0.00	15.52
	D	3.10	0.00	12.94	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	12.42	123.35	4.66
	B	3.10	0.00	25.87	1.03
	C	125.22	19.66	0.00	20.70
	D	1.03	5.17	5.17	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	12.42	91.48	0.00
	B	8.28	0.00	19.66	2.07
	C	106.38	13.87	0.00	12.42
	D	3.10	0.00	6.21	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	6	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	9	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A	B	C	D
From	A	0	0	0	33
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.30	12.56	0.4	B	27.01	162.06
A-BCD	0.06	4.99	0.1	A	4.90	29.38
A-B					9.93	59.61
A-C					118.15	708.87
D-AB	0.04	14.19	0.0	B	2.66	15.99
D-BC	0.26	17.60	0.4	C	10.31	61.83
C-ABD	0.24	5.19	0.7	A	42.29	253.74
C-D					12.23	73.36
C-A					108.92	653.52

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	24.84	24.84	103.29	0.240	24.52	0.0	0.3	11.384	B
A-BCD	0.00	0.00	118.13	0.000	0.00	0.0	0.0	0.000	A
A-B	8.28	8.28			8.28				
A-C	145.60	145.60			145.60				
D-AB	4.29	4.29	114.78	0.037	4.25	0.0	0.0	8.140	A
D-BC	4.20	4.20	79.10	0.053	4.14	0.0	0.1	11.997	B
C-ABD	26.78	26.78	229.76	0.117	26.51	0.0	0.3	4.468	A
C-D	17.37	17.37			17.37				
C-A	115.01	115.01			115.01				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	22.97	22.97	132.03	0.174	23.07	0.3	0.2	8.268	A
A-BCD	8.21	8.21	216.40	0.038	8.15	0.0	0.1	4.322	A
A-B	9.96	9.96			9.96				
A-C	119.47	119.47			119.47				
D-AB	1.03	1.03	119.10	0.009	1.06	0.0	0.0	7.628	A
D-BC	12.42	12.42	75.64	0.164	12.28	0.1	0.2	14.176	B
C-ABD	51.54	51.54	225.88	0.228	51.18	0.3	0.6	5.182	A
C-D	4.79	4.79			4.79				
C-A	104.07	104.07			104.07				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30.01	30.01	101.25	0.296	29.81	0.2	0.4	12.564	B
A-BCD	8.61	8.61	215.31	0.040	8.60	0.1	0.1	4.366	A
A-B	7.95	7.95			7.95				
A-C	123.87	123.87			123.87				
D-AB	0.65	0.65	64.06	0.010	0.65	0.0	0.0	14.192	B
D-BC	18.49	18.49	70.73	0.261	18.33	0.2	0.4	17.595	C
C-ABD	53.13	53.13	241.99	0.220	53.10	0.6	0.7	4.797	A
C-D	11.61	11.61			11.61				
C-A	115.94	115.94			115.94				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	24.22	24.22	124.04	0.195	24.38	0.4	0.2	9.045	A
A-BCD	0.03	0.03	203.67	0.000	0.09	0.1	0.0	4.442	A
A-B	9.31	9.31			9.31				
A-C	112.25	112.25			112.25				
D-AB	3.10	3.10	116.74	0.027	3.09	0.0	0.0	7.918	A
D-BC	12.94	12.94	73.60	0.176	13.06	0.4	0.2	15.936	C
C-ABD	36.48	36.48	250.04	0.146	36.73	0.7	0.4	4.270	A
C-D	13.24	13.24			13.24				
C-A	132.41	132.41			132.41				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30.01	30.01	137.58	0.218	29.98	0.2	0.3	8.361	A
A-BCD	12.50	12.50	216.43	0.058	12.39	0.0	0.1	4.863	A
A-B	11.70	11.70			11.70				
A-C	116.23	116.23			116.23				
D-AB	3.81	3.81	89.82	0.042	3.79	0.0	0.0	10.461	B
D-BC	7.58	7.58	77.83	0.097	7.69	0.2	0.1	13.641	B
C-ABD	54.59	54.59	228.87	0.239	54.32	0.4	0.7	5.193	A
C-D	15.74	15.74			15.74				
C-A	95.25	95.25			95.25				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30.01	30.01	133.17	0.225	30.00	0.3	0.3	8.722	A
A-BCD	0.04	0.04	199.04	0.000	0.14	0.1	0.0	4.992	A
A-B	12.41	12.41			12.41				
A-C	91.44	91.44			91.44				
D-AB	3.10	3.10	136.66	0.023	3.12	0.0	0.0	6.740	A
D-BC	6.21	6.21	86.40	0.072	6.25	0.1	0.1	11.235	B
C-ABD	31.23	31.23	215.77	0.145	31.54	0.7	0.4	4.904	A
C-D	10.60	10.60			10.60				
C-A	90.84	90.84			90.84				

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.27	158.96	1.03
	B	5.17	0.00	15.50	3.10
	C	136.46	8.27	0.00	8.27
	D	0.00	2.07	21.19	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.27	152.45	1.03
	B	4.13	0.00	10.34	1.03
	C	119.61	11.37	0.00	8.27
	D	2.07	1.03	16.54	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	7.24	157.51	1.03
	B	2.07	0.00	14.47	3.10
	C	141.01	7.24	0.00	14.47
	D	4.13	2.07	13.95	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.27	159.58	1.03
	B	6.20	0.00	12.40	0.00
	C	230.42	12.40	0.00	19.54
	D	2.07	0.00	20.67	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	6.20	215.29	2.07
	B	2.07	0.00	8.27	0.00
	C	154.44	4.13	0.00	14.47
	D	1.03	3.10	24.19	0.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	11.37	105.31	3.10
	B	3.10	0.00	14.47	1.03
	C	91.81	8.17	0.00	8.27
	D	2.07	1.03	19.64	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	5	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	4	0	0	0
	D	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	8	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	2	0	0	6
	D	0	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	4	0	0	0
	D	0	0	10	0

09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	0	14	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.21	11.35	0.3	B	17.74	106.46
A-BCD	0.04	4.44	0.0	A	5.10	30.60
A-B					8.09	48.56
A-C					154.81	928.87
D-AB	0.05	15.61	0.1	C	2.90	17.37
D-BC	0.42	32.47	0.7	D	19.91	119.48
C-ABD	0.24	5.15	1.0	A	29.83	179.01
C-D					10.59	63.53
C-A					126.01	756.06

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	23.77	23.77	111.02	0.214	23.50	0.0	0.3	10.254	B
A-BCD	3.33	3.33	242.43	0.014	3.32	0.0	0.0	3.847	A
A-B	8.16	8.16			8.16				
A-C	156.78	156.78			156.78				
D-AB	1.33	1.33	64.94	0.021	1.31	0.0	0.0	14.140	B
D-BC	21.92	21.92	73.33	0.299	21.49	0.0	0.4	18.096	C
C-ABD	23.43	23.43	223.68	0.105	23.20	0.0	0.2	4.573	A
C-D	7.40	7.40			7.40				
C-A	122.17	122.17			122.17				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	15.50	15.50	115.01	0.135	15.62	0.3	0.2	9.065	A
A-BCD	3.15	3.15	239.47	0.013	3.15	0.0	0.0	3.867	A
A-B	8.16	8.16			8.16				
A-C	150.44	150.44			150.44				
D-AB	2.70	2.70	105.39	0.026	2.69	0.0	0.0	8.763	A
D-BC	16.94	16.94	79.00	0.214	17.09	0.4	0.3	15.090	C
C-ABD	28.73	28.73	212.38	0.135	28.61	0.2	0.3	5.012	A
C-D	7.15	7.15			7.15				
C-A	103.37	103.37			103.37				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	19.64	19.64	117.73	0.167	19.60	0.2	0.2	9.167	A
A-BCD	3.33	3.33	239.19	0.014	3.33	0.0	0.0	3.841	A
A-B	7.13	7.13			7.13				
A-C	155.32	155.32			155.32				
D-AB	5.38	5.38	104.37	0.052	5.35	0.0	0.1	9.087	A
D-BC	14.78	14.78	71.20	0.208	14.80	0.3	0.3	16.363	C
C-ABD	22.22	22.22	232.18	0.096	22.36	0.3	0.2	4.393	A
C-D	13.08	13.08			13.08				
C-A	127.42	127.42			127.42				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	18.61	18.61	97.83	0.190	18.57	0.2	0.2	11.350	B
A-BCD	4.00	4.00	226.68	0.018	3.99	0.0	0.0	4.100	A
A-B	8.12	8.12			8.12				
A-C	156.76	156.76			156.76				
D-AB	2.07	2.07	83.96	0.025	2.10	0.1	0.0	10.996	B
D-BC	20.67	20.67	48.95	0.422	20.22	0.3	0.7	32.470	D
C-ABD	72.76	72.76	301.73	0.241	71.97	0.2	1.0	4.006	A
C-D	14.82	14.82			14.82				
C-A	174.77	174.77			174.77				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10.34	10.34	103.95	0.099	10.46	0.2	0.1	9.638	A
A-BCD	9.92	9.92	279.99	0.035	9.89	0.0	0.0	3.390	A
A-B	5.98	5.98			5.98				
A-C	207.66	207.66			207.66				
D-AB	3.20	3.20	60.79	0.053	3.17	0.0	0.1	15.612	C
D-BC	25.12	25.12	62.35	0.403	25.13	0.7	0.7	24.799	C
C-ABD	15.42	15.42	234.20	0.066	16.30	1.0	0.1	4.240	A
C-D	13.50	13.50			13.50				
C-A	144.13	144.13			144.13				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	18.61	18.61	139.70	0.133	18.56	0.1	0.2	7.428	A
A-BCD	6.87	6.87	213.03	0.032	6.88	0.0	0.0	4.441	A
A-B	11.00	11.00			11.00				
A-C	101.91	101.91			101.91				
D-AB	2.70	2.70	113.84	0.024	2.73	0.1	0.0	8.103	A
D-BC	20.04	20.04	92.57	0.217	20.46	0.7	0.3	13.329	B
C-ABD	16.45	16.45	199.18	0.083	16.40	0.1	0.2	5.153	A
C-D	7.58	7.58			7.58				
C-A	84.21	84.21			84.21				

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.28	157.35	0.00
	B	9.31	0.00	11.38	4.14
	C	136.93	9.31	0.00	19.66
	D	3.10	2.28	3.10	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	10.35	135.93	3.10
	B	3.10	0.00	18.63	1.24
	C	141.69	19.25	0.00	6.21
	D	1.03	0.00	12.42	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.28	140.79	3.10
	B	12.42	0.00	13.45	4.14
	C	155.56	16.97	0.00	14.90
	D	0.00	1.03	18.11	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	9.31	124.03	0.00
	B	4.55	0.00	16.56	3.10
	C	161.98	11.38	0.00	15.52
	D	3.10	0.00	12.94	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	12.42	135.10	4.66
	B	3.10	0.00	25.87	1.03
	C	131.97	19.66	0.00	20.70
	D	1.03	5.17	5.17	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	12.42	103.23	0.00
	B	8.28	0.00	19.66	2.07
	C	113.13	13.87	0.00	12.42
	D	3.10	0.00	6.21	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	6	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	9	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	33
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.31	13.39	0.4	B	27.01	162.06
A-BCD	0.06	4.77	0.1	A	5.34	32.05
A-B					9.92	59.53
A-C					129.46	776.78
D-AB	0.04	15.00	0.0	B	2.67	16.01
D-BC	0.28	18.84	0.4	C	10.30	61.81
C-ABD	0.25	5.20	0.7	A	44.85	269.08
C-D					12.10	72.61
C-A					113.24	679.42

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	24.84	24.84	98.93	0.251	24.51	0.0	0.3	12.040	B
A-BCD	0.00	0.00	116.57	0.000	0.00	0.0	0.0	0.000	A
A-B	8.28	8.28			8.28				
A-C	157.35	157.35			157.35				
D-AB	4.29	4.29	111.80	0.038	4.25	0.0	0.0	8.366	A
D-BC	4.20	4.20	75.50	0.056	4.14	0.0	0.1	12.602	B
C-ABD	28.42	28.42	232.94	0.122	28.13	0.0	0.3	4.434	A
C-D	17.26	17.26			17.26				
C-A	120.23	120.23			120.23				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	22.97	22.97	127.93	0.180	23.08	0.3	0.2	8.593	A
A-BCD	8.94	8.94	224.04	0.040	8.89	0.0	0.1	4.183	A
A-B	9.94	9.94			9.94				
A-C	130.50	130.50			130.50				
D-AB	1.03	1.03	117.18	0.009	1.07	0.0	0.0	7.753	A
D-BC	12.42	12.42	72.12	0.172	12.27	0.1	0.2	15.002	C
C-ABD	54.62	54.62	228.97	0.239	54.23	0.3	0.7	5.182	A
C-D	4.72	4.72			4.72				
C-A	107.80	107.80			107.80				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30.01	30.01	96.80	0.310	29.79	0.2	0.4	13.388	B
A-BCD	9.40	9.40	223.08	0.042	9.40	0.1	0.1	4.223	A
A-B	7.93	7.93			7.93				
A-C	134.85	134.85			134.85				
D-AB	0.66	0.66	60.66	0.011	0.66	0.0	0.0	14.998	B
D-BC	18.49	18.49	67.19	0.275	18.31	0.2	0.4	18.843	C
C-ABD	56.43	56.43	245.26	0.230	56.39	0.7	0.7	4.801	A
C-D	11.45	11.45			11.45				
C-A	119.55	119.55			119.55				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	24.22	24.22	119.75	0.202	24.40	0.4	0.3	9.458	A
A-BCD	0.03	0.03	211.37	0.000	0.09	0.1	0.0	4.280	A
A-B	9.31	9.31			9.31				
A-C	124.00	124.00			124.00				
D-AB	3.10	3.10	114.76	0.027	3.09	0.0	0.0	8.058	A
D-BC	12.94	12.94	70.10	0.185	13.07	0.4	0.2	16.916	C
C-ABD	38.73	38.73	253.28	0.153	39.00	0.7	0.4	4.252	A
C-D	13.13	13.13			13.13				
C-A	137.02	137.02			137.02				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30.01	30.01	133.65	0.225	29.98	0.3	0.3	8.678	A
A-BCD	13.63	13.63	224.10	0.061	13.52	0.0	0.1	4.672	A
A-B	11.66	11.66			11.66				
A-C	126.89	126.89			126.89				
D-AB	3.81	3.81	86.20	0.044	3.80	0.0	0.0	10.919	B
D-BC	7.57	7.57	74.20	0.102	7.69	0.2	0.1	14.392	B
C-ABD	57.89	57.89	232.01	0.250	57.60	0.4	0.7	5.196	A
C-D	15.51	15.51			15.51				
C-A	98.92	98.92			98.92				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30.01	30.01	129.06	0.233	30.00	0.3	0.3	9.084	A
A-BCD	0.05	0.05	206.40	0.000	0.16	0.1	0.0	4.772	A
A-B	12.41	12.41			12.41				
A-C	103.19	103.19			103.19				
D-AB	3.10	3.10	134.80	0.023	3.13	0.0	0.0	6.838	A
D-BC	6.21	6.21	82.95	0.075	6.25	0.1	0.1	11.741	B
C-ABD	33.00	33.00	218.63	0.151	33.35	0.7	0.4	4.878	A
C-D	10.53	10.53			10.53				
C-A	95.89	95.89			95.89				

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.27	168.99	1.03
	B	5.17	0.00	15.50	3.10
	C	146.49	8.27	0.00	8.27
	D	0.00	2.07	21.19	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.27	162.48	1.03
	B	4.13	0.00	10.34	1.03
	C	131.14	11.37	0.00	8.27
	D	2.07	1.03	16.54	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	7.24	167.54	1.03
	B	2.07	0.00	14.47	3.10
	C	152.54	7.24	0.00	14.47
	D	4.13	2.07	13.95	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.27	169.61	1.03
	B	6.20	0.00	12.40	0.00
	C	241.94	12.40	0.00	19.54
	D	2.07	0.00	20.67	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	6.20	225.32	2.07
	B	2.07	0.00	8.27	0.00
	C	165.97	4.13	0.00	14.47
	D	1.03	3.10	24.19	0.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	11.37	115.34	3.10
	B	3.10	0.00	14.47	1.03
	C	101.84	8.17	0.00	8.27
	D	2.07	1.03	19.64	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	6	0	0	0
	D	0	0	5	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	7	0	0	0
	D	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	8	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	4	0	0	6
	D	0	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	6	0	0	0
	D	0	0	10	0

09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	7	0
	B	0	0	0	0
	C	4	14	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.22	12.12	0.3	B	17.74	106.46
A-BCD	0.04	4.40	0.1	A	5.55	33.29
A-B					8.08	48.49
A-C					164.40	986.42
D-AB	0.06	17.25	0.1	C	2.91	17.47
D-BC	0.46	38.12	0.9	E	19.90	119.39
C-ABD	0.26	5.11	1.2	A	32.77	196.64
C-D					10.47	62.84
C-A					134.22	805.30

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	23.77	23.77	106.82	0.223	23.49	0.0	0.3	10.763	B
A-BCD	3.61	3.61	248.38	0.015	3.59	0.0	0.0	3.813	A
A-B	8.15	8.15			8.15				
A-C	166.53	166.53			166.53				
D-AB	1.35	1.35	60.95	0.022	1.33	0.0	0.0	15.090	C
D-BC	21.91	21.91	69.27	0.316	21.44	0.0	0.5	19.589	C
C-ABD	25.37	25.37	229.60	0.110	25.12	0.0	0.3	4.555	A
C-D	7.36	7.36			7.36				
C-A	130.30	130.30			130.30				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	15.50	15.50	110.71	0.140	15.62	0.3	0.2	9.475	A
A-BCD	3.42	3.42	245.10	0.014	3.42	0.0	0.0	3.839	A
A-B	8.15	8.15			8.15				
A-C	160.21	160.21			160.21				
D-AB	2.70	2.70	101.21	0.027	2.70	0.0	0.0	9.135	A
D-BC	16.94	16.94	74.59	0.227	17.10	0.5	0.3	16.263	C
C-ABD	31.40	31.40	219.30	0.143	31.26	0.3	0.4	4.978	A
C-D	7.08	7.08			7.08				
C-A	112.30	112.30			112.30				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	19.64	19.64	113.51	0.173	19.60	0.2	0.2	9.579	A
A-BCD	3.62	3.62	244.96	0.015	3.62	0.0	0.0	3.806	A
A-B	7.13	7.13			7.13				
A-C	165.06	165.06			165.06				
D-AB	5.39	5.39	100.05	0.054	5.36	0.0	0.1	9.501	A
D-BC	14.77	14.77	66.84	0.221	14.78	0.3	0.3	17.716	C
C-ABD	24.34	24.34	239.28	0.102	24.50	0.4	0.2	4.359	A
C-D	12.99	12.99			12.99				
C-A	136.92	136.92			136.92				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	18.61	18.61	92.78	0.201	18.57	0.2	0.2	12.120	B
A-BCD	4.39	4.39	233.00	0.019	4.38	0.0	0.0	4.054	A
A-B	8.11	8.11			8.11				
A-C	166.41	166.41			166.41				
D-AB	2.07	2.07	78.45	0.026	2.10	0.1	0.0	11.792	B
D-BC	20.67	20.67	44.52	0.464	20.12	0.3	0.9	38.125	E
C-ABD	80.79	80.79	309.33	0.261	79.86	0.2	1.2	4.063	A
C-D	14.43	14.43			14.43				
C-A	178.66	178.66			178.66				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10.34	10.34	99.51	0.104	10.47	0.2	0.1	10.121	B
A-BCD	10.86	10.86	286.14	0.038	10.83	0.0	0.1	3.371	A
A-B	5.97	5.97			5.97				
A-C	216.77	216.77			216.77				
D-AB	3.25	3.25	55.37	0.059	3.22	0.0	0.1	17.246	C
D-BC	25.07	25.07	57.89	0.433	25.11	0.9	0.8	28.114	D
C-ABD	17.02	17.02	241.81	0.070	18.05	1.2	0.1	4.181	A
C-D	13.44	13.44			13.44				
C-A	154.12	154.12			154.12				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	18.61	18.61	136.02	0.137	18.57	0.1	0.2	7.661	A
A-BCD	7.40	7.40	218.49	0.034	7.41	0.1	0.0	4.397	A
A-B	10.98	10.98			10.98				
A-C	111.43	111.43			111.43				
D-AB	2.70	2.70	110.23	0.025	2.74	0.1	0.0	8.376	A
D-BC	20.04	20.04	88.53	0.226	20.53	0.8	0.3	14.163	B
C-ABD	17.72	17.72	204.63	0.087	17.68	0.1	0.2	5.110	A
C-D	7.55	7.55			7.55				
C-A	93.00	93.00			93.00				

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.28	168.88	0.00
	B	9.31	0.00	11.38	4.14
	C	146.96	9.31	0.00	19.66
	D	3.10	2.28	3.10	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	10.35	147.46	3.10
	B	3.10	0.00	18.63	1.24
	C	151.72	19.25	0.00	6.21
	D	1.03	0.00	12.42	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.28	150.82	3.10
	B	12.42	0.00	13.45	4.14
	C	165.59	16.97	0.00	14.90
	D	0.00	1.03	18.11	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	9.31	134.06	0.00
	B	4.55	0.00	16.56	3.10
	C	172.00	11.38	0.00	15.52
	D	3.10	0.00	12.94	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	12.42	145.13	4.66
	B	3.10	0.00	25.87	1.03
	C	141.99	19.66	0.00	20.70
	D	1.03	5.17	5.17	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	12.42	113.26	0.00
	B	8.28	0.00	19.66	2.07
	C	123.16	13.87	0.00	12.42
	D	3.10	0.00	6.21	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	4	0	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	4	0	0	0
	D	0	0	6	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	9	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A	B	C	D
From	A	0	0	2	33
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.33	14.34	0.5	B	27.01	162.06
A-BCD	0.06	4.69	0.1	A	5.81	34.86
A-B					9.91	59.44
A-C					139.54	837.23
D-AB	0.05	16.06	0.0	C	2.67	16.03
D-BC	0.29	20.53	0.4	C	10.30	61.79
C-ABD	0.26	5.24	0.8	A	48.59	291.53
C-D					11.94	71.65
C-A					119.69	718.11

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	24.84	24.84	94.12	0.264	24.48	0.0	0.4	12.861	B
A-BCD	0.00	0.00	114.24	0.000	0.00	0.0	0.0	0.000	A
A-B	8.28	8.28			8.28				
A-C	168.88	168.88			168.88				
D-AB	4.29	4.29	107.84	0.040	4.25	0.0	0.0	8.682	A
D-BC	4.19	4.19	71.09	0.059	4.13	0.0	0.1	13.429	B
C-ABD	30.85	30.85	238.68	0.129	30.53	0.0	0.3	4.430	A
C-D	17.12	17.12			17.12				
C-A	127.97	127.97			127.97				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	22.97	22.97	123.55	0.186	23.09	0.4	0.2	8.971	A
A-BCD	9.79	9.79	231.10	0.042	9.73	0.0	0.1	4.127	A
A-B	9.91	9.91			9.91				
A-C	141.21	141.21			141.21				
D-AB	1.03	1.03	114.39	0.009	1.07	0.0	0.0	7.943	A
D-BC	12.42	12.42	67.82	0.183	12.26	0.1	0.2	16.155	C
C-ABD	59.21	59.21	234.61	0.252	58.76	0.3	0.8	5.230	A
C-D	4.64	4.64			4.64				
C-A	113.33	113.33			113.33				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30.01	30.01	92.30	0.325	29.77	0.2	0.5	14.338	B
A-BCD	10.21	10.21	229.13	0.045	10.20	0.1	0.1	4.186	A
A-B	7.91	7.91			7.91				
A-C	144.09	144.09			144.09				
D-AB	0.67	0.67	56.69	0.012	0.67	0.0	0.0	16.064	C
D-BC	18.48	18.48	63.09	0.293	18.28	0.2	0.4	20.527	C
C-ABD	61.20	61.20	251.29	0.244	61.17	0.8	0.8	4.844	A
C-D	11.25	11.25			11.25				
C-A	125.01	125.01			125.01				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	24.22	24.22	115.52	0.210	24.42	0.5	0.3	9.899	A
A-BCD	0.04	0.04	217.33	0.000	0.10	0.1	0.0	4.229	A
A-B	9.31	9.31			9.31				
A-C	134.02	134.02			134.02				
D-AB	3.10	3.10	111.90	0.028	3.09	0.0	0.0	8.270	A
D-BC	12.94	12.94	66.05	0.196	13.08	0.4	0.3	18.216	C
C-ABD	41.98	41.98	259.24	0.162	42.29	0.8	0.5	4.260	A
C-D	12.99	12.99			12.99				
C-A	143.94	143.94			143.94				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30.01	30.01	129.96	0.231	29.98	0.3	0.3	8.999	A
A-BCD	14.77	14.77	230.07	0.064	14.66	0.0	0.1	4.610	A
A-B	11.62	11.62			11.62				
A-C	135.81	135.81			135.81				
D-AB	3.83	3.83	81.92	0.047	3.81	0.0	0.0	11.520	B
D-BC	7.56	7.56	70.01	0.108	7.69	0.3	0.1	15.373	C
C-ABD	62.67	62.67	237.93	0.263	62.34	0.5	0.8	5.241	A
C-D	15.23	15.23			15.23				
C-A	104.45	104.45			104.45				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30.01	30.01	125.05	0.240	29.99	0.3	0.3	9.468	A
A-BCD	0.05	0.05	212.02	0.000	0.17	0.1	0.0	4.691	A
A-B	12.41	12.41			12.41				
A-C	113.21	113.21			113.21				
D-AB	3.10	3.10	132.09	0.024	3.13	0.0	0.0	6.979	A
D-BC	6.21	6.21	78.96	0.079	6.25	0.1	0.1	12.387	B
C-ABD	35.61	35.61	224.24	0.159	36.00	0.8	0.4	4.878	A
C-D	10.43	10.43			10.43				
C-A	103.41	103.41			103.41				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 24 (five_arm)_V3.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 21/03/2025 12:18:11

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024									
Arm 1	D1	0.5	1.89	0.34	A	D2	0.7	2.15	0.42	A
Arm 2		0.0	2.33	0.04	A		0.0	2.55	0.04	A
Arm 3		0.4	1.66	0.28	A		0.3	1.61	0.25	A
Arm 4		0.9	5.04	0.46	A		0.9	4.94	0.47	A
Arm 5		0.2	4.49	0.18	A		0.1	4.07	0.12	A
	FB WD									
Arm 1	D3	0.6	1.93	0.35	A	D4	0.8	2.22	0.44	A
Arm 2		0.0	2.36	0.04	A		0.0	2.60	0.04	A
Arm 3		0.4	1.69	0.29	A		0.4	1.64	0.26	A
Arm 4		0.9	5.27	0.48	A		1.0	5.17	0.49	A
Arm 5		0.2	4.63	0.19	A		0.1	4.18	0.13	A
	FB+CD WD									
Arm 1	D5	0.6	1.96	0.36	A	D6	0.8	2.24	0.44	A
Arm 2		0.0	2.39	0.04	A		0.0	2.61	0.04	A
Arm 3		0.4	1.69	0.29	A		0.4	1.65	0.26	A
Arm 4		0.9	5.28	0.48	A		1.0	5.20	0.49	A
Arm 5		0.2	4.64	0.19	A		0.1	4.20	0.13	A
	FB+CD+N2T WD									
Arm 1	D7	0.6	2.03	0.38	A	D8	0.9	2.32	0.46	A
Arm 2		0.1	2.76	0.06	A		0.1	3.07	0.05	A
Arm 3		0.4	1.72	0.30	A		0.4	1.67	0.26	A
Arm 4		1.0	5.58	0.50	A		1.1	5.48	0.51	A
Arm 5		0.2	4.75	0.19	A		0.2	4.29	0.13	A

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

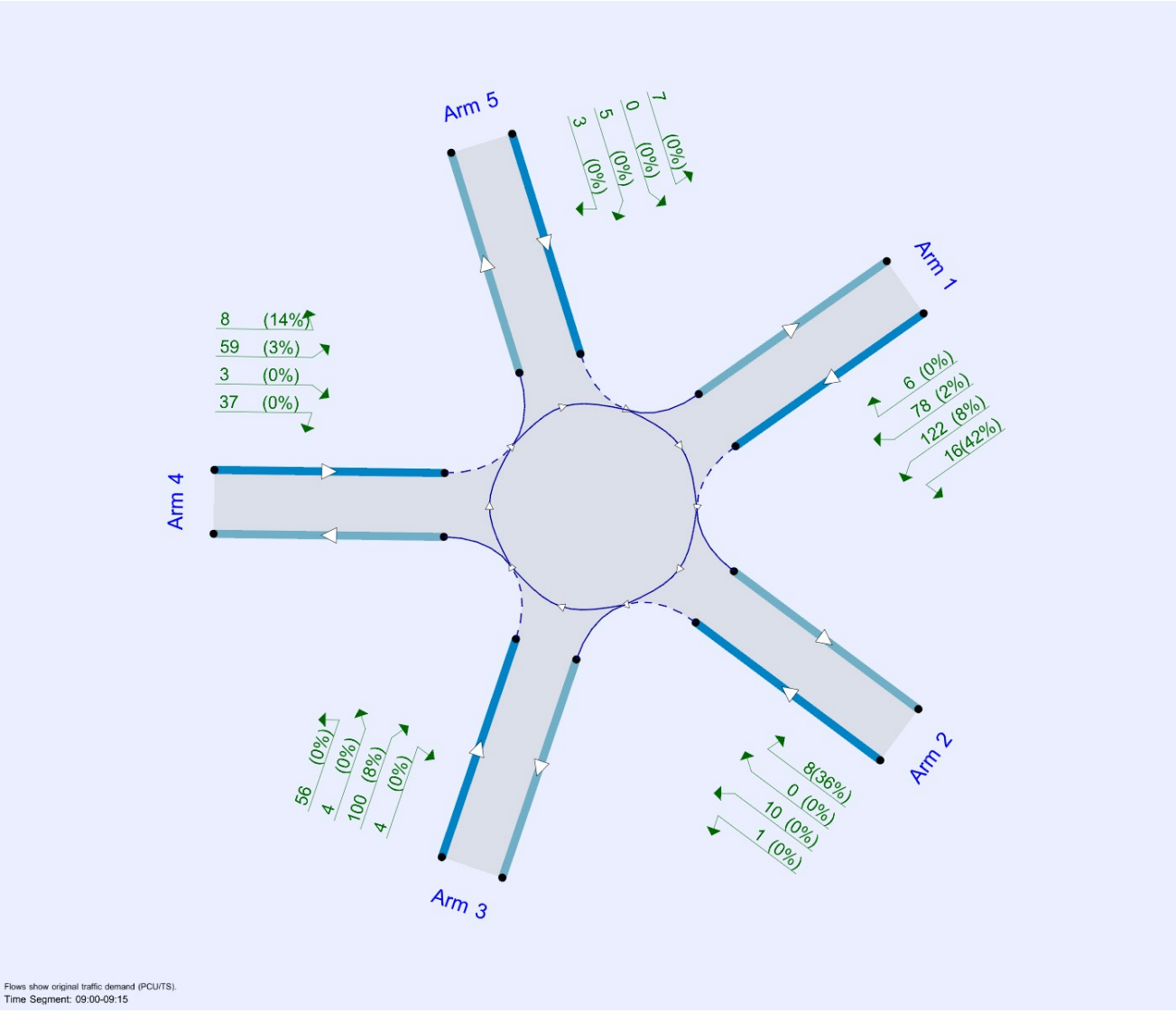
File summary

File Description

Title	
Location	
Site number	
Date	21/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\shresthb4012
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	2.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A1120 (NE)	
2	Gateway Blvd	
3	A1120 (SW)	
4	Gun Cotton Way	
5	Kestrel Drive	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	8.33	11.35	23.1	65.0	80.0	39.0	
2	4.19	9.38	27.7	34.3	80.0	17.5	
3	11.17	11.17	0.0	20.1	80.0	21.0	
4	4.05	7.12	7.2	24.4	80.0	24.0	
5	3.66	5.67	9.7	25.0	80.0	21.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.690	794.362
2	0.589	599.068
3	0.742	872.737
4	0.474	417.122
5	0.457	383.926

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	7.00	125.40	95.50	7.00
	2	5.90	0.00	2.00	4.00	0.00
	3	122.60	4.00	0.00	39.00	7.00
	4	83.00	5.00	25.20	0.00	7.00
	5	22.00	1.00	12.00	5.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	6.90	113.60	89.90	11.00
	2	7.90	0.00	6.00	5.00	0.00
	3	148.90	2.00	0.00	47.00	11.40
	4	94.00	1.00	28.00	0.00	4.00
	5	23.90	0.00	8.00	9.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	5.00	105.30	83.30	12.00
	2	6.90	0.00	5.00	5.00	0.00
	3	145.70	3.00	0.00	41.90	5.00
	4	116.80	4.00	30.00	0.00	4.00
	5	19.00	2.00	15.40	7.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	11.90	115.70	80.90	7.00
	2	5.00	0.00	4.90	1.00	1.00
	3	162.10	2.00	0.00	58.80	2.00
	4	86.80	3.90	50.00	0.00	2.00
	5	15.00	3.00	12.00	2.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.00	13.80	145.30	87.90	6.00
	2	2.00	0.00	2.00	7.00	1.00
	3	130.80	3.00	0.00	75.00	4.00
	4	87.40	8.00	42.40	0.00	2.00
	5	5.00	0.00	6.00	3.00	0.00

Demand (PCU/TS)

09:00 - 09:15

		To				
		1	2	3	4	5
From	1	0.00	10.80	109.10	71.00	6.00
	2	3.00	0.00	1.00	10.00	0.00
	3	95.90	4.00	0.00	54.00	4.00
	4	52.00	3.00	36.00	0.00	7.90
	5	7.00	0.00	5.00	3.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

		To				
		1	2	3	4	5
From	1	0	0	5	3	0
	2	25	0	0	0	0
	3	3	0	0	0	0
	4	5	0	0	0	0
	5	0	0	0	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To				
		1	2	3	4	5
From	1	0	17	4	1	0
	2	17	0	0	0	0
	3	8	0	0	0	0
	4	0	0	0	0	0
	5	4	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To				
		1	2	3	4	5
From	1	0	0	7	4	0
	2	20	0	0	0	0
	3	5	0	0	3	0
	4	2	0	0	0	0
	5	0	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To				
		1	2	3	4	5
From	1	0	10	14	1	0
	2	0	0	25	0	0
	3	7	0	0	4	0
	4	2	33	0	0	0
	5	0	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To				
		1	2	3	4	5
From	1	0	20	5	1	0
	2	0	0	0	0	0
	3	7	0	0	0	0
	4	2	0	0	0	0
	5	0	0	0	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To				
		1	2	3	4	5
From	1	0	29	9	0	0
	2	0	0	0	0	0
	3	8	0	0	0	0
	4	0	0	0	0	14
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.34	1.89	0.5	A	221.38	1328.30
2	0.04	2.33	0.0	A	14.27	85.60
3	0.28	1.66	0.4	A	195.52	1173.10
4	0.46	5.04	0.9	A	130.57	783.40
5	0.18	4.49	0.2	A	30.88	185.30

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	234.90	234.90	51.98	758.51	0.310	234.43	232.81	0.0	0.5	1.785	A
2	11.90	11.90	269.46	440.44	0.027	11.87	16.95	0.0	0.0	2.330	A
3	172.60	172.60	117.15	785.78	0.220	172.31	164.18	0.0	0.3	1.502	A
4	120.20	120.20	146.25	347.77	0.346	119.66	143.21	0.0	0.5	4.074	A
5	40.00	40.00	244.96	271.92	0.147	39.83	20.94	0.0	0.2	3.875	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221.40	221.40	47.99	761.25	0.291	221.44	274.52	0.5	0.4	1.716	A
2	18.90	18.90	259.51	446.30	0.042	18.88	9.93	0.0	0.0	2.239	A
3	209.30	209.30	122.78	781.60	0.268	209.20	155.61	0.3	0.4	1.662	A
4	127.00	127.00	181.11	331.24	0.383	126.93	150.87	0.5	0.6	4.403	A
5	40.90	40.90	281.64	255.15	0.160	40.88	26.40	0.2	0.2	4.304	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	205.60	205.60	61.31	752.07	0.273	205.63	288.25	0.4	0.4	1.735	A
2	16.90	16.90	252.96	450.15	0.038	16.90	13.97	0.0	0.0	2.228	A
3	195.60	195.60	114.22	787.95	0.248	195.64	155.65	0.4	0.3	1.587	A
4	154.80	154.80	172.63	335.27	0.462	154.56	137.23	0.6	0.9	5.040	A
5	43.40	43.40	306.18	243.94	0.178	43.38	21.01	0.2	0.2	4.488	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	215.50	215.50	72.84	744.12	0.290	215.46	269.06	0.4	0.4	1.838	A
2	11.90	11.90	267.51	441.59	0.027	11.91	20.78	0.0	0.0	2.283	A
3	224.90	224.90	96.94	800.78	0.281	224.83	182.48	0.3	0.4	1.659	A
4	142.70	142.70	179.08	332.21	0.430	142.78	142.70	0.9	0.8	4.855	A
5	32.00	32.00	309.84	242.26	0.132	32.06	12.02	0.2	0.2	4.284	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	254.00	254.00	62.49	751.26	0.338	253.91	226.36	0.4	0.5	1.886	A
2	12.00	12.00	291.61	427.41	0.028	12.00	24.79	0.0	0.0	2.166	A
3	212.80	212.80	107.87	792.67	0.268	212.83	195.73	0.4	0.4	1.616	A
4	139.80	139.80	147.87	347.01	0.403	139.89	172.84	0.8	0.7	4.410	A
5	14.00	14.00	274.75	258.30	0.054	14.10	13.00	0.2	0.1	3.688	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	196.90	196.90	51.11	759.11	0.259	197.06	158.21	0.5	0.4	1.700	A
2	14.00	14.00	230.33	463.48	0.030	14.00	17.84	0.0	0.0	2.002	A
3	157.90	157.90	93.05	803.67	0.196	158.03	151.28	0.4	0.3	1.462	A
4	98.90	98.90	112.98	363.55	0.272	99.21	138.09	0.7	0.4	3.444	A
5	15.00	15.00	194.31	295.08	0.051	15.00	17.88	0.1	0.1	3.212	A

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	2.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	5.00	92.10	104.40	6.00
	2	7.80	0.00	4.00	4.00	0.00
	3	116.70	6.00	0.00	51.00	5.00
	4	78.00	2.00	44.00	0.00	6.00
	5	12.90	1.00	4.00	5.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	10.80	122.60	137.20	5.00
	2	1.00	0.00	2.00	4.00	0.00
	3	92.90	4.00	0.00	45.00	9.00
	4	65.50	8.00	37.00	0.00	6.40
	5	12.00	1.00	6.00	8.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	9.80	114.30	128.70	7.00
	2	6.00	0.00	2.00	4.00	0.00
	3	124.50	5.00	0.00	55.00	3.00
	4	103.50	3.00	47.00	0.00	10.00
	5	17.00	0.00	8.00	6.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	5.00	139.30	157.10	12.00
	2	2.00	0.00	2.00	6.00	1.00
	3	91.80	3.00	0.00	52.00	9.00
	4	81.80	5.00	47.00	0.00	8.00
	5	8.00	0.00	7.00	10.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	2.90	106.90	152.90	16.00
	2	3.90	0.00	3.00	3.00	0.00
	3	91.30	4.00	0.00	57.40	7.00
	4	82.00	9.00	42.00	0.00	5.00
	5	9.00	0.00	10.00	8.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	3.00	96.80	132.30	9.00
	2	6.90	0.00	4.00	3.00	0.00
	3	88.50	4.00	0.00	35.00	3.00
	4	86.30	5.00	45.00	0.00	7.00
	5	7.00	0.00	9.00	4.00	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	3	0	0
	2	40	0	0	0	0
	3	3	0	0	0	0
	4	0	0	0	0	0
	5	9	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	29	7	3	0
	2	0	0	0	0	0
	3	1	0	0	0	0
	4	2	0	0	0	0
	5	0	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	33	7	2	0
	2	0	0	0	0	0
	3	4	0	0	0	0
	4	3	0	0	0	0
	5	0	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	4	3	0
	2	0	0	0	0	0
	3	2	0	0	0	0
	4	3	0	0	0	0
	5	0	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	50	1	1	0
	2	33	0	0	0	0
	3	3	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	2	1	0
	2	20	0	0	0	0
	3	6	0	0	0	0
	4	4	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.42	2.15	0.7	A	262.68	1576.10
2	0.04	2.55	0.0	A	11.60	69.60
3	0.25	1.61	0.3	A	160.52	963.10
4	0.47	4.94	0.9	A	138.92	833.50
5	0.12	4.07	0.1	A	25.48	152.90

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	207.50	207.50	61.74	751.77	0.276	207.11	214.77	0.0	0.4	1.677	A
2	15.80	15.80	254.89	449.02	0.035	15.76	13.97	0.0	0.0	2.418	A
3	178.70	178.70	126.94	778.51	0.230	178.40	143.70	0.0	0.3	1.525	A
4	130.00	130.00	141.25	350.14	0.371	129.41	164.09	0.0	0.6	4.067	A
5	22.90	22.90	253.71	267.92	0.085	22.80	16.95	0.0	0.1	3.850	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	275.60	275.60	64.01	750.21	0.367	275.37	171.55	0.4	0.6	2.000	A
2	7.00	7.00	315.62	413.27	0.017	7.03	23.77	0.0	0.0	2.215	A
3	150.90	150.90	155.10	757.61	0.199	150.95	167.55	0.3	0.3	1.495	A
4	116.90	116.90	111.96	364.03	0.321	117.01	194.09	0.6	0.5	3.675	A
5	27.00	27.00	208.57	288.56	0.094	26.99	20.39	0.1	0.1	3.440	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	259.80	259.80	68.90	746.83	0.348	259.85	250.59	0.6	0.6	1.944	A
2	12.00	12.00	310.93	416.03	0.029	11.99	17.82	0.0	0.0	2.227	A
3	187.50	187.50	151.71	760.12	0.247	187.42	171.21	0.3	0.3	1.614	A
4	163.50	163.50	145.42	348.17	0.470	163.09	193.71	0.5	0.9	4.944	A
5	31.00	31.00	288.53	252.00	0.123	30.96	19.98	0.1	0.1	4.072	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	313.40	313.40	72.03	744.67	0.421	313.22	183.90	0.6	0.7	2.154	A
2	11.00	11.00	372.24	379.94	0.029	11.00	13.01	0.0	0.0	2.438	A
3	155.80	155.80	187.98	733.20	0.212	155.86	195.26	0.3	0.3	1.578	A
4	141.80	141.80	118.85	360.77	0.393	142.03	224.99	0.9	0.7	4.178	A
5	25.00	25.00	230.89	278.36	0.090	25.04	29.99	0.1	0.1	3.552	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	278.70	278.70	73.00	744.00	0.375	278.84	186.20	0.7	0.6	1.956	A
2	9.90	9.90	335.96	401.30	0.025	9.90	15.89	0.0	0.0	2.549	A
3	159.70	159.70	183.85	736.27	0.217	159.69	162.01	0.3	0.3	1.590	A
4	138.00	138.00	122.19	359.18	0.384	138.03	221.35	0.7	0.6	4.070	A
5	27.00	27.00	232.21	277.75	0.097	26.99	28.01	0.1	0.1	3.588	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	241.10	241.10	67.02	748.13	0.322	241.22	188.69	0.6	0.5	1.797	A
2	13.90	13.90	296.23	424.68	0.033	13.89	12.02	0.0	0.0	2.388	A
3	130.50	130.50	155.29	757.46	0.172	130.56	154.83	0.3	0.2	1.497	A
4	143.30	143.30	111.43	364.28	0.393	143.27	174.43	0.6	0.7	4.160	A
5	20.00	20.00	235.69	276.17	0.072	20.03	19.01	0.1	0.1	3.513	A

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	2.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00

		To				
		1	2	3	4	5
From	1	0.00	7.24	129.62	98.71	7.24
	2	6.10	0.00	2.07	4.13	0.00
	3	126.72	4.13	0.00	40.31	7.24
	4	85.79	5.17	26.05	0.00	7.24
	5	22.74	1.03	12.40	5.17	0.00

Demand (PCU/TS)

08:00 - 08:15

		To				
		1	2	3	4	5
From	1	0.00	7.13	117.42	92.92	11.37
	2	8.17	0.00	6.20	5.17	0.00
	3	153.91	2.07	0.00	48.58	11.78
	4	97.16	1.03	28.94	0.00	4.13
	5	24.70	0.00	8.27	9.30	0.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	5.17	108.84	86.10	12.40
	2	7.13	0.00	5.17	5.17	0.00
	3	150.60	3.10	0.00	43.31	5.17
	4	120.73	4.13	31.01	0.00	4.13
	5	19.64	2.07	15.92	7.24	0.00

08:30 - 08:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	12.30	119.59	83.62	7.24
	2	5.17	0.00	5.06	1.03	1.03
	3	167.55	2.07	0.00	60.78	2.07
	4	89.72	4.03	51.68	0.00	2.07
	5	15.50	3.10	12.40	2.07	0.00

08:45 - 09:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	14.26	150.19	90.86	6.20
	2	2.07	0.00	2.07	7.24	1.03
	3	135.20	3.10	0.00	77.52	4.13
	4	90.34	8.27	43.83	0.00	2.07
	5	5.17	0.00	6.20	3.10	0.00

09:00 - 09:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	11.16	112.77	73.39	6.20
	2	3.10	0.00	1.03	10.34	0.00
	3	99.13	4.13	0.00	55.82	4.13
	4	53.75	3.10	37.21	0.00	8.17
	5	7.24	0.00	5.17	3.10	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	5	3	0
	2	25	0	0	0	0
	3	3	0	0	0	0
	4	5	0	0	0	0
	5	0	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	17	4	1	0
	2	17	0	0	0	0
	3	8	0	0	0	0
	4	0	0	0	0	0
	5	4	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	1	2	3	4	5
1	0	0	7	4	0
2	20	0	0	0	0
3	5	0	0	3	0
4	2	0	0	0	0
5	0	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	1	2	3	4	5
1	0	10	14	1	0
2	0	0	25	0	0
3	7	0	0	4	0
4	2	33	0	0	0
5	0	0	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	1	2	3	4	5
1	0	20	5	1	0
2	0	0	0	0	0
3	7	0	0	0	0
4	2	0	0	0	0
5	0	0	0	0	0

09:00 - 09:15

Heavy Vehicle Percentages

From \ To	1	2	3	4	5
1	0	29	9	0	0
2	0	0	0	0	0
3	8	0	0	0	0
4	0	0	0	0	14
5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.35	1.93	0.6	A	228.83	1372.97
2	0.04	2.36	0.0	A	14.75	88.48
3	0.29	1.69	0.4	A	202.09	1212.55
4	0.48	5.27	0.9	A	134.96	809.75
5	0.19	4.63	0.2	A	31.92	191.53

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	242.80	242.80	53.72	757.30	0.321	242.31	240.62	0.0	0.5	1.817	A
2	12.30	12.30	278.51	435.11	0.028	12.27	17.52	0.0	0.0	2.362	A
3	178.40	178.40	121.08	782.86	0.228	178.10	169.69	0.0	0.3	1.523	A
4	124.24	124.24	151.16	345.44	0.360	123.66	148.03	0.0	0.6	4.190	A
5	41.35	41.35	253.18	268.17	0.154	41.16	21.65	0.0	0.2	3.961	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	228.85	228.85	49.61	760.14	0.301	228.89	283.75	0.5	0.4	1.743	A
2	19.54	19.54	268.24	441.16	0.044	19.52	10.26	0.0	0.0	2.269	A
3	216.34	216.34	126.91	778.53	0.278	216.23	160.85	0.3	0.4	1.691	A
4	131.27	131.27	187.20	328.36	0.400	131.19	155.95	0.6	0.7	4.563	A
5	42.28	42.28	291.10	250.83	0.169	42.25	27.28	0.2	0.2	4.422	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	212.51	212.51	63.37	750.65	0.283	212.54	297.93	0.4	0.4	1.759	A
2	17.47	17.47	261.46	445.15	0.039	17.47	14.44	0.0	0.0	2.257	A
3	202.18	202.18	118.06	785.10	0.258	202.22	160.88	0.4	0.4	1.613	A
4	160.01	160.01	178.43	332.51	0.481	159.74	141.85	0.7	0.9	5.270	A
5	44.86	44.86	316.46	239.23	0.188	44.84	21.71	0.2	0.2	4.630	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	222.75	222.75	75.28	742.43	0.300	222.70	278.12	0.4	0.5	1.869	A
2	12.30	12.30	276.50	436.30	0.028	12.31	21.48	0.0	0.0	2.314	A
3	232.46	232.46	100.20	798.36	0.291	232.39	188.61	0.4	0.4	1.689	A
4	147.50	147.50	185.10	329.35	0.448	147.59	147.50	0.9	0.8	5.062	A
5	33.08	33.08	320.26	237.50	0.139	33.14	12.43	0.2	0.2	4.405	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	262.54	262.54	64.59	749.80	0.350	262.44	233.98	0.5	0.6	1.926	A
2	12.40	12.40	301.41	421.63	0.029	12.41	25.62	0.0	0.0	2.199	A
3	219.96	219.96	111.50	789.97	0.278	219.99	202.32	0.4	0.4	1.641	A
4	144.50	144.50	152.84	344.65	0.419	144.60	178.65	0.8	0.7	4.568	A
5	14.47	14.47	284.00	254.07	0.057	14.57	13.44	0.2	0.1	3.758	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	203.52	203.52	52.83	757.92	0.269	203.69	163.54	0.6	0.4	1.724	A
2	14.47	14.47	238.09	458.91	0.032	14.47	18.44	0.0	0.0	2.024	A
3	163.21	163.21	96.18	801.34	0.204	163.34	156.37	0.4	0.3	1.480	A
4	102.23	102.23	116.78	361.75	0.283	102.56	142.74	0.7	0.4	3.510	A
5	15.50	15.50	200.86	292.09	0.053	15.51	18.49	0.1	0.1	3.253	A

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	2.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	5.17	95.31	108.04	6.21
	2	8.07	0.00	4.14	4.14	0.00
	3	120.77	6.21	0.00	52.78	5.17
	4	80.72	2.07	45.53	0.00	6.21
	5	13.35	1.03	4.14	5.17	0.00

16:45 - 17:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	11.18	126.87	141.98	5.17
	2	1.03	0.00	2.07	4.14	0.00
	3	96.14	4.14	0.00	46.57	9.31
	4	67.78	8.28	38.29	0.00	6.62
	5	12.42	1.03	6.21	8.28	0.00

17:00 - 17:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	10.14	118.28	133.18	7.24
	2	6.21	0.00	2.07	4.14	0.00
	3	128.84	5.17	0.00	56.92	3.10
	4	107.11	3.10	48.64	0.00	10.35
	5	17.59	0.00	8.28	6.21	0.00

17:15 - 17:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	5.17	144.15	162.57	12.42
	2	2.07	0.00	2.07	6.21	1.03
	3	95.00	3.10	0.00	53.81	9.31
	4	84.65	5.17	48.64	0.00	8.28
	5	8.28	0.00	7.24	10.35	0.00

17:30 - 17:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	3.00	110.62	158.23	16.56
	2	4.04	0.00	3.10	3.10	0.00
	3	94.48	4.14	0.00	59.40	7.24
	4	84.86	9.31	43.46	0.00	5.17
	5	9.31	0.00	10.35	8.28	0.00

17:45 - 18:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	3.10	100.17	136.91	9.31
	2	7.14	0.00	4.14	3.10	0.00
	3	91.58	4.14	0.00	36.22	3.10
	4	89.31	5.17	46.57	0.00	7.24
	5	7.24	0.00	9.31	4.14	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	3	0	0
	2	40	0	0	0	0
	3	3	0	0	0	0
	4	0	0	0	0	0
	5	9	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	29	7	3	0
	2	0	0	0	0	0
	3	1	0	0	0	0
	4	2	0	0	0	0
	5	0	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	33	7	2	0
	2	0	0	0	0	0
	3	4	0	0	0	0
	4	3	0	0	0	0
	5	0	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	4	3	0
	2	0	0	0	0	0
	3	2	0	0	0	0
	4	3	0	0	0	0
	5	0	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	50	1	1	0
	2	33	0	0	0	0
	3	3	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	2	1	0
	2	20	0	0	0	0
	3	6	0	0	0	0
	4	4	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.44	2.22	0.8	A	271.83	1631.01
2	0.04	2.60	0.0	A	12.00	72.02
3	0.26	1.64	0.4	A	166.11	996.65
4	0.49	5.17	1.0	A	143.76	862.54
5	0.13	4.18	0.1	A	26.37	158.23

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	214.73	214.73	63.88	750.29	0.286	214.32	222.24	0.0	0.4	1.704	A
2	16.35	16.35	263.75	443.80	0.037	16.31	14.45	0.0	0.0	2.450	A
3	184.93	184.93	131.36	775.23	0.239	184.61	148.70	0.0	0.3	1.550	A
4	134.53	134.53	146.17	347.81	0.387	133.90	169.80	0.0	0.6	4.196	A
5	23.70	23.70	262.53	263.89	0.090	23.59	17.54	0.0	0.1	3.928	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	285.20	285.20	66.24	748.67	0.381	284.96	177.54	0.4	0.6	2.048	A
2	7.24	7.24	326.61	406.80	0.018	7.27	24.59	0.0	0.0	2.253	A
3	156.16	156.16	160.50	753.60	0.207	156.21	173.38	0.3	0.3	1.518	A
4	120.97	120.97	115.86	362.18	0.334	121.09	200.85	0.6	0.5	3.766	A
5	27.94	27.94	215.84	285.24	0.098	27.94	21.10	0.1	0.1	3.497	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	268.85	268.85	71.30	745.18	0.361	268.90	259.30	0.6	0.6	1.989	A
2	12.42	12.42	321.76	409.66	0.030	12.41	18.44	0.0	0.0	2.265	A
3	194.03	194.03	157.00	756.20	0.257	193.94	177.16	0.3	0.4	1.644	A
4	169.20	169.20	150.49	345.76	0.489	168.74	200.45	0.5	1.0	5.166	A
5	32.08	32.08	298.55	247.42	0.130	32.04	20.67	0.1	0.1	4.179	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	324.32	324.32	74.54	742.94	0.437	324.12	190.32	0.6	0.8	2.219	A
2	11.38	11.38	385.20	372.31	0.031	11.38	13.46	0.0	0.0	2.493	A
3	161.23	161.23	194.52	728.35	0.221	161.29	202.06	0.4	0.3	1.609	A
4	146.74	146.74	122.99	358.80	0.409	147.00	232.83	1.0	0.7	4.317	A
5	25.87	25.87	238.95	274.67	0.094	25.91	31.04	0.1	0.1	3.617	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	288.41	288.41	75.55	742.25	0.389	288.56	192.69	0.8	0.6	2.005	A
2	10.24	10.24	347.67	394.40	0.026	10.25	16.44	0.0	0.0	2.597	A
3	165.26	165.26	190.26	731.51	0.226	165.26	167.66	0.3	0.3	1.619	A
4	142.81	142.81	126.45	357.16	0.400	142.84	229.06	0.7	0.7	4.201	A
5	27.94	27.94	240.30	274.05	0.102	27.93	28.99	0.1	0.1	3.655	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	249.50	249.50	69.36	746.52	0.334	249.63	195.27	0.6	0.5	1.836	A
2	14.38	14.38	306.56	418.61	0.034	14.38	12.44	0.0	0.0	2.427	A
3	135.05	135.05	160.71	753.44	0.179	135.12	160.22	0.3	0.2	1.515	A
4	148.29	148.29	115.31	362.44	0.409	148.26	180.51	0.7	0.7	4.292	A
5	20.70	20.70	243.90	272.41	0.076	20.73	19.68	0.1	0.1	3.578	A

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	2.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00

		To				
		1	2	3	4	5
From	1	0.00	7.24	138.62	98.71	7.24
	2	6.10	0.00	2.07	4.13	0.00
	3	127.72	4.13	0.00	40.31	7.24
	4	85.79	5.17	26.05	0.00	7.24
	5	22.74	1.03	12.40	5.17	0.00

Demand (PCU/TS)

08:00 - 08:15

		To				
		1	2	3	4	5
From	1	0.00	7.13	126.42	92.92	11.37
	2	8.17	0.00	6.20	5.17	0.00
	3	154.91	2.07	0.00	48.58	11.78
	4	97.16	1.03	28.94	0.00	4.13
	5	24.70	0.00	8.27	9.30	0.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	5.17	117.84	86.10	12.40
	2	7.13	0.00	5.17	5.17	0.00
	3	151.60	3.10	0.00	43.31	5.17
	4	120.73	4.13	31.01	0.00	4.13
	5	19.64	2.07	15.92	7.24	0.00

08:30 - 08:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	12.30	128.59	83.62	7.24
	2	5.17	0.00	5.06	1.03	1.03
	3	168.55	2.07	0.00	60.78	2.07
	4	89.72	4.03	51.68	0.00	2.07
	5	15.50	3.10	12.40	2.07	0.00

08:45 - 09:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	14.26	159.19	90.86	6.20
	2	2.07	0.00	2.07	7.24	1.03
	3	136.20	3.10	0.00	77.52	4.13
	4	90.34	8.27	43.83	0.00	2.07
	5	5.17	0.00	6.20	3.10	0.00

09:00 - 09:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	11.16	121.77	73.39	6.20
	2	3.10	0.00	1.03	10.34	0.00
	3	100.13	4.13	0.00	55.82	4.13
	4	53.75	3.10	37.21	0.00	8.17
	5	7.24	0.00	5.17	3.10	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	5	3	0
	2	25	0	0	0	0
	3	3	0	0	0	0
	4	5	0	0	0	0
	5	0	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	17	3	1	0
	2	17	0	0	0	0
	3	8	0	0	0	0
	4	0	0	0	0	0
	5	4	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	1	2	3	4	5
1	0	0	7	4	0
2	20	0	0	0	0
3	5	0	0	3	0
4	2	0	0	0	0
5	0	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	1	2	3	4	5
1	0	10	13	1	0
2	0	0	25	0	0
3	7	0	0	4	0
4	2	33	0	0	0
5	0	0	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	1	2	3	4	5
1	0	20	5	1	0
2	0	0	0	0	0
3	7	0	0	0	0
4	2	0	0	0	0
5	0	0	0	0	0

09:00 - 09:15

Heavy Vehicle Percentages

From \ To	1	2	3	4	5
1	0	29	8	0	0
2	0	0	0	0	0
3	8	0	0	0	0
4	0	0	0	0	14
5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.36	1.96	0.6	A	237.83	1426.97
2	0.04	2.39	0.0	A	14.75	88.48
3	0.29	1.69	0.4	A	203.09	1218.55
4	0.48	5.28	0.9	A	134.96	809.75
5	0.19	4.64	0.2	A	31.92	191.53

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	251.80	251.80	53.72	757.30	0.332	251.28	241.62	0.0	0.5	1.846	A
2	12.30	12.30	287.48	429.83	0.029	12.27	17.52	0.0	0.0	2.392	A
3	179.40	179.40	121.08	782.86	0.229	179.10	178.67	0.0	0.3	1.526	A
4	124.24	124.24	152.16	344.97	0.360	123.66	148.02	0.0	0.6	4.199	A
5	41.35	41.35	254.18	267.71	0.154	41.16	21.65	0.0	0.2	3.969	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	237.85	237.85	49.61	760.14	0.313	237.89	284.75	0.5	0.5	1.771	A
2	19.54	19.54	277.24	435.86	0.045	19.52	10.26	0.0	0.0	2.298	A
3	217.34	217.34	126.91	778.53	0.279	217.23	169.85	0.3	0.4	1.694	A
4	131.27	131.27	188.20	327.88	0.400	131.19	155.95	0.6	0.7	4.574	A
5	42.28	42.28	292.10	250.37	0.169	42.25	27.28	0.2	0.2	4.431	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221.51	221.51	63.37	750.65	0.295	221.54	298.93	0.5	0.4	1.788	A
2	17.47	17.47	270.47	439.85	0.040	17.47	14.44	0.0	0.0	2.287	A
3	203.18	203.18	118.06	785.10	0.259	203.22	169.88	0.4	0.4	1.613	A
4	160.01	160.01	179.43	332.04	0.482	159.74	141.85	0.7	0.9	5.284	A
5	44.86	44.86	317.46	238.78	0.188	44.84	21.71	0.2	0.2	4.641	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	231.75	231.75	75.28	742.43	0.312	231.70	279.12	0.4	0.5	1.896	A
2	12.30	12.30	285.50	431.00	0.029	12.31	21.48	0.0	0.0	2.342	A
3	233.46	233.46	100.20	798.36	0.292	233.39	197.61	0.4	0.4	1.691	A
4	147.50	147.50	186.10	328.88	0.448	147.59	147.50	0.9	0.8	5.073	A
5	33.08	33.08	321.26	237.04	0.140	33.14	12.43	0.2	0.2	4.415	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	271.54	271.54	64.59	749.80	0.362	271.44	234.98	0.5	0.6	1.959	A
2	12.40	12.40	310.41	416.34	0.030	12.41	25.62	0.0	0.0	2.227	A
3	220.96	220.96	111.50	789.97	0.280	220.99	211.32	0.4	0.4	1.644	A
4	144.50	144.50	153.84	344.17	0.420	144.60	178.65	0.8	0.7	4.578	A
5	14.47	14.47	285.00	253.62	0.057	14.57	13.44	0.2	0.1	3.768	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	212.52	212.52	52.83	757.92	0.280	212.70	164.54	0.6	0.4	1.748	A
2	14.47	14.47	247.09	453.61	0.032	14.47	18.44	0.0	0.0	2.049	A
3	164.21	164.21	96.18	801.34	0.205	164.34	165.38	0.4	0.3	1.482	A
4	102.23	102.23	117.79	361.27	0.283	102.57	142.74	0.7	0.4	3.520	A
5	15.50	15.50	201.87	291.63	0.053	15.51	18.49	0.1	0.1	3.258	A

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	2.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	5.17	99.56	108.04	6.21
	2	8.07	0.00	4.14	4.14	0.00
	3	123.02	6.21	0.00	52.78	5.17
	4	80.72	2.07	45.53	0.00	6.21
	5	13.35	1.03	4.14	5.17	0.00

16:45 - 17:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	11.18	131.12	141.98	5.17
	2	1.03	0.00	2.07	4.14	0.00
	3	98.39	4.14	0.00	46.57	9.31
	4	67.78	8.28	38.29	0.00	6.62
	5	12.42	1.03	6.21	8.28	0.00

17:00 - 17:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	10.14	122.53	133.18	7.24
	2	6.21	0.00	2.07	4.14	0.00
	3	131.09	5.17	0.00	56.92	3.10
	4	107.11	3.10	48.64	0.00	10.35
	5	17.59	0.00	8.28	6.21	0.00

17:15 - 17:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	5.17	148.40	162.57	12.42
	2	2.07	0.00	2.07	6.21	1.03
	3	97.25	3.10	0.00	53.81	9.31
	4	84.65	5.17	48.64	0.00	8.28
	5	8.28	0.00	7.24	10.35	0.00

17:30 - 17:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	3.00	114.87	158.23	16.56
	2	4.04	0.00	3.10	3.10	0.00
	3	96.73	4.14	0.00	59.40	7.24
	4	84.86	9.31	43.46	0.00	5.17
	5	9.31	0.00	10.35	8.28	0.00

17:45 - 18:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	3.10	104.42	136.91	9.31
	2	7.14	0.00	4.14	3.10	0.00
	3	93.83	4.14	0.00	36.22	3.10
	4	89.31	5.17	46.57	0.00	7.24
	5	7.24	0.00	9.31	4.14	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	3	0	0
	2	40	0	0	0	0
	3	3	0	0	0	0
	4	0	0	0	0	0
	5	9	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	29	7	3	0
	2	0	0	0	0	0
	3	1	0	0	0	0
	4	2	0	0	0	0
	5	0	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	33	7	2	0
	2	0	0	0	0	0
	3	4	0	0	0	0
	4	3	0	0	0	0
	5	0	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	4	3	0
	2	0	0	0	0	0
	3	2	0	0	0	0
	4	3	0	0	0	0
	5	0	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	50	1	1	0
	2	33	0	0	0	0
	3	3	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	2	1	0
	2	20	0	0	0	0
	3	6	0	0	0	0
	4	4	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.44	2.24	0.8	A	276.08	1656.51
2	0.04	2.61	0.0	A	12.00	72.02
3	0.26	1.65	0.4	A	168.36	1010.15
4	0.49	5.20	1.0	A	143.76	862.54
5	0.13	4.20	0.1	A	26.37	158.23

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	218.98	218.98	63.88	750.29	0.292	218.56	224.48	0.0	0.4	1.714	A
2	16.35	16.35	267.99	441.31	0.037	16.31	14.45	0.0	0.0	2.465	A
3	187.18	187.18	131.36	775.23	0.241	186.85	152.94	0.0	0.3	1.555	A
4	134.53	134.53	148.41	346.75	0.388	133.90	169.80	0.0	0.6	4.217	A
5	23.70	23.70	264.77	262.87	0.090	23.59	17.54	0.0	0.1	3.945	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	289.45	289.45	66.24	748.67	0.387	289.21	179.79	0.4	0.7	2.065	A
2	7.24	7.24	330.86	404.30	0.018	7.27	24.59	0.0	0.0	2.269	A
3	158.41	158.41	160.50	753.60	0.210	158.46	177.63	0.3	0.3	1.524	A
4	120.97	120.97	118.11	361.12	0.335	121.09	200.85	0.6	0.5	3.783	A
5	27.94	27.94	218.10	284.21	0.098	27.94	21.10	0.1	0.1	3.511	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	273.10	273.10	71.29	745.18	0.366	273.15	261.55	0.7	0.6	2.003	A
2	12.42	12.42	326.01	407.16	0.031	12.40	18.44	0.0	0.0	2.279	A
3	196.28	196.28	157.00	756.20	0.260	196.19	181.41	0.3	0.4	1.650	A
4	169.20	169.20	152.74	344.70	0.491	168.74	200.45	0.5	1.0	5.198	A
5	32.08	32.08	300.80	246.39	0.130	32.04	20.67	0.1	0.1	4.199	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	328.57	328.57	74.54	742.94	0.442	328.36	192.57	0.6	0.8	2.241	A
2	11.38	11.38	389.45	369.81	0.031	11.38	13.46	0.0	0.0	2.510	A
3	163.48	163.48	194.52	728.35	0.224	163.54	206.31	0.4	0.3	1.613	A
4	146.74	146.74	125.24	357.74	0.410	147.00	232.82	1.0	0.7	4.337	A
5	25.87	25.87	241.20	273.64	0.095	25.91	31.04	0.1	0.1	3.635	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	292.66	292.66	75.55	742.25	0.394	292.81	194.94	0.8	0.7	2.024	A
2	10.24	10.24	351.92	391.90	0.026	10.25	16.44	0.0	0.0	2.614	A
3	167.51	167.51	190.26	731.51	0.229	167.51	171.91	0.3	0.3	1.625	A
4	142.81	142.81	128.70	356.10	0.401	142.84	229.06	0.7	0.7	4.221	A
5	27.94	27.94	242.55	273.03	0.102	27.93	28.99	0.1	0.1	3.671	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	253.75	253.75	69.36	746.52	0.340	253.89	197.52	0.7	0.5	1.849	A
2	14.38	14.38	310.81	416.10	0.035	14.38	12.44	0.0	0.0	2.442	A
3	137.30	137.30	160.71	753.44	0.182	137.37	164.47	0.3	0.2	1.519	A
4	148.29	148.29	117.57	361.38	0.410	148.26	180.51	0.7	0.7	4.314	A
5	20.70	20.70	246.15	271.38	0.076	20.73	19.68	0.1	0.1	3.592	A

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	2.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00

		To				
		1	2	3	4	5
From	1	0.00	12.25	138.62	103.73	7.24
	2	11.11	0.00	2.07	4.13	0.00
	3	127.72	4.13	0.00	40.31	7.24
	4	90.81	5.17	26.05	0.00	7.24
	5	22.74	1.03	12.40	5.17	0.00

Demand (PCU/TS)

08:00 - 08:15

		To				
		1	2	3	4	5
From	1	0.00	12.15	126.42	97.94	11.37
	2	13.18	0.00	6.20	5.17	0.00
	3	154.91	2.07	0.00	48.58	11.78
	4	102.18	1.03	28.94	0.00	4.13
	5	24.70	0.00	8.27	9.30	0.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	10.18	117.84	91.12	12.40
	2	12.15	0.00	5.17	5.17	0.00
	3	151.60	3.10	0.00	43.31	5.17
	4	125.74	4.13	31.01	0.00	4.13
	5	19.64	2.07	15.92	7.24	0.00

08:30 - 08:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	17.31	128.59	88.64	7.24
	2	10.18	0.00	5.06	1.03	1.03
	3	168.55	2.07	0.00	60.78	2.07
	4	94.73	4.03	51.68	0.00	2.07
	5	15.50	3.10	12.40	2.07	0.00

08:45 - 09:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	19.28	159.19	95.87	6.20
	2	7.08	0.00	2.07	7.24	1.03
	3	136.20	3.10	0.00	77.52	4.13
	4	95.35	8.27	43.83	0.00	2.07
	5	5.17	0.00	6.20	3.10	0.00

09:00 - 09:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	16.18	121.77	78.40	6.20
	2	8.12	0.00	1.03	10.34	0.00
	3	100.13	4.13	0.00	55.82	4.13
	4	58.76	3.10	37.21	0.00	8.17
	5	7.24	0.00	5.17	3.10	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	19	5	5	0
	2	47	0	0	0	0
	3	3	0	0	0	0
	4	7	0	0	0	0
	5	0	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	35	3	3	0
	2	35	0	0	0	0
	3	8	0	0	0	0
	4	2	0	0	0	0
	5	4	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	25	7	6	0
	2	40	0	0	0	0
	3	5	0	0	3	0
	4	3	0	0	0	0
	5	0	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	23	13	3	0
	2	25	0	25	0	0
	3	7	0	0	4	0
	4	4	33	0	0	0
	5	0	0	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	31	5	3	0
	2	46	0	0	0	0
	3	7	0	0	0	0
	4	4	0	0	0	0
	5	0	0	0	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	42	8	2	0
	2	36	0	0	0	0
	3	8	0	0	0	0
	4	3	0	0	0	14
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.38	2.03	0.6	A	247.86	1487.14
2	0.06	2.76	0.1	A	19.76	118.57
3	0.30	1.72	0.4	A	203.09	1218.55
4	0.50	5.58	1.0	A	139.97	839.83
5	0.19	4.75	0.2	A	31.92	191.53

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	261.83	261.83	53.71	757.31	0.346	261.27	251.58	0.0	0.6	1.910	A
2	17.31	17.31	292.46	426.90	0.041	17.26	22.52	0.0	0.1	2.765	A
3	179.40	179.40	131.07	775.44	0.231	179.10	178.65	0.0	0.3	1.545	A
4	129.26	129.26	157.15	342.60	0.377	128.63	153.02	0.0	0.6	4.403	A
5	41.35	41.35	264.14	263.16	0.157	41.16	21.64	0.0	0.2	4.050	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	247.87	247.87	49.61	760.14	0.326	247.92	294.77	0.6	0.5	1.831	A
2	24.55	24.55	282.25	432.91	0.057	24.53	15.28	0.1	0.1	2.558	A
3	217.34	217.34	136.94	771.09	0.282	217.23	169.84	0.3	0.4	1.717	A
4	136.29	136.29	193.21	325.50	0.419	136.19	160.96	0.6	0.7	4.813	A
5	42.28	42.28	302.12	245.79	0.172	42.25	27.28	0.2	0.2	4.531	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	231.54	231.54	63.36	750.65	0.308	231.57	308.94	0.5	0.5	1.851	A
2	22.48	22.48	275.48	436.90	0.051	22.49	19.46	0.1	0.1	2.570	A
3	203.18	203.18	128.09	777.66	0.261	203.22	169.88	0.4	0.4	1.636	A
4	165.02	165.02	184.45	329.66	0.501	164.73	146.86	0.7	1.0	5.579	A
5	44.86	44.86	327.47	234.20	0.192	44.84	21.71	0.2	0.2	4.753	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	241.78	241.78	75.28	742.43	0.326	241.73	289.16	0.5	0.5	1.962	A
2	17.31	17.31	290.51	428.05	0.040	17.33	26.50	0.1	0.1	2.662	A
3	233.46	233.46	110.23	790.91	0.295	233.39	197.61	0.4	0.4	1.714	A
4	152.51	152.51	191.11	326.50	0.467	152.61	152.51	1.0	0.9	5.352	A
5	33.08	33.08	331.30	232.45	0.142	33.14	12.43	0.2	0.2	4.518	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	281.57	281.57	64.60	749.80	0.376	281.46	245.02	0.5	0.6	2.029	A
2	17.42	17.42	315.43	413.38	0.042	17.42	30.64	0.1	0.1	2.604	A
3	220.96	220.96	121.52	782.53	0.282	220.99	211.32	0.4	0.4	1.668	A
4	149.52	149.52	158.86	341.80	0.437	149.63	183.66	0.9	0.8	4.811	A
5	14.47	14.47	295.04	249.03	0.058	14.58	13.44	0.2	0.1	3.841	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	222.55	222.55	52.84	757.91	0.294	222.73	174.59	0.6	0.4	1.811	A
2	19.49	19.49	252.12	450.65	0.043	19.49	23.45	0.1	0.1	2.344	A
3	164.21	164.21	106.22	793.89	0.207	164.35	165.39	0.4	0.3	1.499	A
4	107.24	107.24	122.80	358.89	0.299	107.61	147.76	0.8	0.4	3.681	A
5	15.50	15.50	211.92	287.03	0.054	15.51	18.48	0.1	0.1	3.316	A

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	2.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	10.19	99.56	113.05	6.21
	2	13.09	0.00	4.14	4.14	0.00
	3	123.02	6.21	0.00	52.78	5.17
	4	85.73	2.07	45.53	0.00	6.21
	5	13.35	1.03	4.14	5.17	0.00

16:45 - 17:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	16.19	131.12	146.99	5.17
	2	6.05	0.00	2.07	4.14	0.00
	3	98.39	4.14	0.00	46.57	9.31
	4	72.80	8.28	38.29	0.00	6.62
	5	12.42	1.03	6.21	8.28	0.00

17:00 - 17:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	15.16	122.53	138.20	7.24
	2	11.22	0.00	2.07	4.14	0.00
	3	131.09	5.17	0.00	56.92	3.10
	4	112.12	3.10	48.64	0.00	10.35
	5	17.59	0.00	8.28	6.21	0.00

17:15 - 17:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	10.19	148.40	167.59	12.42
	2	7.08	0.00	2.07	6.21	1.03
	3	97.25	3.10	0.00	53.81	9.31
	4	89.66	5.17	48.64	0.00	8.28
	5	8.28	0.00	7.24	10.35	0.00

17:30 - 17:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	8.02	114.87	163.24	16.56
	2	9.05	0.00	3.10	3.10	0.00
	3	96.73	4.14	0.00	59.40	7.24
	4	89.87	9.31	43.46	0.00	5.17
	5	9.31	0.00	10.35	8.28	0.00

17:45 - 18:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	8.12	104.42	141.92	9.31
	2	12.15	0.00	4.14	3.10	0.00
	3	93.83	4.14	0.00	36.22	3.10
	4	94.32	5.17	46.57	0.00	7.24
	5	7.24	0.00	9.31	4.14	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	25	3	2	0
	2	55	0	0	0	0
	3	3	0	0	0	0
	4	2	0	0	0	0
	5	9	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	42	7	4	0
	2	63	0	0	0	0
	3	1	0	0	0	0
	4	4	0	0	0	0
	5	0	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	48	7	4	0
	2	22	0	0	0	0
	3	4	0	0	0	0
	4	5	0	0	0	0
	5	0	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	25	4	4	0
	2	46	0	0	0	0
	3	2	0	0	0	0
	4	5	0	0	0	0
	5	0	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	73	1	2	0
	2	57	0	0	0	0
	3	3	0	0	0	0
	4	2	0	0	0	0
	5	0	0	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	36	2	2	0
	2	40	0	0	0	0
	3	6	0	0	0	0
	4	6	0	0	0	0
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.46	2.32	0.9	A	286.11	1716.68
2	0.05	3.07	0.1	A	17.02	102.11
3	0.26	1.67	0.4	A	168.36	1010.15
4	0.51	5.48	1.1	A	148.77	892.62
5	0.13	4.29	0.2	A	26.37	158.23

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	229.01	229.01	63.87	750.30	0.305	228.56	234.45	0.0	0.5	1.776	A
2	21.37	21.37	272.97	438.38	0.049	21.30	19.46	0.0	0.1	2.757	A
3	187.18	187.18	141.35	767.81	0.244	186.85	152.92	0.0	0.3	1.575	A
4	139.54	139.54	153.41	344.38	0.405	138.86	174.79	0.0	0.7	4.421	A
5	23.70	23.70	274.73	258.32	0.092	23.59	17.54	0.0	0.1	4.021	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	299.48	299.48	66.25	748.66	0.400	299.22	189.83	0.5	0.7	2.139	A
2	12.26	12.26	335.86	401.35	0.031	12.28	29.60	0.1	0.0	2.855	A
3	158.41	158.41	170.52	746.16	0.212	158.46	177.63	0.3	0.3	1.543	A
4	125.99	125.99	123.13	358.74	0.351	126.11	205.86	0.7	0.6	3.961	A
5	27.94	27.94	228.14	279.62	0.100	27.94	21.10	0.1	0.1	3.575	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	283.13	283.13	71.29	745.19	0.380	283.18	271.55	0.7	0.7	2.077	A
2	17.43	17.43	331.01	404.21	0.043	17.42	23.46	0.0	0.1	2.630	A
3	196.28	196.28	167.03	748.75	0.262	196.19	181.41	0.3	0.4	1.673	A
4	174.21	174.21	157.75	342.32	0.509	173.71	205.47	0.6	1.1	5.479	A
5	32.08	32.08	310.79	241.82	0.133	32.04	20.67	0.1	0.2	4.288	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	338.60	338.60	74.55	742.94	0.456	338.38	202.62	0.7	0.9	2.321	A
2	16.40	16.40	394.46	366.86	0.045	16.39	18.47	0.1	0.1	2.968	A
3	163.48	163.48	204.54	720.91	0.227	163.54	206.31	0.4	0.3	1.637	A
4	151.75	151.75	130.25	355.36	0.427	152.04	237.83	1.1	0.8	4.549	A
5	25.87	25.87	251.25	269.05	0.096	25.92	31.04	0.2	0.1	3.704	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	302.69	302.69	75.55	742.25	0.408	302.85	204.97	0.9	0.7	2.100	A
2	15.26	15.26	356.95	388.94	0.039	15.26	21.45	0.1	0.1	3.071	A
3	167.51	167.51	200.29	724.07	0.231	167.51	171.92	0.3	0.3	1.647	A
4	147.82	147.82	133.71	353.72	0.418	147.86	234.08	0.8	0.7	4.427	A
5	27.94	27.94	252.58	268.44	0.104	27.93	28.99	0.1	0.1	3.741	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	263.78	263.78	69.36	746.52	0.353	263.92	207.55	0.7	0.6	1.918	A
2	19.40	19.40	315.83	413.15	0.047	19.39	17.45	0.1	0.1	2.784	A
3	137.30	137.30	170.75	745.99	0.184	137.37	164.47	0.3	0.2	1.540	A
4	153.31	153.31	122.58	359.00	0.427	153.27	185.53	0.7	0.8	4.521	A
5	20.70	20.70	256.18	266.80	0.078	20.73	19.68	0.1	0.1	3.659	A

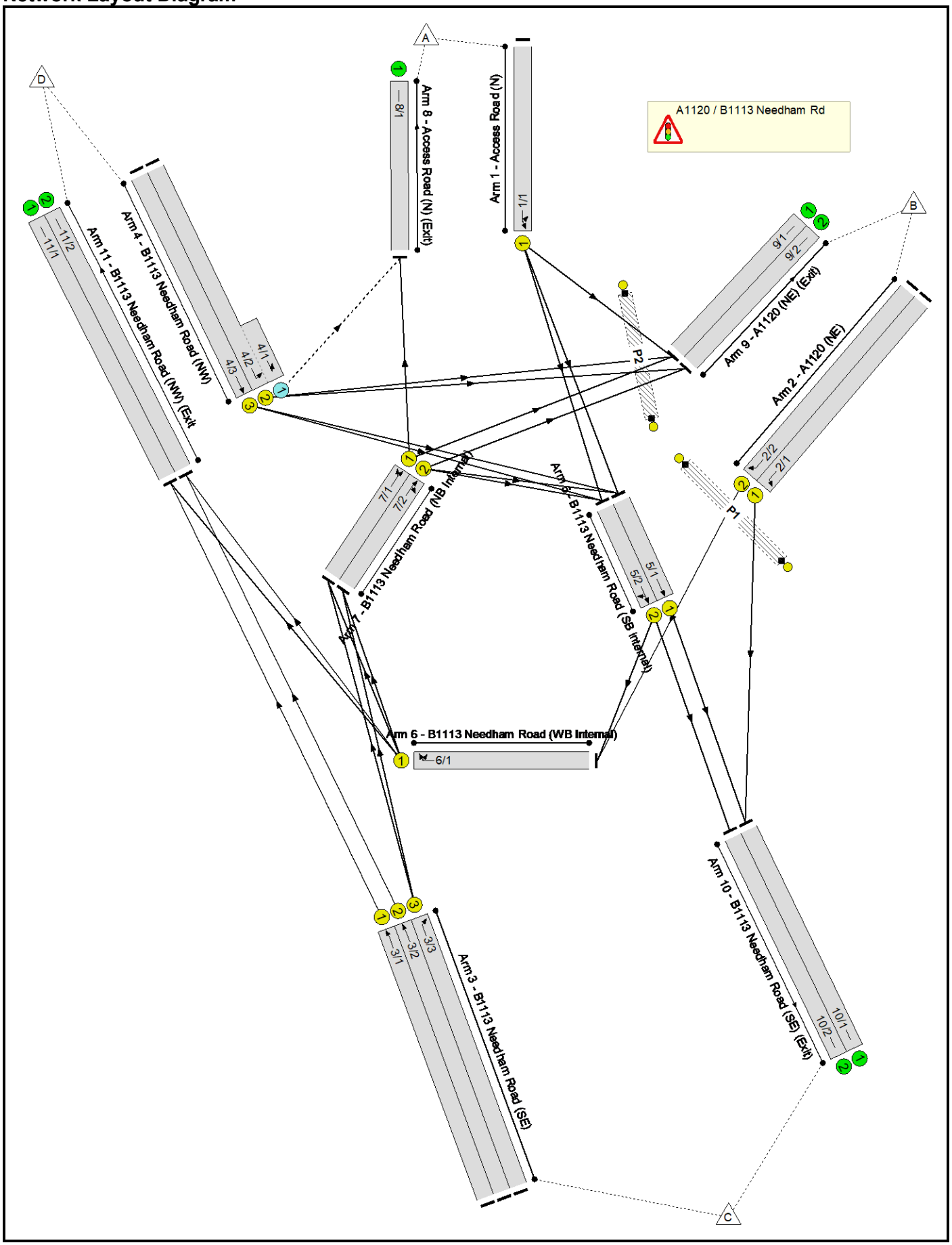
Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Site 25_DM.lsg3x
Author:	
Company:	
Address:	

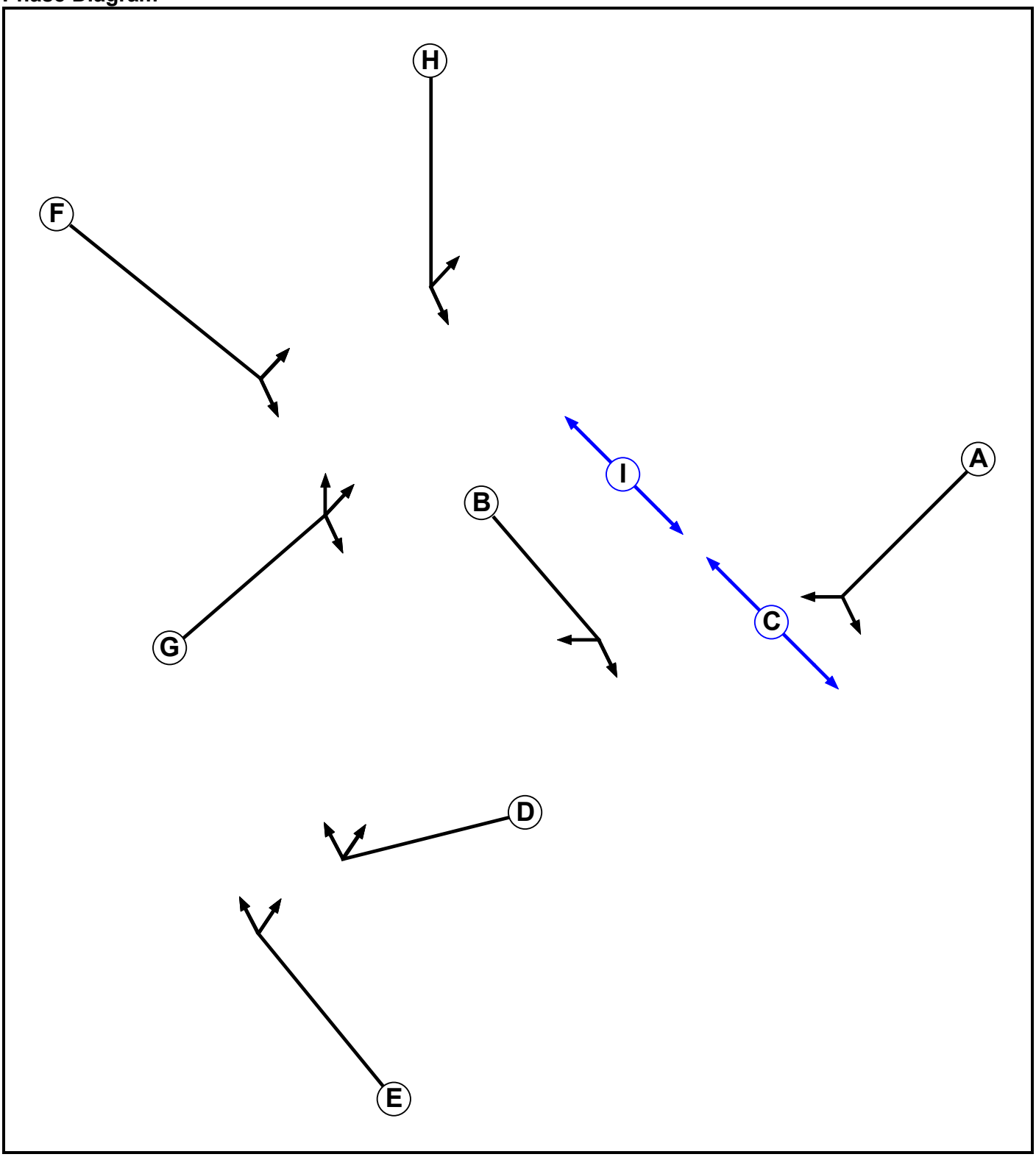
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Pedestrian	1		-9999	5
D	Traffic	1		-9999	7
E	Traffic	1		-9999	7
F	Traffic	1		-9999	7
G	Traffic	1		-9999	7
H	Traffic	1		-9999	7
I	Pedestrian	1		-9999	5

Phase Intergreens Matrix

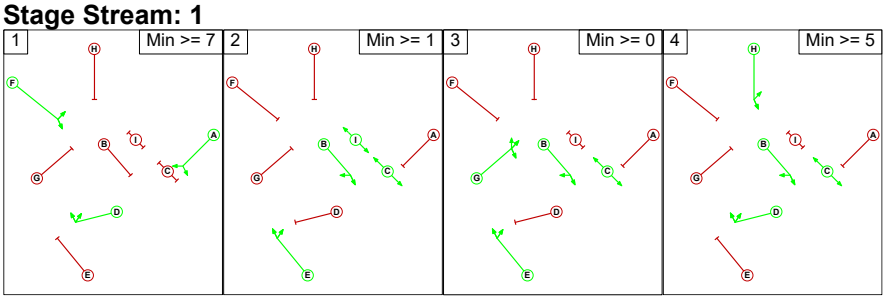
		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A		7	5	-	-	-	-	-	-
	B	5		-	-	-	-	-	-	-
	C	5	-		-	-	-	-	-	-
	D	-	-	-		5	-	-	-	-
	E	-	-	-	5		-	-	-	-
	F	-	-	-	-	-		5	5	8
	G	-	-	-	-	-	5		5	8
	H	-	-	-	-	-	5	6		8
	I	-	-	-	-	-	5	5	5	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A D F
1	2	B C E I
1	3	B C E G
1	4	B C D H

Stage Diagram

Stage Stream: 1



Full Input Data And Results

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	D	Losing	7	7
1	3	D	Losing	7	7
3	1	G	Losing	7	7
3	4	G	Losing	7	7

Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2	3	4
1		12	12	7
2	5		5	5
3	12	8		12
4	5	8	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A1120 / B1113 Needham Rd											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
4/1 (B1113 Needham Road (NW))	8/1 (U-Turn)	715	0	7/1	0.22	To 8/1 (Ahead)	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: A1120 / B1113 Needham Rd

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Access Road (N))	U	H	2	3	60.0	User	1800	-	-	-	-	-
2/1 (A1120 (NE))	U	A	2	3	60.0	User	1800	-	-	-	-	-
2/2 (A1120 (NE))	U	A	2	3	60.0	User	1800	-	-	-	-	-
3/1 (B1113 Needham Road (SE))	U	E	2	3	60.0	User	1800	-	-	-	-	-
3/2 (B1113 Needham Road (SE))	U	E	2	3	60.0	User	1800	-	-	-	-	-
3/3 (B1113 Needham Road (SE))	U	E	2	3	60.0	User	1800	-	-	-	-	-
4/1 (B1113 Needham Road (NW))	O		2	3	5.4	Inf	-	-	-	-	-	-
4/2 (B1113 Needham Road (NW))	U	F	2	3	60.0	User	1800	-	-	-	-	-
4/3 (B1113 Needham Road (NW))	U	F	2	3	60.0	User	1800	-	-	-	-	-
5/1 (B1113 Needham Road (SB internal))	U	B	2	3	8.7	User	1800	-	-	-	-	-
5/2 (B1113 Needham Road (SB internal))	U	B	2	3	8.7	User	1800	-	-	-	-	-
6/1 (B1113 Needham Road (WB Internal))	U	D	2	3	6.8	User	1800	-	-	-	-	-
7/1 (B1113 Needham Road (NB Internal))	U	G	2	3	11.3	User	1800	-	-	-	-	-
7/2 (B1113 Needham Road (NB Internal))	U	G	2	3	11.3	User	1800	-	-	-	-	-
8/1 (Access Road (N) (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (A1120 (NE) (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-

9/2 (A1120 (NE) (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (B1113 Needham Road (SE) (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (B1113 Needham Road (SE) (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (B1113 Needham Road (NW) (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (B1113 Needham Road (NW) (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base AM Peak Hour'	08:00	09:00	01:00	
2: '2024 Base PM Peak Hour'	16:30	17:30	01:00	
3: 'FB WD AM '	08:00	09:00	01:00	
4: 'FB WD PM '	16:30	17:30	01:00	
5: 'FB+CD WD AM '	08:00	09:00	01:00	
6: 'FB+CD WD PM '	16:30	17:30	01:00	
7: 'FB+CD+N2T WD AM'	08:00	09:00	01:00	
8: 'FB+CD+N2T WD PM '	16:30	17:30	01:00	

Scenario 1: '2024 Base AM Peak Hour' (FG1: '2024 Base AM Peak Hour', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	25	1	6	32
	B	25	7	292	478	802
	C	6	254	0	239	499
	D	12	577	232	0	821
	Tot.	43	863	525	723	2154

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2024 Base AM Peak Hour
Junction: A1120 / B1113 Needham Rd	
1/1	32
2/1	292
2/2	510
3/1	120
3/2	119
3/3	260
4/1 (short)	12
4/2 (with short)	589(In) 577(Out)
4/3	232
5/1	118
5/2	121
6/1	516
7/1	142
7/2	150
8/1	43
9/1	424
9/2	439
10/1	410
10/2	115
11/1	362
11/2	361

Full Input Data And Results

Lane Saturation Flows

Junction: A1120 / B1113 Needham Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Access Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (A1120 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A1120 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B1113 Needham Road (SE) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (B1113 Needham Road (SE) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (B1113 Needham Road (SE) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (B1113 Needham Road (NW) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (B1113 Needham Road (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (B1113 Needham Road (NW) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B1113 Needham Road (SB internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (B1113 Needham Road (SB internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B1113 Needham Road (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (B1113 Needham Road (NB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (B1113 Needham Road (NB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Access Road (N) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1120 (NE) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1120 (NE) (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (B1113 Needham Road (SE) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (B1113 Needham Road (SE) (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (B1113 Needham Road (NW) (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (B1113 Needham Road (NW) (Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 2: '2024 Base PM Peak Hour' (FG2: '2024 Base PM Peak Hour', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	31	3	14	48
	B	9	7	288	506	810
	C	3	293	0	300	596
	D	11	438	224	1	674
	Tot.	23	769	515	821	2128

Traffic Lane Flows

Lane	Scenario 2: 2024 Base PM Peak Hour
Junction: A1120 / B1113 Needham Rd	
1/1	48
2/1	288
2/2	522
3/1	150
3/2	150
3/3	296
4/1 (short)	11
4/2 (with short)	449(In) 438(Out)
4/3	225
5/1	118
5/2	124
6/1	537
7/1	156
7/2	156
8/1	23
9/1	394
9/2	375
10/1	406
10/2	109
11/1	410
11/2	411

Full Input Data And Results

Lane Saturation Flows

Junction: A1120 / B1113 Needham Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Access Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (A1120 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A1120 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B1113 Needham Road (SE) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (B1113 Needham Road (SE) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (B1113 Needham Road (SE) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (B1113 Needham Road (NW) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (B1113 Needham Road (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (B1113 Needham Road (NW) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B1113 Needham Road (SB internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (B1113 Needham Road (SB internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B1113 Needham Road (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (B1113 Needham Road (NB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (B1113 Needham Road (NB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Access Road (N) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1120 (NE) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1120 (NE) (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (B1113 Needham Road (SE) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (B1113 Needham Road (SE) (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (B1113 Needham Road (NW) (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (B1113 Needham Road (NW) (Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 3: 'FB WD AM' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	26	2	7	35
	B	26	8	302	494	830
	C	6	262	0	247	515
	D	13	597	240	0	850
	Tot.	45	893	544	748	2230

Traffic Lane Flows

Lane	Scenario 3: FB WD AM
Junction: A1120 / B1113 Needham Rd	
1/1	35
2/1	302
2/2	528
3/1	124
3/2	123
3/3	268
4/1 (short)	13
4/2 (with short)	610(In) 597(Out)
4/3	240
5/1	122
5/2	127
6/1	535
7/1	147
7/2	155
8/1	45
9/1	439
9/2	454
10/1	424
10/2	120
11/1	374
11/2	374

Full Input Data And Results

Lane Saturation Flows

Junction: A1120 / B1113 Needham Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Access Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (A1120 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A1120 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B1113 Needham Road (SE) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (B1113 Needham Road (SE) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (B1113 Needham Road (SE) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (B1113 Needham Road (NW) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (B1113 Needham Road (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (B1113 Needham Road (NW) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B1113 Needham Road (SB internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (B1113 Needham Road (SB internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B1113 Needham Road (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (B1113 Needham Road (NB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (B1113 Needham Road (NB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Access Road (N) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1120 (NE) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1120 (NE) (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (B1113 Needham Road (SE) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (B1113 Needham Road (SE) (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (B1113 Needham Road (NW) (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (B1113 Needham Road (NW) (Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 4: 'FB WD PM ' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	32	4	15	51
	B	10	8	298	523	839
	C	4	303	0	310	617
	D	12	453	232	2	699
	Tot.	26	796	534	850	2206

Traffic Lane Flows

Lane	Scenario 4: FB WD PM
Junction: A1120 / B1113 Needham Rd	
1/1	51
2/1	298
2/2	541
3/1	155
3/2	155
3/3	307
4/1 (short)	12
4/2 (with short)	465(In) 453(Out)
4/3	234
5/1	123
5/2	130
6/1	558
7/1	162
7/2	163
8/1	26
9/1	406
9/2	390
10/1	421
10/2	113
11/1	424
11/2	426

Full Input Data And Results

Lane Saturation Flows

Junction: A1120 / B1113 Needham Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Access Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (A1120 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A1120 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B1113 Needham Road (SE) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (B1113 Needham Road (SE) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (B1113 Needham Road (SE) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (B1113 Needham Road (NW) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (B1113 Needham Road (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (B1113 Needham Road (NW) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B1113 Needham Road (SB internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (B1113 Needham Road (SB internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B1113 Needham Road (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (B1113 Needham Road (NB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (B1113 Needham Road (NB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Access Road (N) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1120 (NE) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1120 (NE) (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (B1113 Needham Road (SE) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (B1113 Needham Road (SE) (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (B1113 Needham Road (NW) (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (B1113 Needham Road (NW) (Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 5: 'FB+CD WD AM' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	26	2	7	35
	B	26	8	302	494	830
	C	6	262	0	247	515
	D	13	597	240	0	850
	Tot.	45	893	544	748	2230

Traffic Lane Flows

Lane	Scenario 5: FB+CD WD AM
Junction: A1120 / B1113 Needham Rd	
1/1	35
2/1	302
2/2	528
3/1	124
3/2	123
3/3	268
4/1 (short)	13
4/2 (with short)	610(In) 597(Out)
4/3	240
5/1	122
5/2	127
6/1	535
7/1	147
7/2	155
8/1	45
9/1	439
9/2	454
10/1	424
10/2	120
11/1	374
11/2	374

Full Input Data And Results

Lane Saturation Flows

Junction: A1120 / B1113 Needham Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Access Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (A1120 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A1120 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B1113 Needham Road (SE) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (B1113 Needham Road (SE) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (B1113 Needham Road (SE) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (B1113 Needham Road (NW) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (B1113 Needham Road (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (B1113 Needham Road (NW) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B1113 Needham Road (SB internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (B1113 Needham Road (SB internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B1113 Needham Road (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (B1113 Needham Road (NB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (B1113 Needham Road (NB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Access Road (N) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1120 (NE) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1120 (NE) (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (B1113 Needham Road (SE) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (B1113 Needham Road (SE) (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (B1113 Needham Road (NW) (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (B1113 Needham Road (NW) (Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 6: 'FB+CD WD PM ' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	32	4	15	51
	B	10	8	298	523	839
	C	4	303	0	310	617
	D	12	453	232	2	699
	Tot.	26	796	534	850	2206

Traffic Lane Flows

Lane	Scenario 6: FB+CD WD PM
Junction: A1120 / B1113 Needham Rd	
1/1	51
2/1	298
2/2	541
3/1	155
3/2	155
3/3	307
4/1 (short)	12
4/2 (with short)	465(In) 453(Out)
4/3	234
5/1	123
5/2	130
6/1	558
7/1	162
7/2	163
8/1	26
9/1	406
9/2	390
10/1	421
10/2	113
11/1	424
11/2	426

Full Input Data And Results

Lane Saturation Flows

Junction: A1120 / B1113 Needham Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Access Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (A1120 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A1120 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B1113 Needham Road (SE) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (B1113 Needham Road (SE) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (B1113 Needham Road (SE) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (B1113 Needham Road (NW) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (B1113 Needham Road (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (B1113 Needham Road (NW) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B1113 Needham Road (SB internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (B1113 Needham Road (SB internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B1113 Needham Road (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (B1113 Needham Road (NB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (B1113 Needham Road (NB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Access Road (N) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1120 (NE) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1120 (NE) (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (B1113 Needham Road (SE) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (B1113 Needham Road (SE) (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (B1113 Needham Road (NW) (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (B1113 Needham Road (NW) (Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	26	2	7	35
	B	26	8	325	494	853
	C	6	285	0	247	538
	D	13	597	240	0	850
	Tot.	45	916	567	748	2276

Traffic Lane Flows

Lane	Scenario 7: FB+CD+N2T WD AM
Junction: A1120 / B1113 Needham Rd	
1/1	35
2/1	325
2/2	528
3/1	124
3/2	123
3/3	291
4/1 (short)	13
4/2 (with short)	610(In) 597(Out)
4/3	240
5/1	122
5/2	127
6/1	535
7/1	159
7/2	166
8/1	45
9/1	451
9/2	465
10/1	447
10/2	120
11/1	374
11/2	374

Full Input Data And Results

Lane Saturation Flows

Junction: A1120 / B1113 Needham Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Access Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (A1120 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A1120 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B1113 Needham Road (SE) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (B1113 Needham Road (SE) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (B1113 Needham Road (SE) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (B1113 Needham Road (NW) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (B1113 Needham Road (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (B1113 Needham Road (NW) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B1113 Needham Road (SB internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (B1113 Needham Road (SB internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B1113 Needham Road (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (B1113 Needham Road (NB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (B1113 Needham Road (NB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Access Road (N) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1120 (NE) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1120 (NE) (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (B1113 Needham Road (SE) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (B1113 Needham Road (SE) (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (B1113 Needham Road (NW) (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (B1113 Needham Road (NW) (Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	32	4	15	51
	B	10	8	321	523	862
	C	4	326	0	310	640
	D	12	453	232	2	699
	Tot.	26	819	557	850	2252

Traffic Lane Flows

Lane	Scenario 8: FB+CD+N2T WD PM
Junction: A1120 / B1113 Needham Rd	
1/1	51
2/1	321
2/2	541
3/1	155
3/2	155
3/3	330
4/1 (short)	12
4/2 (with short)	465(In) 453(Out)
4/3	234
5/1	123
5/2	130
6/1	558
7/1	174
7/2	174
8/1	26
9/1	418
9/2	401
10/1	444
10/2	113
11/1	424
11/2	426

Full Input Data And Results

Lane Saturation Flows

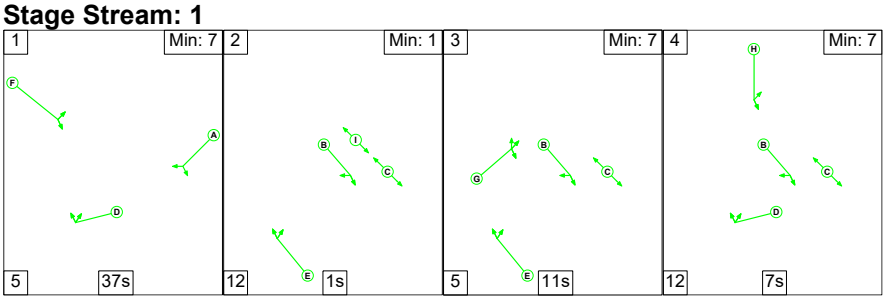
Junction: A1120 / B1113 Needham Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Access Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (A1120 (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A1120 (NE) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B1113 Needham Road (SE) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (B1113 Needham Road (SE) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (B1113 Needham Road (SE) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (B1113 Needham Road (NW) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (B1113 Needham Road (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (B1113 Needham Road (NW) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (B1113 Needham Road (SB internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (B1113 Needham Road (SB internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (B1113 Needham Road (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (B1113 Needham Road (NB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (B1113 Needham Road (NB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Access Road (N) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (A1120 (NE) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1120 (NE) (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (B1113 Needham Road (SE) (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (B1113 Needham Road (SE) (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (B1113 Needham Road (NW) (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (B1113 Needham Road (NW) (Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 1: '2024 Base AM Peak Hour' (FG1: '2024 Base AM Peak Hour', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

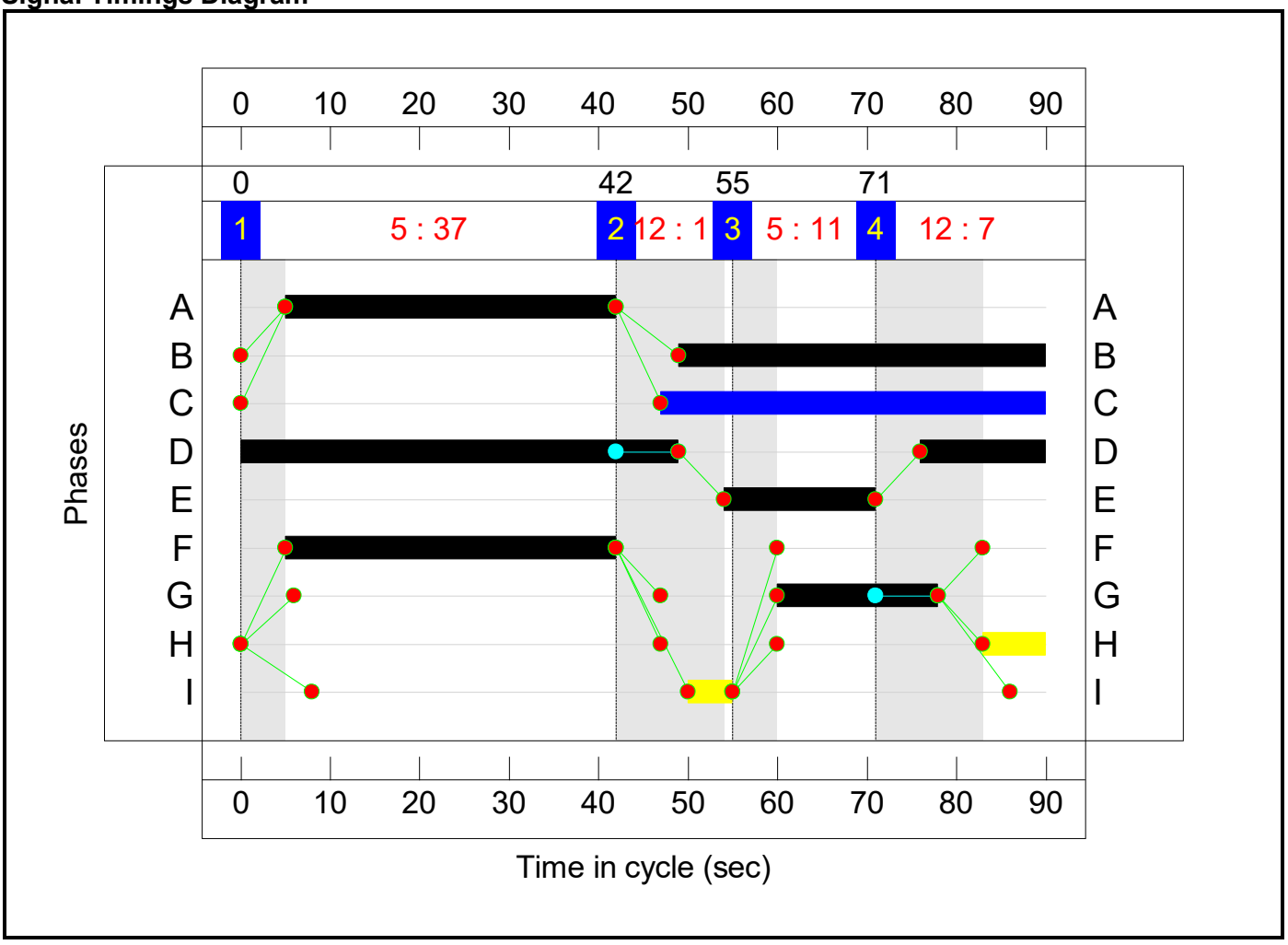


Stage Timings

Stage Stream: 1

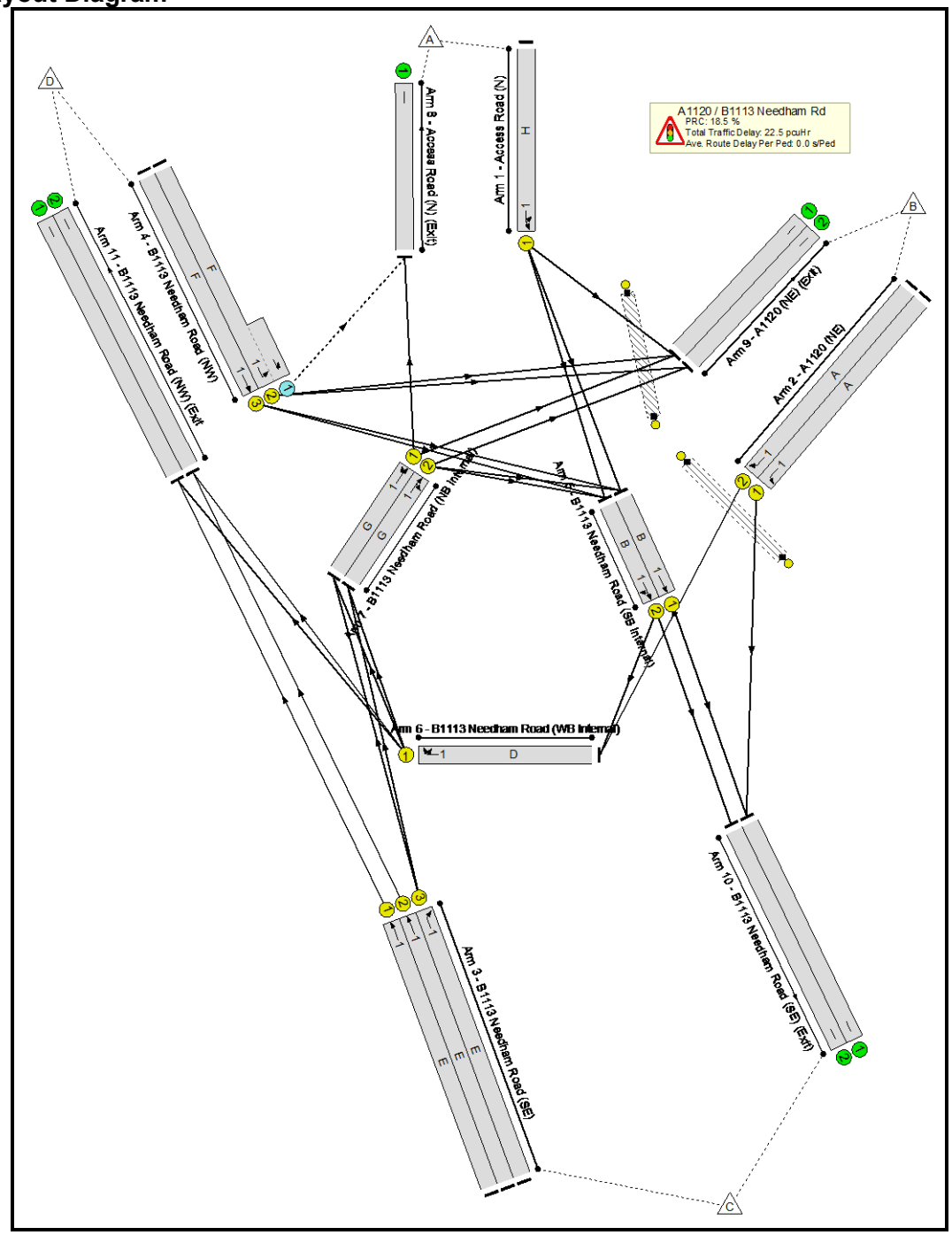
Stage	1	2	3	4
Duration	37	1	11	7
Change Point	0	42	55	71

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.9%**
A1120 / B1113 Needham Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.9%**
1/1	Access Road (N) Ahead U-Turn	U	1	N/A	H		1	7	-	32	1800	160	20.0%
2/1	A1120 (NE) Left	U	1	N/A	A		1	37	-	292	1800	760	38.4%
2/2	A1120 (NE) Right	U	1	N/A	A		1	37	-	510	1800	760	67.1%
3/1	B1113 Needham Road (SE) Ahead	U	1	N/A	E		1	17	-	120	1800	360	33.3%
3/2	B1113 Needham Road (SE) Ahead	U	1	N/A	E		1	17	-	119	1800	360	33.1%
3/3	B1113 Needham Road (SE) Right	U	1	N/A	E		1	17	-	260	1800	360	72.2%
4/2+4/1	B1113 Needham Road (NW) U-Turn Left	U+O	1	N/A	F -		1	37	-	589	1800: Inf	760+16	75.9 : 75.9%
4/3	B1113 Needham Road (NW) Ahead	U	1	N/A	F		1	37	-	232	1800	760	30.5%
5/1	B1113 Needham Road (SB internal) Ahead	U	1	N/A	B		1	41	-	118	1800	840	14.0%
5/2	B1113 Needham Road (SB internal) Right Ahead	U	1	N/A	B		1	41	-	121	1800	840	14.4%
6/1	B1113 Needham Road (WB Internal) Right Right2	U	1	N/A	D		1	63	-	516	1800	1280	40.3%
7/1	B1113 Needham Road (NB Internal) Ahead Ahead2	U	1	N/A	G		1	18	-	142	1800	380	37.4%
7/2	B1113 Needham Road (NB Internal) Right Ahead	U	1	N/A	G		1	18	-	150	1800	380	39.5%
8/1	Access Road (N) (Exit)	U	N/A	N/A	-		-	-	-	43	Inf	Inf	0.0%

Full Input Data And Results

9/1	A1120 (NE) (Exit)	U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
9/2	A1120 (NE) (Exit)	U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
10/1	B1113 Needham Road (SE) (Exit)	U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
10/2	B1113 Needham Road (SE) (Exit)	U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%
11/1	B1113 Needham Road (NW) (Exit	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
11/2	B1113 Needham Road (NW) (Exit	U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	C		1	43	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	I		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**2**	**10**	**0**	**16.4**	**6.1**	**0.0**	**22.5**	**-**	**-**	**-**	**-**
A1120 / B1113 Needham Rd	**-**	**-**	**2**	**10**	**0**	**16.4**	**6.1**	**0.0**	**22.5**	**-**	**-**	**-**	**-**
1/1	32	32	-	-	-	0.3	0.1	-	0.5	52.1	0.7	0.1	0.9
2/1	292	292	-	-	-	1.5	0.3	-	1.8	21.8	5.0	0.3	5.3
2/2	510	510	-	-	-	3.0	1.0	-	4.0	28.1	10.2	1.0	11.2
3/1	120	120	-	-	-	1.0	0.2	-	1.3	38.4	2.6	0.2	2.8
3/2	119	119	-	-	-	1.0	0.2	-	1.3	38.3	2.5	0.2	2.8
3/3	260	260	-	-	-	2.4	1.3	-	3.7	51.2	6.1	1.3	7.3
4/2+4/1	589	589	2	10	0	3.6	1.6	-	5.1	31.3	12.3	1.6	13.8
4/3	232	232	-	-	-	1.1	0.2	-	1.3	20.7	3.8	0.2	4.0
5/1	118	118	-	-	-	1.0	0.1	-	1.1	33.6	2.9	0.1	3.0
5/2	121	121	-	-	-	1.0	0.1	-	1.1	32.7	2.9	0.1	3.0
6/1	516	516	-	-	-	0.0	0.3	-	0.3	2.4	0.0	0.3	0.4
7/1	142	142	-	-	-	0.3	0.3	-	0.6	14.7	0.8	0.3	1.1
7/2	150	150	-	-	-	0.1	0.3	-	0.4	10.5	0.2	0.3	0.5
8/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 18.5 Total Delay for Signalled Lanes (pcuHr): 22.47 Cycle Time (s): 90
PRC Over All Lanes (%): 18.5 Total Delay Over All Lanes(pcuHr): 22.47

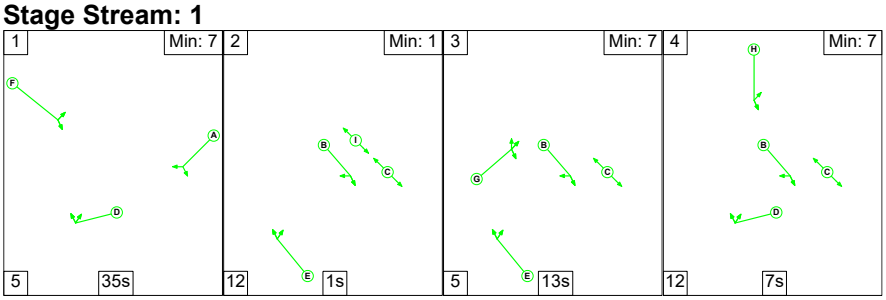
Full Input Data And Results

Full Input Data And Results

Scenario 2: '2024 Base PM Peak Hour' (FG2: '2024 Base PM Peak Hour', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

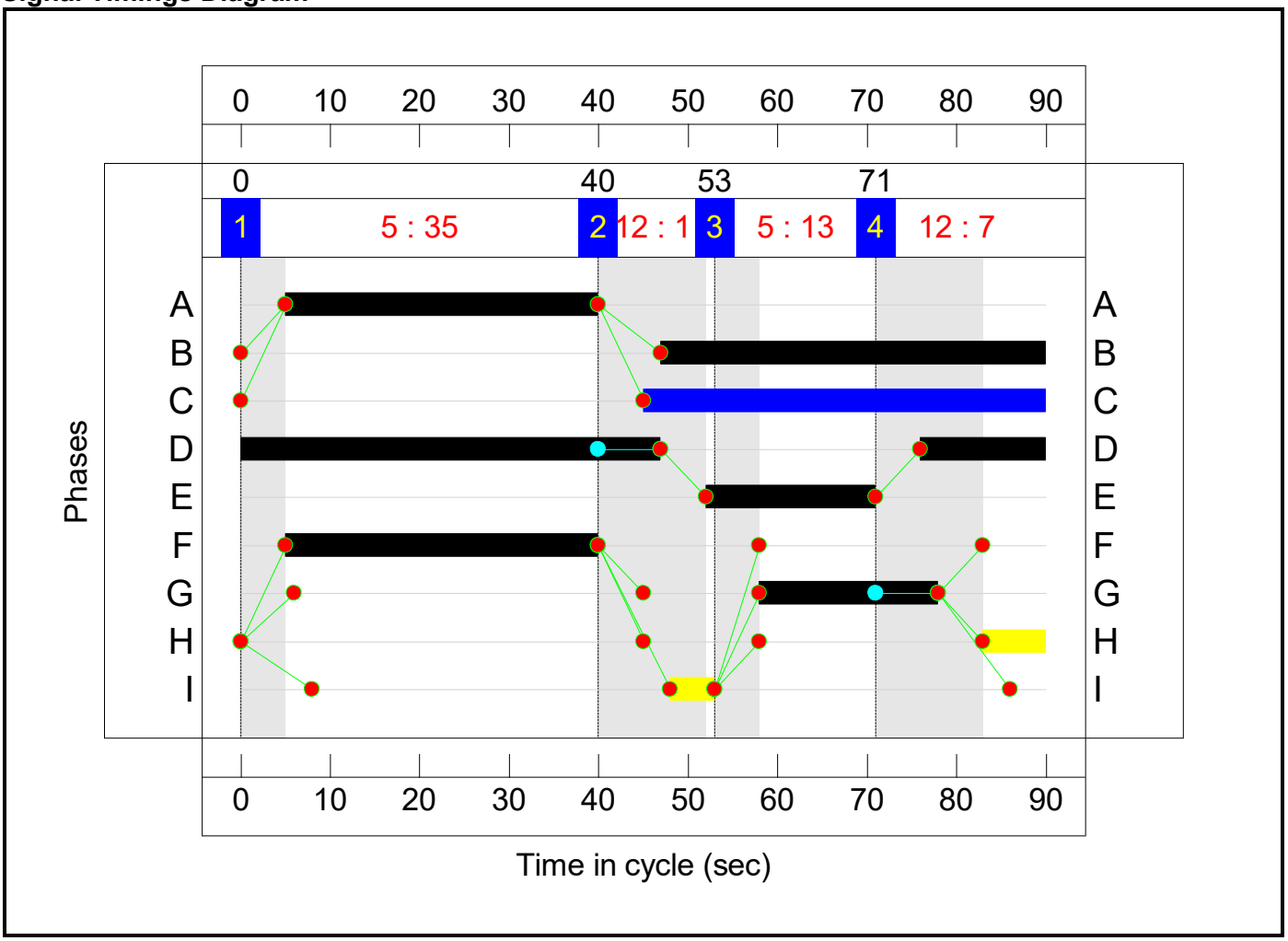


Stage Timings

Stage Stream: 1

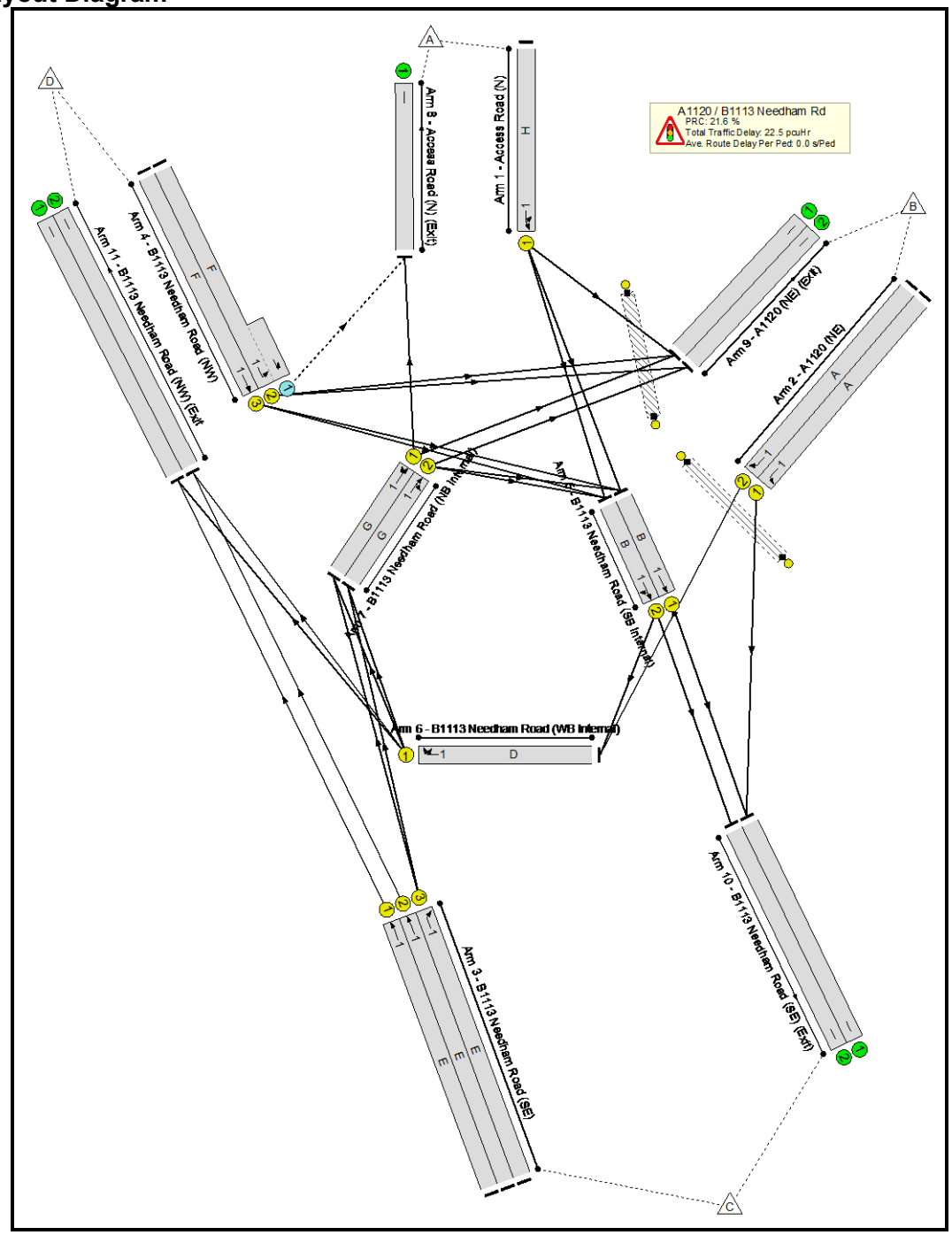
Stage	1	2	3	4
Duration	35	1	13	7
Change Point	0	40	53	71

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.0%**
A1120 / B1113 Needham Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.0%**
1/1	Access Road (N) Ahead U-Turn	U	1	N/A	H		1	7	-	48	1800	160	30.0%
2/1	A1120 (NE) Left	U	1	N/A	A		1	35	-	288	1800	720	40.0%
2/2	A1120 (NE) Right	U	1	N/A	A		1	35	-	522	1800	720	72.5%
3/1	B1113 Needham Road (SE) Ahead	U	1	N/A	E		1	19	-	150	1800	400	37.5%
3/2	B1113 Needham Road (SE) Ahead	U	1	N/A	E		1	19	-	150	1800	400	37.5%
3/3	B1113 Needham Road (SE) Right	U	1	N/A	E		1	19	-	296	1800	400	74.0%
4/2+4/1	B1113 Needham Road (NW) U-Turn Left	U+O	1	N/A	F -		1	35	-	449	1800: Inf	720+18	60.8 : 60.8%
4/3	B1113 Needham Road (NW) Ahead	U	1	N/A	F		1	35	-	225	1800	720	31.3%
5/1	B1113 Needham Road (SB internal) Ahead	U	1	N/A	B		1	43	-	118	1800	880	13.4%
5/2	B1113 Needham Road (SB internal) Right Ahead	U	1	N/A	B		1	43	-	124	1800	880	14.1%
6/1	B1113 Needham Road (WB Internal) Right Right2	U	1	N/A	D		1	61	-	537	1800	1240	43.3%
7/1	B1113 Needham Road (NB Internal) Ahead Ahead2	U	1	N/A	G		1	20	-	156	1800	420	37.1%
7/2	B1113 Needham Road (NB Internal) Right Ahead	U	1	N/A	G		1	20	-	156	1800	420	37.1%
8/1	Access Road (N) (Exit)	U	N/A	N/A	-		-	-	-	23	Inf	Inf	0.0%

Full Input Data And Results

9/1	A1120 (NE) (Exit)	U	N/A	N/A	-		-	-	-	394	Inf	Inf	0.0%
9/2	A1120 (NE) (Exit)	U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%
10/1	B1113 Needham Road (SE) (Exit)	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
10/2	B1113 Needham Road (SE) (Exit)	U	N/A	N/A	-		-	-	-	109	Inf	Inf	0.0%
11/1	B1113 Needham Road (NW) (Exit	U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
11/2	B1113 Needham Road (NW) (Exit	U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	C		1	45	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	I		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3**	**8**	**0**	**16.5**	**6.0**	**0.0**	**22.5**	**-**	**-**	**-**	**-**
A1120 / B1113 Needham Rd	**-**	**-**	**3**	**8**	**0**	**16.5**	**6.0**	**0.0**	**22.5**	**-**	**-**	**-**	**-**
1/1	48	48	-	-	-	0.5	0.2	-	0.7	54.4	1.1	0.2	1.3
2/1	288	288	-	-	-	1.5	0.3	-	1.9	23.5	5.1	0.3	5.5
2/2	522	522	-	-	-	3.3	1.3	-	4.6	31.8	11.0	1.3	12.3
3/1	150	150	-	-	-	1.2	0.3	-	1.5	36.9	3.2	0.3	3.5
3/2	150	150	-	-	-	1.2	0.3	-	1.5	36.9	3.2	0.3	3.5
3/3	296	296	-	-	-	2.7	1.4	-	4.1	49.4	6.8	1.4	8.2
4/2+4/1	449	449	3	8	0	2.6	0.8	-	3.4	27.2	8.6	0.8	9.4
4/3	225	225	-	-	-	1.2	0.2	-	1.4	22.2	3.8	0.2	4.0
5/1	118	118	-	-	-	1.0	0.1	-	1.0	32.0	2.9	0.1	3.0
5/2	124	124	-	-	-	0.9	0.1	-	1.0	29.9	2.8	0.1	2.9
6/1	537	537	-	-	-	0.0	0.4	-	0.4	2.8	0.1	0.4	0.5
7/1	156	156	-	-	-	0.2	0.3	-	0.5	10.5	0.4	0.3	0.7
7/2	156	156	-	-	-	0.1	0.3	-	0.4	8.8	0.2	0.3	0.5
8/1	23	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 21.6 Total Delay for Signalled Lanes (pcuHr): 22.45 Cycle Time (s): 90

PRC Over All Lanes (%): 21.6 Total Delay Over All Lanes(pcuHr): 22.45

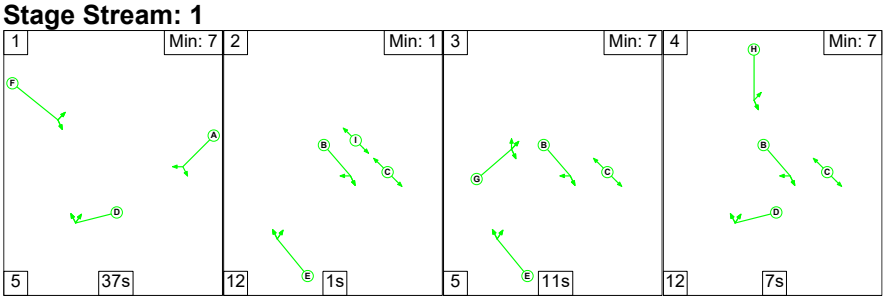
Full Input Data And Results

Full Input Data And Results

Scenario 3: 'FB WD AM' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

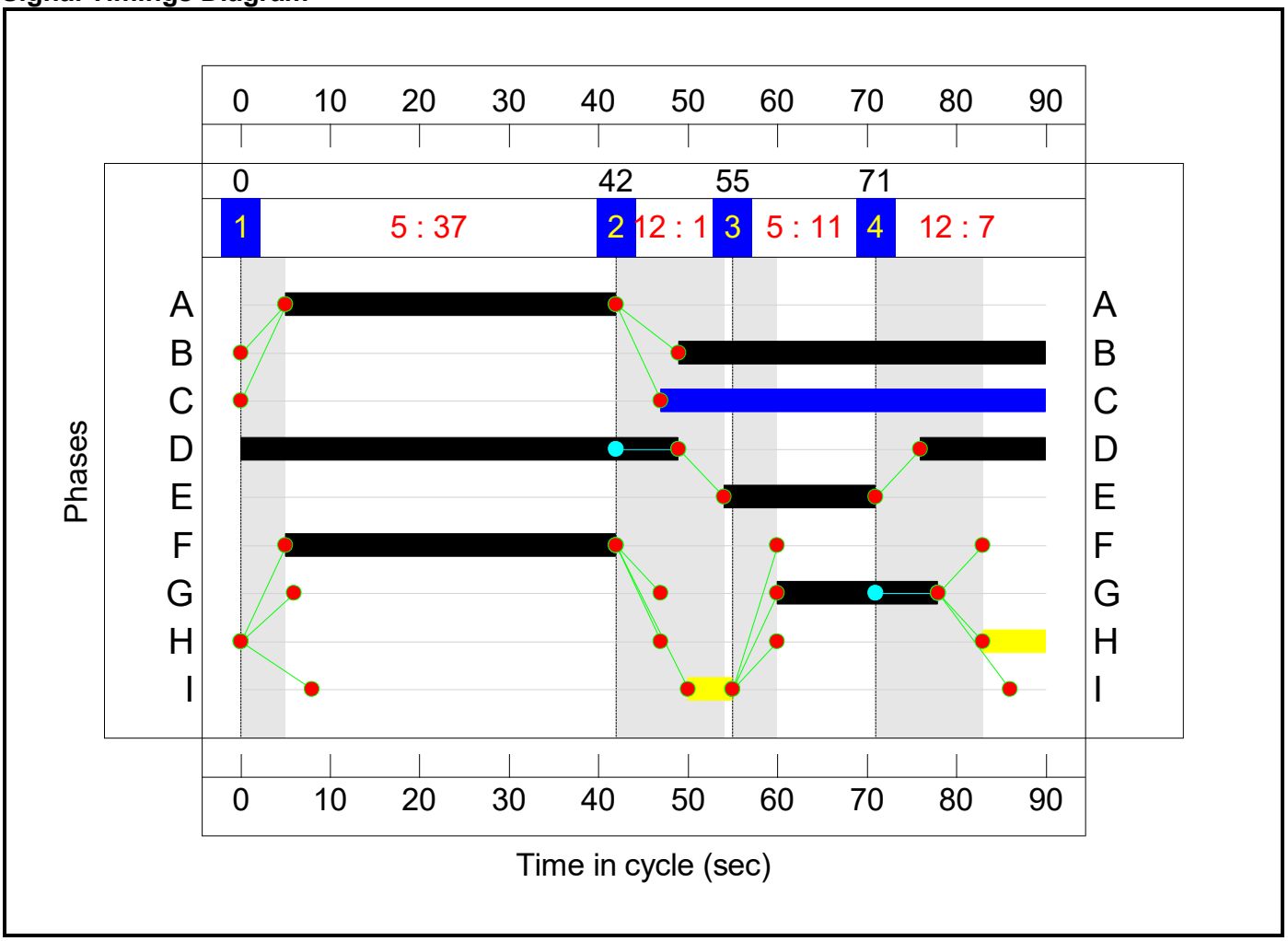


Stage Timings

Stage Stream: 1

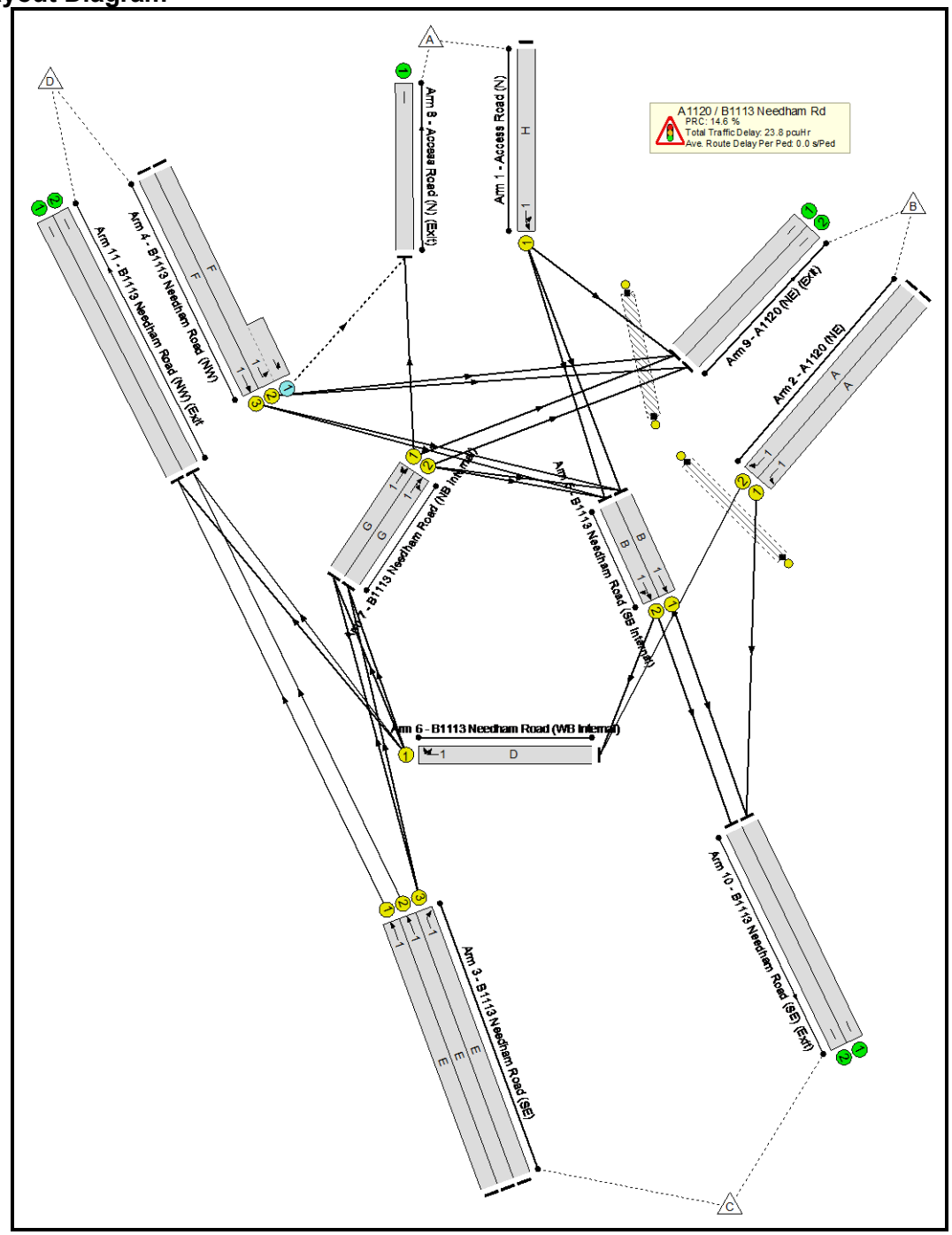
Stage	1	2	3	4
Duration	37	1	11	7
Change Point	0	42	55	71

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.6%**
A1120 / B1113 Needham Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.6%**
1/1	Access Road (N) Ahead U-Turn	U	1	N/A	H		1	7	-	35	1800	160	21.9%
2/1	A1120 (NE) Left	U	1	N/A	A		1	37	-	302	1800	760	39.7%
2/2	A1120 (NE) Right	U	1	N/A	A		1	37	-	528	1800	760	69.5%
3/1	B1113 Needham Road (SE) Ahead	U	1	N/A	E		1	17	-	124	1800	360	34.4%
3/2	B1113 Needham Road (SE) Ahead	U	1	N/A	E		1	17	-	123	1800	360	34.2%
3/3	B1113 Needham Road (SE) Right	U	1	N/A	E		1	17	-	268	1800	360	74.4%
4/2+4/1	B1113 Needham Road (NW) U-Turn Left	U+O	1	N/A	F -		1	37	-	610	1800: Inf	760+17	78.6 : 78.6%
4/3	B1113 Needham Road (NW) Ahead	U	1	N/A	F		1	37	-	240	1800	760	31.6%
5/1	B1113 Needham Road (SB internal) Ahead	U	1	N/A	B		1	41	-	122	1800	840	14.5%
5/2	B1113 Needham Road (SB internal) Right Ahead	U	1	N/A	B		1	41	-	127	1800	840	15.1%
6/1	B1113 Needham Road (WB Internal) Right Right2	U	1	N/A	D		1	63	-	535	1800	1280	41.8%
7/1	B1113 Needham Road (NB Internal) Ahead Ahead2	U	1	N/A	G		1	18	-	147	1800	380	38.7%
7/2	B1113 Needham Road (NB Internal) Right Ahead	U	1	N/A	G		1	18	-	155	1800	380	40.8%
8/1	Access Road (N) (Exit)	U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%

Full Input Data And Results

9/1	A1120 (NE) (Exit)	U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
9/2	A1120 (NE) (Exit)	U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
10/1	B1113 Needham Road (SE) (Exit)	U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
10/2	B1113 Needham Road (SE) (Exit)	U	N/A	N/A	-		-	-	-	120	Inf	Inf	0.0%
11/1	B1113 Needham Road (NW) (Exit	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
11/2	B1113 Needham Road (NW) (Exit	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	C		1	43	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	I		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**2**	**11**	**0**	**17.1**	**6.7**	**0.0**	**23.8**	**-**	**-**	**-**	**-**
A1120 / B1113 Needham Rd	**-**	**-**	**2**	**11**	**0**	**17.1**	**6.7**	**0.0**	**23.8**	**-**	**-**	**-**	**-**
1/1	35	35	-	-	-	0.4	0.1	-	0.5	52.5	0.8	0.1	0.9
2/1	302	302	-	-	-	1.5	0.3	-	1.8	22.0	5.2	0.3	5.5
2/2	528	528	-	-	-	3.1	1.1	-	4.2	28.9	10.7	1.1	11.8
3/1	124	124	-	-	-	1.1	0.3	-	1.3	38.6	2.7	0.3	2.9
3/2	123	123	-	-	-	1.1	0.3	-	1.3	38.5	2.6	0.3	2.9
3/3	268	268	-	-	-	2.5	1.4	-	3.9	52.8	6.3	1.4	7.7
4/2+4/1	610	610	2	11	0	3.8	1.8	-	5.5	32.7	13.0	1.8	14.8
4/3	240	240	-	-	-	1.2	0.2	-	1.4	20.8	4.0	0.2	4.2
5/1	122	122	-	-	-	1.1	0.1	-	1.1	33.6	3.0	0.1	3.1
5/2	127	127	-	-	-	1.1	0.1	-	1.1	32.4	3.0	0.1	3.1
6/1	535	535	-	-	-	0.0	0.4	-	0.4	2.5	0.0	0.4	0.4
7/1	147	147	-	-	-	0.3	0.3	-	0.6	14.9	0.9	0.3	1.2
7/2	155	155	-	-	-	0.1	0.3	-	0.5	10.9	0.3	0.3	0.6
8/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	120	120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 14.6 Total Delay for Signalled Lanes (pcuHr): 23.84 Cycle Time (s): 90

PRC Over All Lanes (%): 14.6 Total Delay Over All Lanes(pcuHr): 23.84

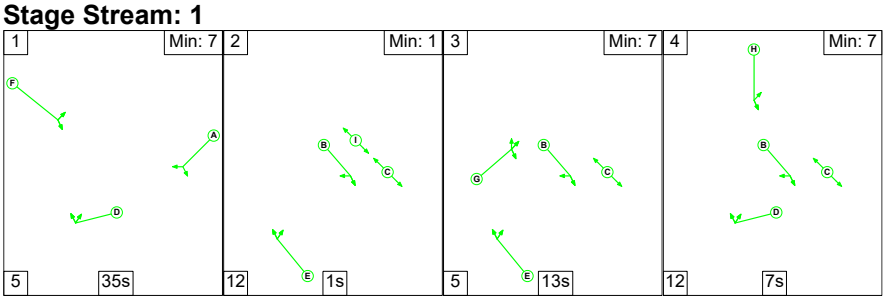
Full Input Data And Results

Full Input Data And Results

Scenario 4: 'FB WD PM ' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

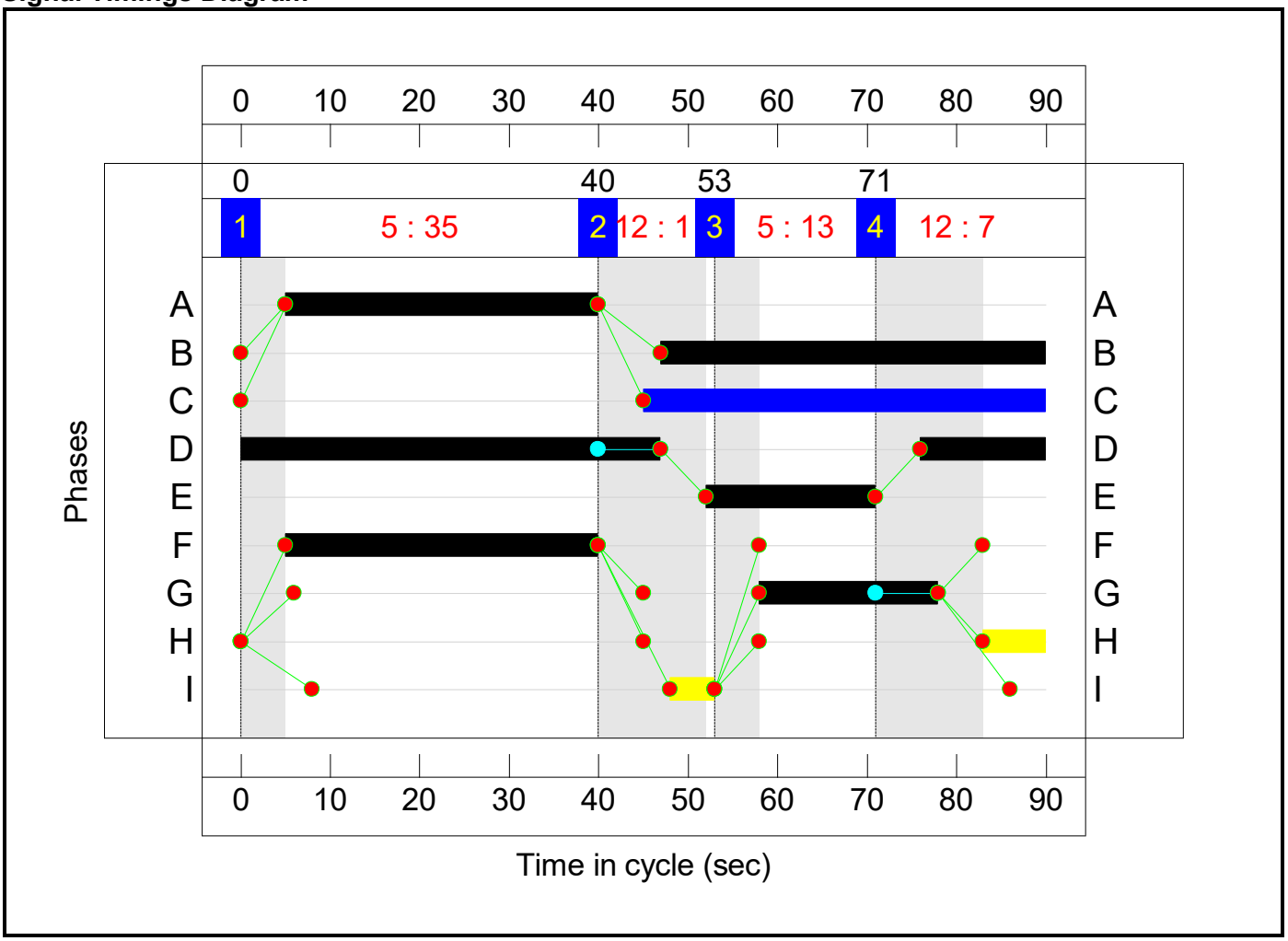


Stage Timings

Stage Stream: 1

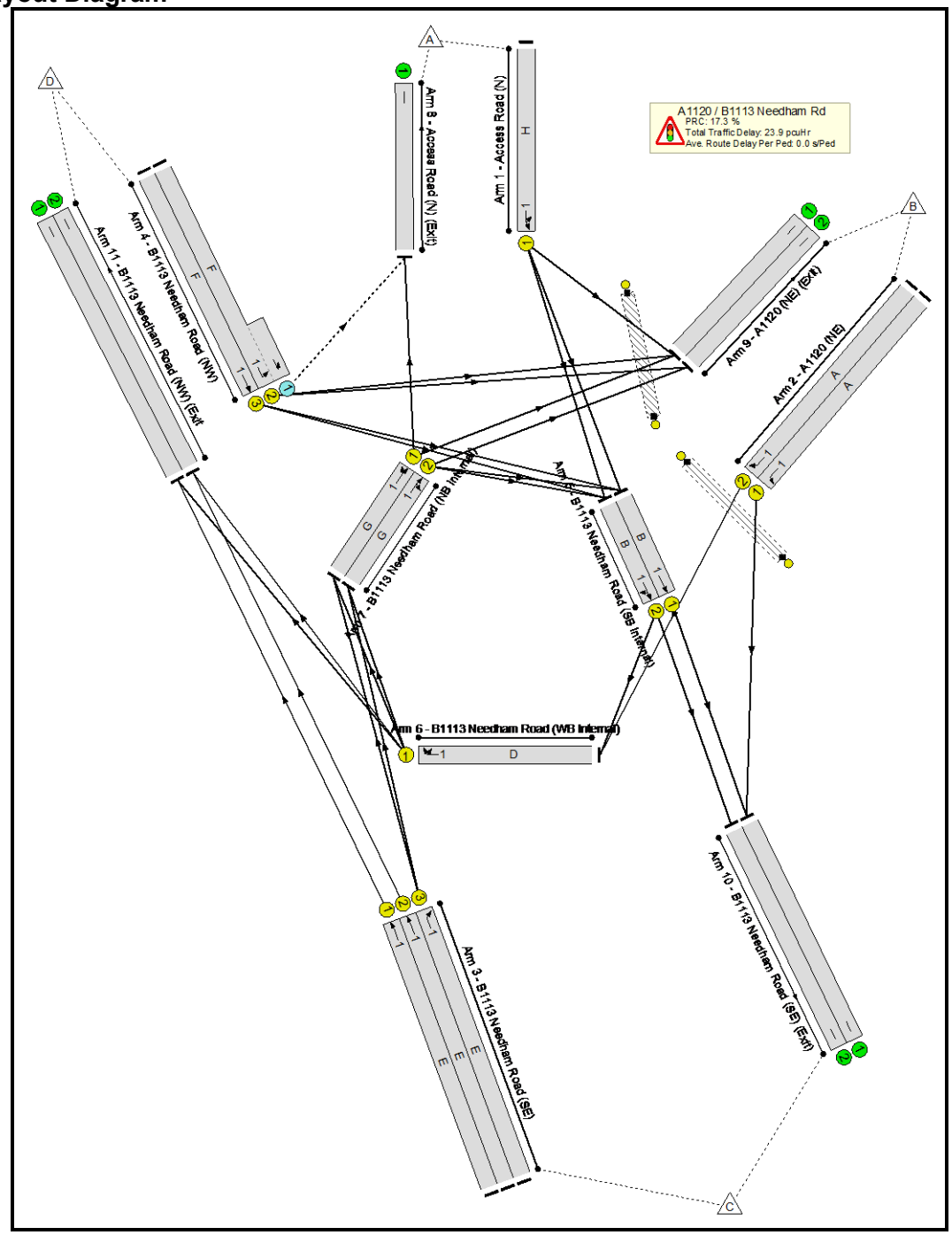
Stage	1	2	3	4
Duration	35	1	13	7
Change Point	0	40	53	71

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.8%**
A1120 / B1113 Needham Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.8%**
1/1	Access Road (N) Ahead U-Turn	U	1	N/A	H		1	7	-	51	1800	160	31.9%
2/1	A1120 (NE) Left	U	1	N/A	A		1	35	-	298	1800	720	41.4%
2/2	A1120 (NE) Right	U	1	N/A	A		1	35	-	541	1800	720	75.1%
3/1	B1113 Needham Road (SE) Ahead	U	1	N/A	E		1	19	-	155	1800	400	38.8%
3/2	B1113 Needham Road (SE) Ahead	U	1	N/A	E		1	19	-	155	1800	400	38.8%
3/3	B1113 Needham Road (SE) Right	U	1	N/A	E		1	19	-	307	1800	400	76.8%
4/2+4/1	B1113 Needham Road (NW) U-Turn Left	U+O	1	N/A	F -		1	35	-	465	1800: Inf	720+19	62.9 : 62.9%
4/3	B1113 Needham Road (NW) Ahead	U	1	N/A	F		1	35	-	234	1800	720	32.5%
5/1	B1113 Needham Road (SB internal) Ahead	U	1	N/A	B		1	43	-	123	1800	880	14.0%
5/2	B1113 Needham Road (SB internal) Right Ahead	U	1	N/A	B		1	43	-	130	1800	880	14.8%
6/1	B1113 Needham Road (WB Internal) Right Right2	U	1	N/A	D		1	61	-	558	1800	1240	45.0%
7/1	B1113 Needham Road (NB Internal) Ahead Ahead2	U	1	N/A	G		1	20	-	162	1800	420	38.6%
7/2	B1113 Needham Road (NB Internal) Right Ahead	U	1	N/A	G		1	20	-	163	1800	420	38.8%
8/1	Access Road (N) (Exit)	U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%

Full Input Data And Results

9/1	A1120 (NE) (Exit)	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
9/2	A1120 (NE) (Exit)	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
10/1	B1113 Needham Road (SE) (Exit)	U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
10/2	B1113 Needham Road (SE) (Exit)	U	N/A	N/A	-		-	-	-	113	Inf	Inf	0.0%
11/1	B1113 Needham Road (NW) (Exit	U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
11/2	B1113 Needham Road (NW) (Exit	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	C		1	45	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	I		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3**	**9**	**0**	**17.3**	**6.6**	**0.0**	**23.9**	**-**	**-**	**-**	**-**
A1120 / B1113 Needham Rd	**-**	**-**	**3**	**9**	**0**	**17.3**	**6.6**	**0.0**	**23.9**	**-**	**-**	**-**	**-**
1/1	51	51	-	-	-	0.5	0.2	-	0.8	54.9	1.2	0.2	1.4
2/1	298	298	-	-	-	1.6	0.4	-	2.0	23.7	5.3	0.4	5.7
2/2	541	541	-	-	-	3.5	1.5	-	5.0	33.1	11.6	1.5	13.1
3/1	155	155	-	-	-	1.3	0.3	-	1.6	37.1	3.3	0.3	3.6
3/2	155	155	-	-	-	1.3	0.3	-	1.6	37.1	3.3	0.3	3.6
3/3	307	307	-	-	-	2.8	1.6	-	4.4	51.5	7.2	1.6	8.8
4/2+4/1	465	465	3	9	0	2.7	0.8	-	3.6	27.7	9.1	0.8	10.0
4/3	234	234	-	-	-	1.2	0.2	-	1.5	22.3	4.0	0.2	4.3
5/1	123	123	-	-	-	1.0	0.1	-	1.1	31.9	3.0	0.1	3.1
5/2	130	130	-	-	-	1.0	0.1	-	1.1	30.0	2.9	0.1	3.0
6/1	558	558	-	-	-	0.0	0.4	-	0.4	2.9	0.1	0.4	0.6
7/1	162	162	-	-	-	0.2	0.3	-	0.5	10.8	0.5	0.3	0.8
7/2	163	163	-	-	-	0.1	0.3	-	0.4	9.3	0.2	0.3	0.5
8/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 17.3 Total Delay for Signalled Lanes (pcuHr): 23.85 Cycle Time (s): 90
PRC Over All Lanes (%): 17.3 Total Delay Over All Lanes(pcuHr): 23.85

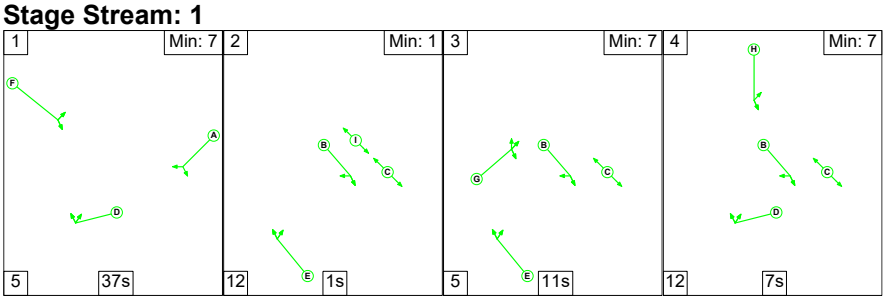
Full Input Data And Results

Full Input Data And Results

Scenario 5: 'FB+CD WD AM' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

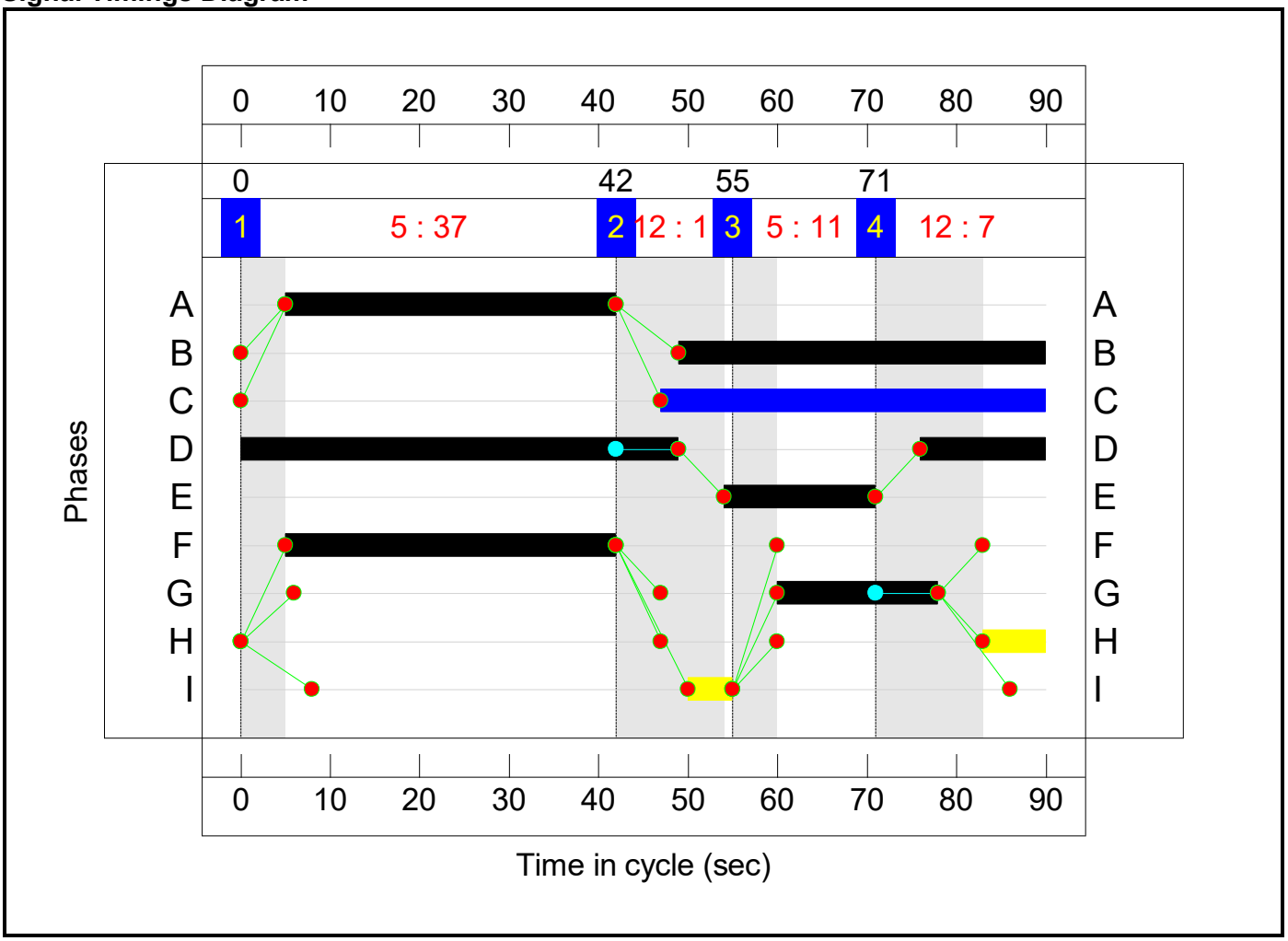


Stage Timings

Stage Stream: 1

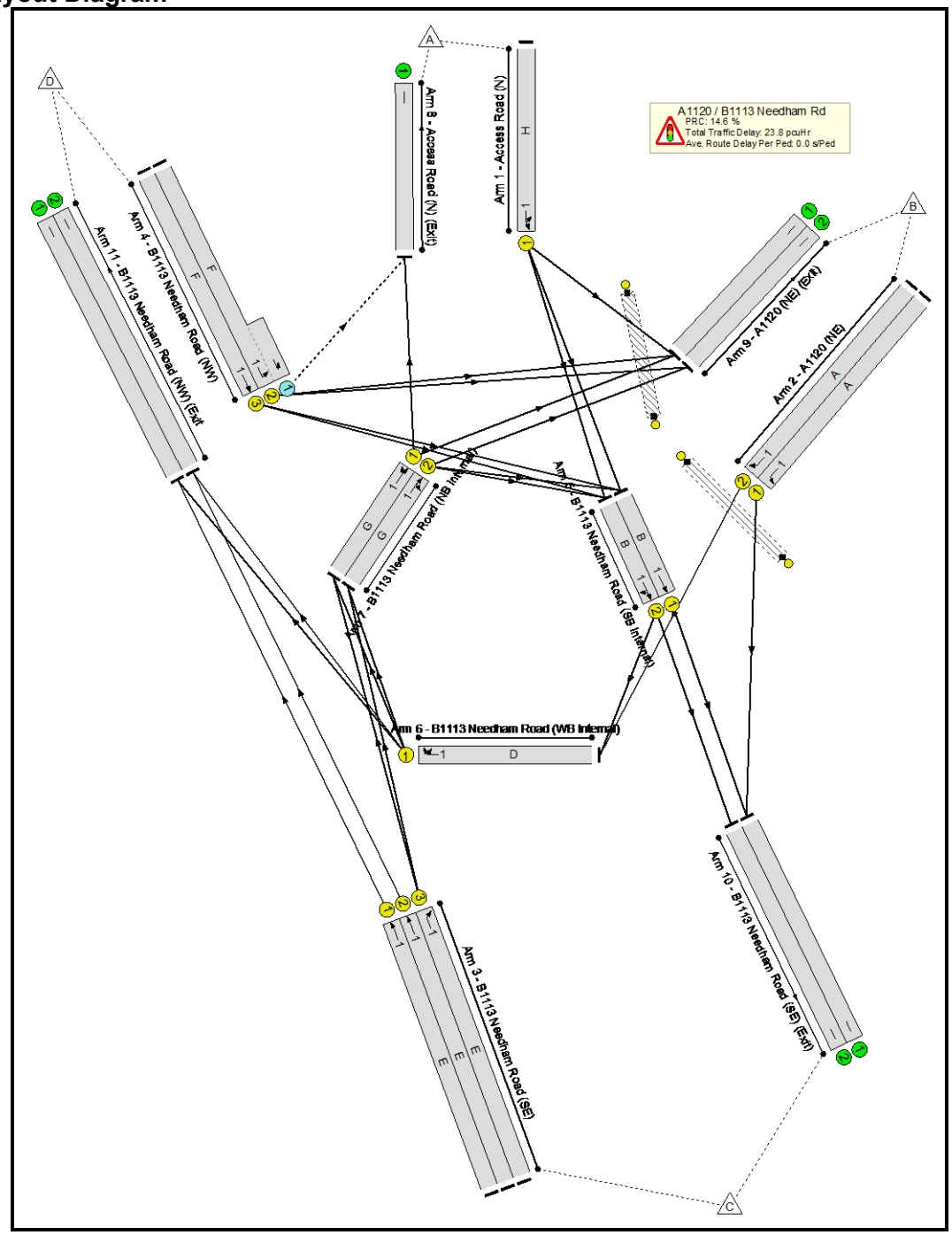
Stage	1	2	3	4
Duration	37	1	11	7
Change Point	0	42	55	71

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.6%**
A1120 / B1113 Needham Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.6%**
1/1	Access Road (N) Ahead U-Turn	U	1	N/A	H		1	7	-	35	1800	160	21.9%
2/1	A1120 (NE) Left	U	1	N/A	A		1	37	-	302	1800	760	39.7%
2/2	A1120 (NE) Right	U	1	N/A	A		1	37	-	528	1800	760	69.5%
3/1	B1113 Needham Road (SE) Ahead	U	1	N/A	E		1	17	-	124	1800	360	34.4%
3/2	B1113 Needham Road (SE) Ahead	U	1	N/A	E		1	17	-	123	1800	360	34.2%
3/3	B1113 Needham Road (SE) Right	U	1	N/A	E		1	17	-	268	1800	360	74.4%
4/2+4/1	B1113 Needham Road (NW) U-Turn Left	U+O	1	N/A	F -		1	37	-	610	1800: Inf	760+17	78.6 : 78.6%
4/3	B1113 Needham Road (NW) Ahead	U	1	N/A	F		1	37	-	240	1800	760	31.6%
5/1	B1113 Needham Road (SB internal) Ahead	U	1	N/A	B		1	41	-	122	1800	840	14.5%
5/2	B1113 Needham Road (SB internal) Right Ahead	U	1	N/A	B		1	41	-	127	1800	840	15.1%
6/1	B1113 Needham Road (WB Internal) Right Right2	U	1	N/A	D		1	63	-	535	1800	1280	41.8%
7/1	B1113 Needham Road (NB Internal) Ahead Ahead2	U	1	N/A	G		1	18	-	147	1800	380	38.7%
7/2	B1113 Needham Road (NB Internal) Right Ahead	U	1	N/A	G		1	18	-	155	1800	380	40.8%
8/1	Access Road (N) (Exit)	U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%

Full Input Data And Results

9/1	A1120 (NE) (Exit)	U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
9/2	A1120 (NE) (Exit)	U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
10/1	B1113 Needham Road (SE) (Exit)	U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
10/2	B1113 Needham Road (SE) (Exit)	U	N/A	N/A	-		-	-	-	120	Inf	Inf	0.0%
11/1	B1113 Needham Road (NW) (Exit	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
11/2	B1113 Needham Road (NW) (Exit	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	C		1	43	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	I		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**2**	**11**	**0**	**17.1**	**6.7**	**0.0**	**23.8**	**-**	**-**	**-**	**-**
A1120 / B1113 Needham Rd	**-**	**-**	**2**	**11**	**0**	**17.1**	**6.7**	**0.0**	**23.8**	**-**	**-**	**-**	**-**
1/1	35	35	-	-	-	0.4	0.1	-	0.5	52.5	0.8	0.1	0.9
2/1	302	302	-	-	-	1.5	0.3	-	1.8	22.0	5.2	0.3	5.5
2/2	528	528	-	-	-	3.1	1.1	-	4.2	28.9	10.7	1.1	11.8
3/1	124	124	-	-	-	1.1	0.3	-	1.3	38.6	2.7	0.3	2.9
3/2	123	123	-	-	-	1.1	0.3	-	1.3	38.5	2.6	0.3	2.9
3/3	268	268	-	-	-	2.5	1.4	-	3.9	52.8	6.3	1.4	7.7
4/2+4/1	610	610	2	11	0	3.8	1.8	-	5.5	32.7	13.0	1.8	14.8
4/3	240	240	-	-	-	1.2	0.2	-	1.4	20.8	4.0	0.2	4.2
5/1	122	122	-	-	-	1.1	0.1	-	1.1	33.6	3.0	0.1	3.1
5/2	127	127	-	-	-	1.1	0.1	-	1.1	32.4	3.0	0.1	3.1
6/1	535	535	-	-	-	0.0	0.4	-	0.4	2.5	0.0	0.4	0.4
7/1	147	147	-	-	-	0.3	0.3	-	0.6	14.9	0.9	0.3	1.2
7/2	155	155	-	-	-	0.1	0.3	-	0.5	10.9	0.3	0.3	0.6
8/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	120	120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 14.6 Total Delay for Signalled Lanes (pcuHr): 23.84 Cycle Time (s): 90

PRC Over All Lanes (%): 14.6 Total Delay Over All Lanes(pcuHr): 23.84

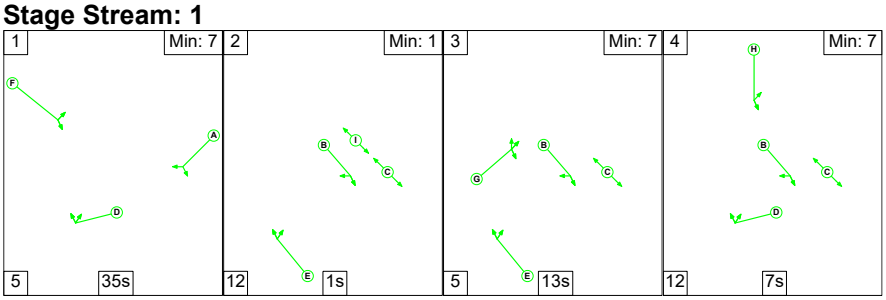
Full Input Data And Results

Full Input Data And Results

Scenario 6: 'FB+CD WD PM ' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

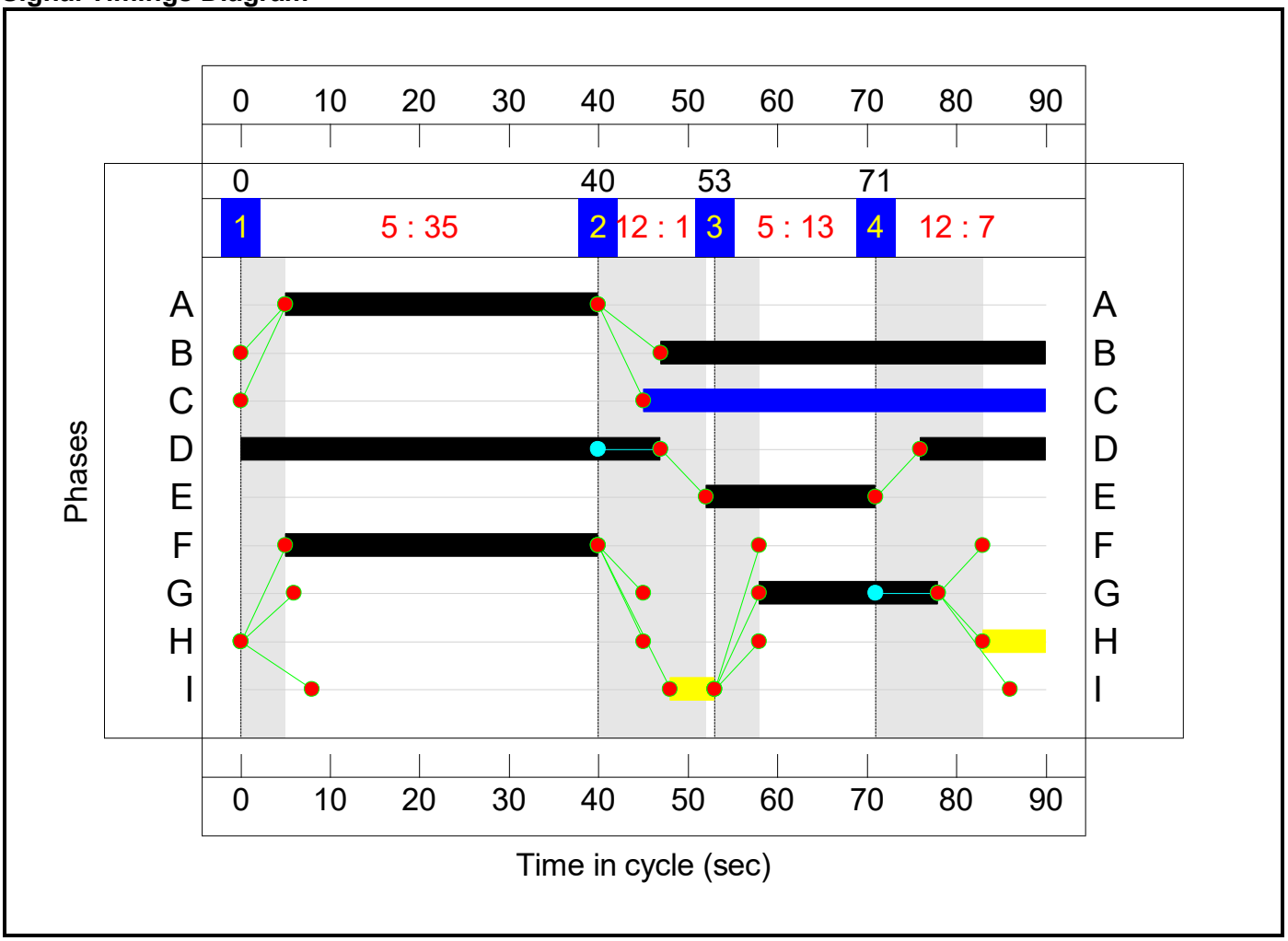


Stage Timings

Stage Stream: 1

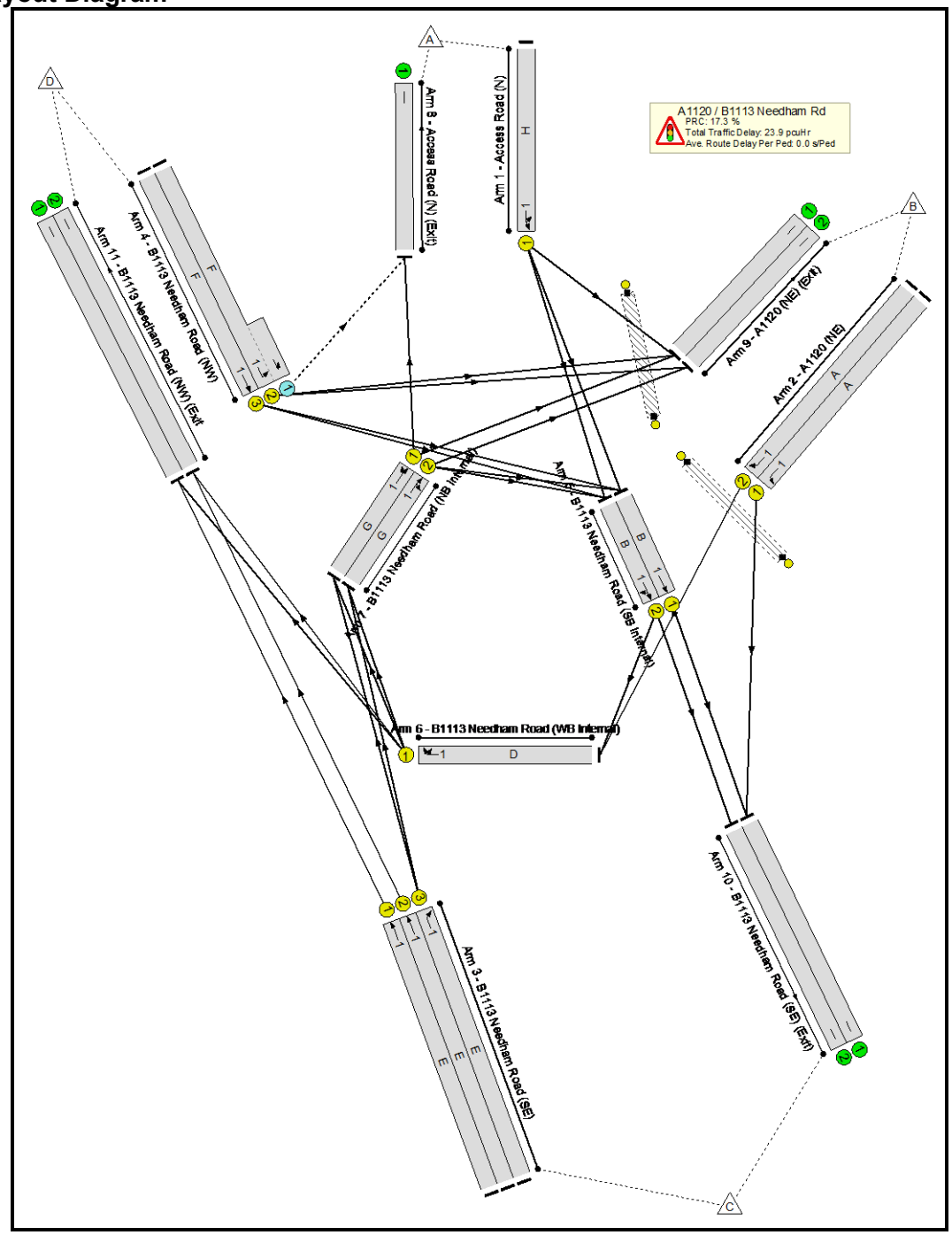
Stage	1	2	3	4
Duration	35	1	13	7
Change Point	0	40	53	71

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.8%**
A1120 / B1113 Needham Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.8%**
1/1	Access Road (N) Ahead U-Turn	U	1	N/A	H		1	7	-	51	1800	160	31.9%
2/1	A1120 (NE) Left	U	1	N/A	A		1	35	-	298	1800	720	41.4%
2/2	A1120 (NE) Right	U	1	N/A	A		1	35	-	541	1800	720	75.1%
3/1	B1113 Needham Road (SE) Ahead	U	1	N/A	E		1	19	-	155	1800	400	38.8%
3/2	B1113 Needham Road (SE) Ahead	U	1	N/A	E		1	19	-	155	1800	400	38.8%
3/3	B1113 Needham Road (SE) Right	U	1	N/A	E		1	19	-	307	1800	400	76.8%
4/2+4/1	B1113 Needham Road (NW) U-Turn Left	U+O	1	N/A	F -		1	35	-	465	1800: Inf	720+19	62.9 : 62.9%
4/3	B1113 Needham Road (NW) Ahead	U	1	N/A	F		1	35	-	234	1800	720	32.5%
5/1	B1113 Needham Road (SB internal) Ahead	U	1	N/A	B		1	43	-	123	1800	880	14.0%
5/2	B1113 Needham Road (SB internal) Right Ahead	U	1	N/A	B		1	43	-	130	1800	880	14.8%
6/1	B1113 Needham Road (WB Internal) Right Right2	U	1	N/A	D		1	61	-	558	1800	1240	45.0%
7/1	B1113 Needham Road (NB Internal) Ahead Ahead2	U	1	N/A	G		1	20	-	162	1800	420	38.6%
7/2	B1113 Needham Road (NB Internal) Right Ahead	U	1	N/A	G		1	20	-	163	1800	420	38.8%
8/1	Access Road (N) (Exit)	U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%

Full Input Data And Results

9/1	A1120 (NE) (Exit)	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
9/2	A1120 (NE) (Exit)	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
10/1	B1113 Needham Road (SE) (Exit)	U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
10/2	B1113 Needham Road (SE) (Exit)	U	N/A	N/A	-		-	-	-	113	Inf	Inf	0.0%
11/1	B1113 Needham Road (NW) (Exit	U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
11/2	B1113 Needham Road (NW) (Exit	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	C		1	45	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	I		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3**	**9**	**0**	**17.3**	**6.6**	**0.0**	**23.9**	**-**	**-**	**-**	**-**
A1120 / B1113 Needham Rd	**-**	**-**	**3**	**9**	**0**	**17.3**	**6.6**	**0.0**	**23.9**	**-**	**-**	**-**	**-**
1/1	51	51	-	-	-	0.5	0.2	-	0.8	54.9	1.2	0.2	1.4
2/1	298	298	-	-	-	1.6	0.4	-	2.0	23.7	5.3	0.4	5.7
2/2	541	541	-	-	-	3.5	1.5	-	5.0	33.1	11.6	1.5	13.1
3/1	155	155	-	-	-	1.3	0.3	-	1.6	37.1	3.3	0.3	3.6
3/2	155	155	-	-	-	1.3	0.3	-	1.6	37.1	3.3	0.3	3.6
3/3	307	307	-	-	-	2.8	1.6	-	4.4	51.5	7.2	1.6	8.8
4/2+4/1	465	465	3	9	0	2.7	0.8	-	3.6	27.7	9.1	0.8	10.0
4/3	234	234	-	-	-	1.2	0.2	-	1.5	22.3	4.0	0.2	4.3
5/1	123	123	-	-	-	1.0	0.1	-	1.1	31.9	3.0	0.1	3.1
5/2	130	130	-	-	-	1.0	0.1	-	1.1	30.0	2.9	0.1	3.0
6/1	558	558	-	-	-	0.0	0.4	-	0.4	2.9	0.1	0.4	0.6
7/1	162	162	-	-	-	0.2	0.3	-	0.5	10.8	0.5	0.3	0.8
7/2	163	163	-	-	-	0.1	0.3	-	0.4	9.3	0.2	0.3	0.5
8/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 17.3 Total Delay for Signalled Lanes (pcuHr): 23.85 Cycle Time (s): 90
PRC Over All Lanes (%): 17.3 Total Delay Over All Lanes(pcuHr): 23.85

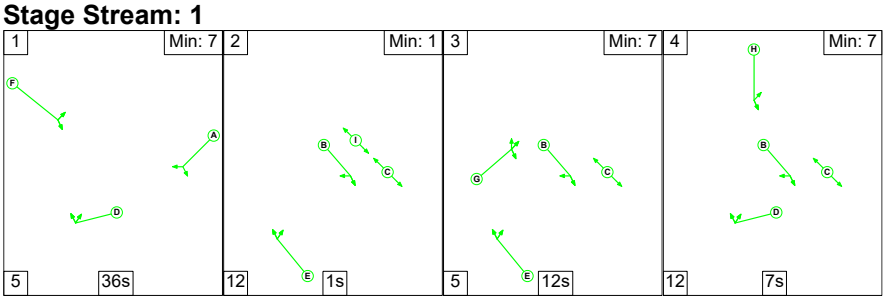
Full Input Data And Results

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

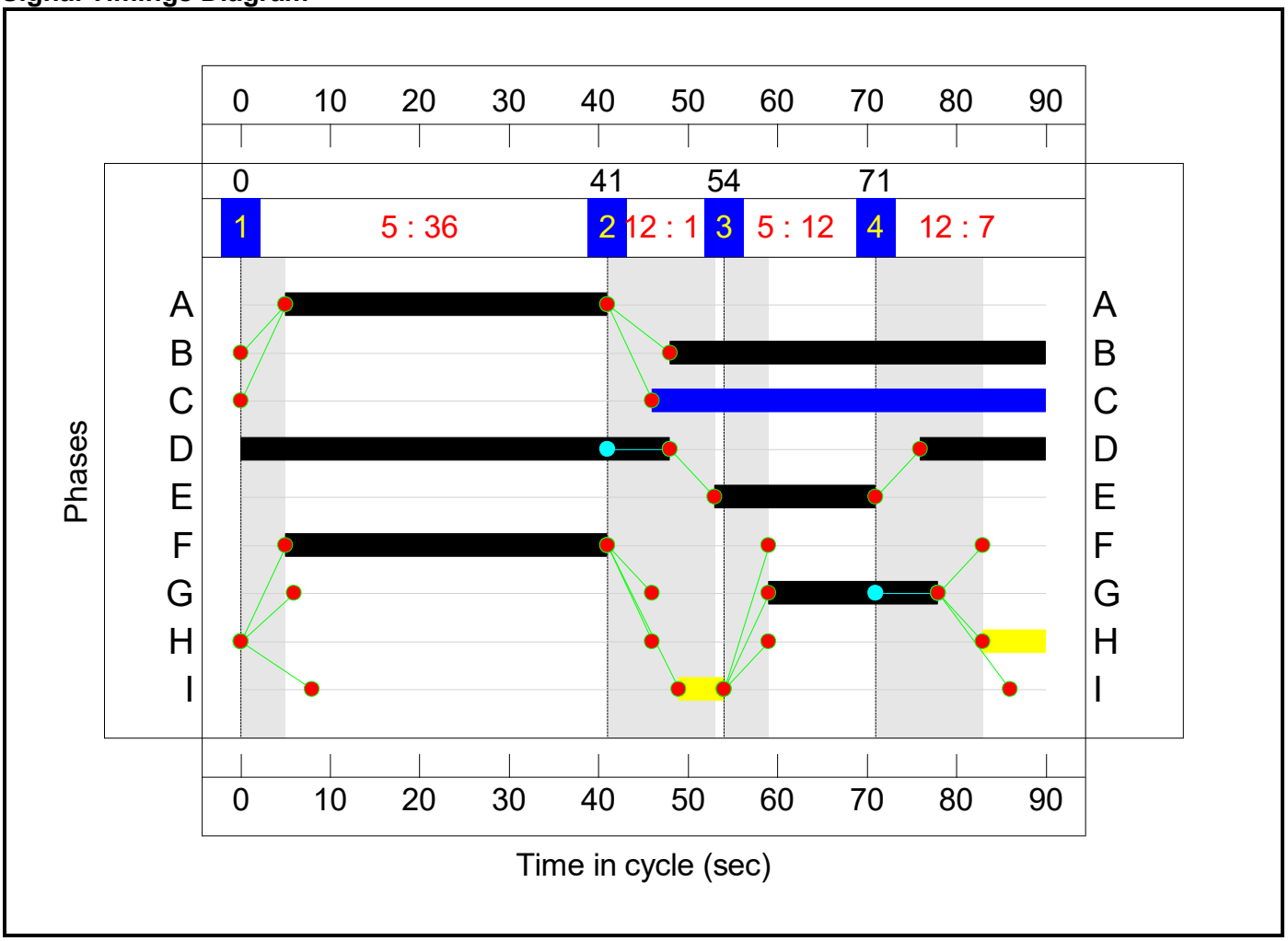


Stage Timings

Stage Stream: 1

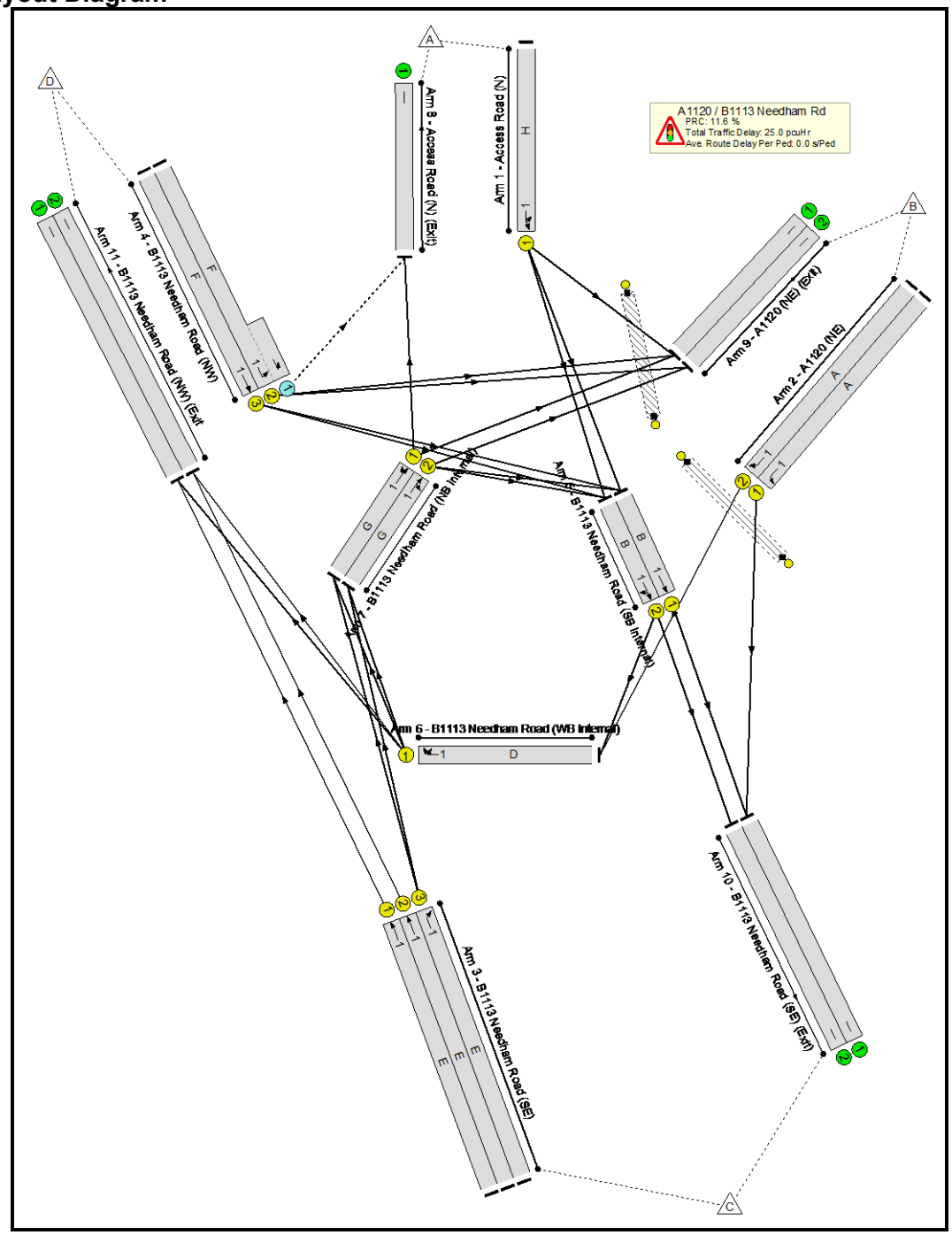
Stage	1	2	3	4
Duration	36	1	12	7
Change Point	0	41	54	71

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.7%**
A1120 / B1113 Needham Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.7%**
1/1	Access Road (N) Ahead U-Turn	U	1	N/A	H		1	7	-	35	1800	160	21.9%
2/1	A1120 (NE) Left	U	1	N/A	A		1	36	-	325	1800	740	43.9%
2/2	A1120 (NE) Right	U	1	N/A	A		1	36	-	528	1800	740	71.4%
3/1	B1113 Needham Road (SE) Ahead	U	1	N/A	E		1	18	-	124	1800	380	32.6%
3/2	B1113 Needham Road (SE) Ahead	U	1	N/A	E		1	18	-	123	1800	380	32.4%
3/3	B1113 Needham Road (SE) Right	U	1	N/A	E		1	18	-	291	1800	380	76.6%
4/2+4/1	B1113 Needham Road (NW) U-Turn Left	U+O	1	N/A	F -		1	36	-	610	1800: Inf	740+16	80.7 : 80.7%
4/3	B1113 Needham Road (NW) Ahead	U	1	N/A	F		1	36	-	240	1800	740	32.4%
5/1	B1113 Needham Road (SB internal) Ahead	U	1	N/A	B		1	42	-	122	1800	860	14.2%
5/2	B1113 Needham Road (SB internal) Right Ahead	U	1	N/A	B		1	42	-	127	1800	860	14.8%
6/1	B1113 Needham Road (WB Internal) Right Right2	U	1	N/A	D		1	62	-	535	1800	1260	42.5%
7/1	B1113 Needham Road (NB Internal) Ahead Ahead2	U	1	N/A	G		1	19	-	159	1800	400	39.8%
7/2	B1113 Needham Road (NB Internal) Right Ahead	U	1	N/A	G		1	19	-	166	1800	400	41.5%
8/1	Access Road (N) (Exit)	U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%

Full Input Data And Results

9/1	A1120 (NE) (Exit)	U	N/A	N/A	-		-	-	-	451	Inf	Inf	0.0%
9/2	A1120 (NE) (Exit)	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
10/1	B1113 Needham Road (SE) (Exit)	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
10/2	B1113 Needham Road (SE) (Exit)	U	N/A	N/A	-		-	-	-	120	Inf	Inf	0.0%
11/1	B1113 Needham Road (NW) (Exit	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
11/2	B1113 Needham Road (NW) (Exit	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	C		1	44	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	I		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**2**	**11**	**0**	**17.7**	**7.3**	**0.0**	**25.0**	**-**	**-**	**-**	**-**
A1120 / B1113 Needham Rd	**-**	**-**	**2**	**11**	**0**	**17.7**	**7.3**	**0.0**	**25.0**	**-**	**-**	**-**	**-**
1/1	35	35	-	-	-	0.4	0.1	-	0.5	52.5	0.8	0.1	0.9
2/1	325	325	-	-	-	1.7	0.4	-	2.1	23.4	5.8	0.4	6.2
2/2	528	528	-	-	-	3.2	1.2	-	4.5	30.5	11.0	1.2	12.2
3/1	124	124	-	-	-	1.0	0.2	-	1.3	37.1	2.6	0.2	2.9
3/2	123	123	-	-	-	1.0	0.2	-	1.3	37.1	2.6	0.2	2.8
3/3	291	291	-	-	-	2.7	1.6	-	4.3	52.9	6.8	1.6	8.4
4/2+4/1	610	610	2	11	0	3.9	2.0	-	5.9	35.0	13.2	2.0	15.2
4/3	240	240	-	-	-	1.2	0.2	-	1.4	21.6	4.1	0.2	4.3
5/1	122	122	-	-	-	1.0	0.1	-	1.1	32.9	3.0	0.1	3.1
5/2	127	127	-	-	-	1.0	0.1	-	1.1	31.7	3.0	0.1	3.1
6/1	535	535	-	-	-	0.0	0.4	-	0.4	2.6	0.0	0.4	0.4
7/1	159	159	-	-	-	0.3	0.3	-	0.6	14.0	0.9	0.3	1.2
7/2	166	166	-	-	-	0.1	0.4	-	0.5	10.4	0.3	0.4	0.6
8/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	120	120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 11.6 Total Delay for Signalled Lanes (pcuHr): 25.00 Cycle Time (s): 90

PRC Over All Lanes (%): 11.6 Total Delay Over All Lanes(pcuHr): 25.00

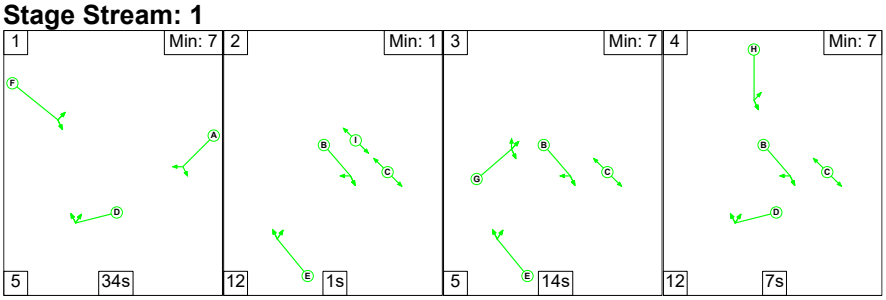
Full Input Data And Results

Full Input Data And Results

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM ', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

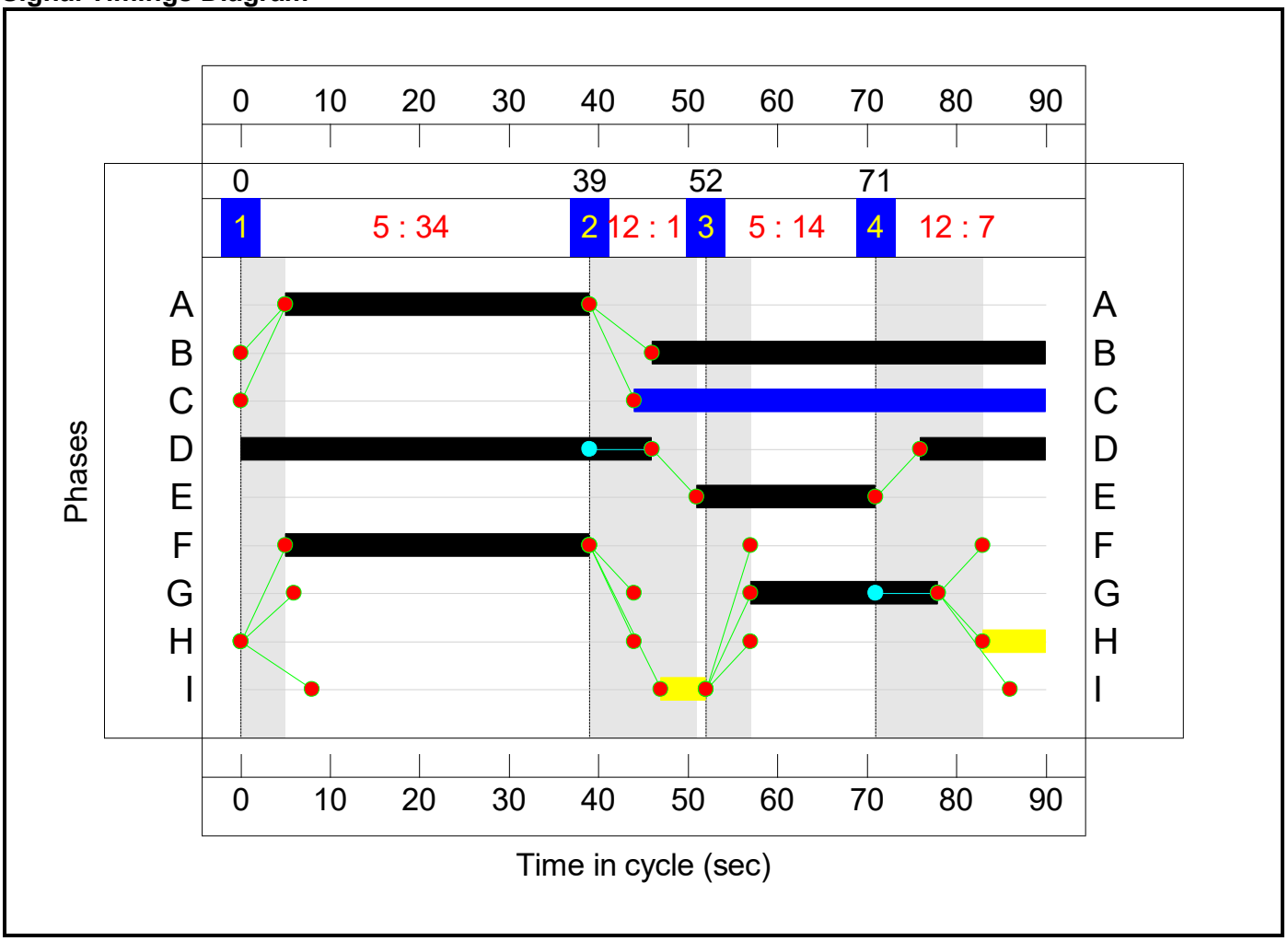


Stage Timings

Stage Stream: 1

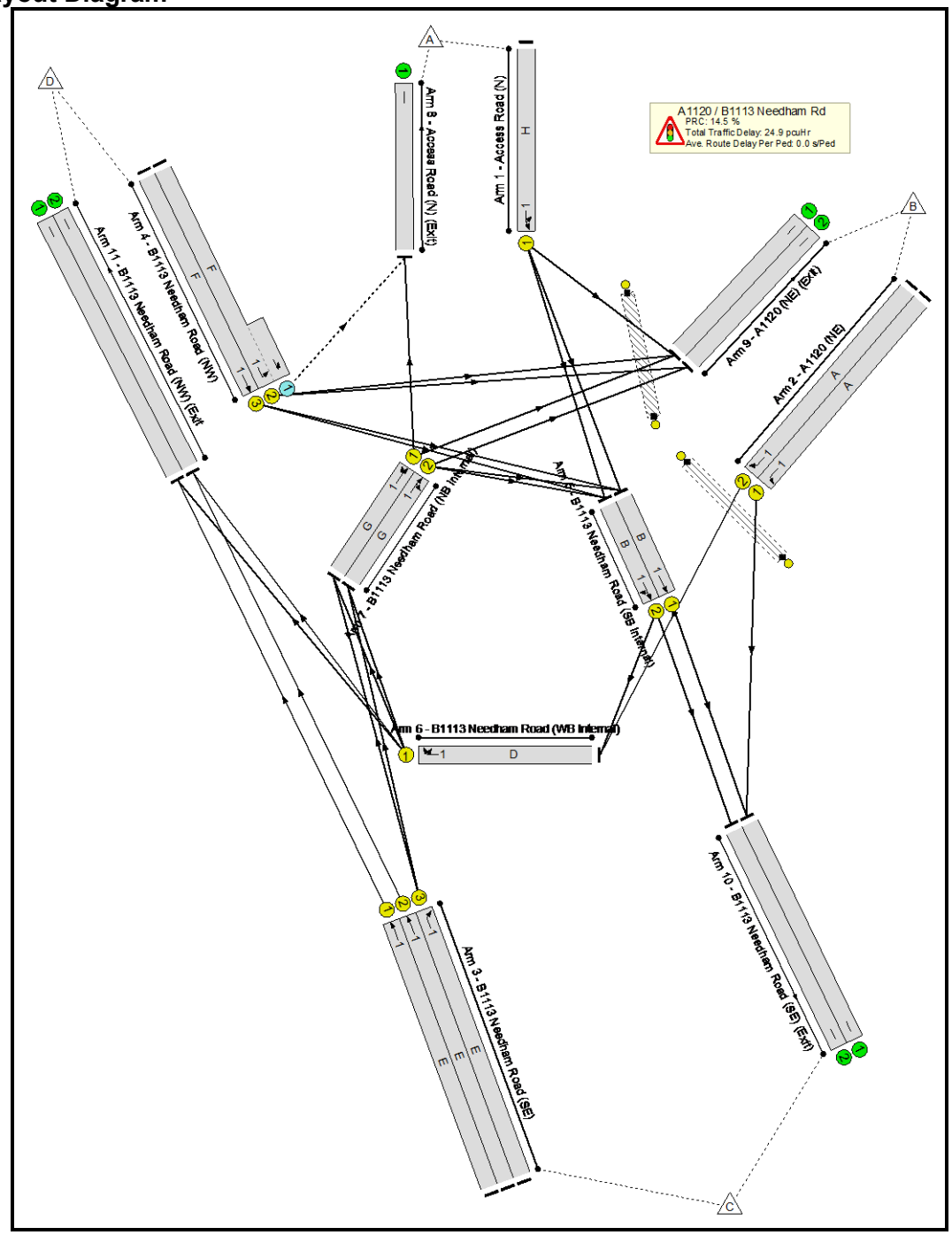
Stage	1	2	3	4
Duration	34	1	14	7
Change Point	0	39	52	71

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.6%**
A1120 / B1113 Needham Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.6%**
1/1	Access Road (N) Ahead U-Turn	U	1	N/A	H		1	7	-	51	1800	160	31.9%
2/1	A1120 (NE) Left	U	1	N/A	A		1	34	-	321	1800	700	45.9%
2/2	A1120 (NE) Right	U	1	N/A	A		1	34	-	541	1800	700	77.3%
3/1	B1113 Needham Road (SE) Ahead	U	1	N/A	E		1	20	-	155	1800	420	36.9%
3/2	B1113 Needham Road (SE) Ahead	U	1	N/A	E		1	20	-	155	1800	420	36.9%
3/3	B1113 Needham Road (SE) Right	U	1	N/A	E		1	20	-	330	1800	420	78.6%
4/2+4/1	B1113 Needham Road (NW) U-Turn Left	U+O	1	N/A	F -		1	34	-	465	1800: Inf	700+19	64.7 : 64.7%
4/3	B1113 Needham Road (NW) Ahead	U	1	N/A	F		1	34	-	234	1800	700	33.4%
5/1	B1113 Needham Road (SB internal) Ahead	U	1	N/A	B		1	44	-	123	1800	900	13.7%
5/2	B1113 Needham Road (SB internal) Right Ahead	U	1	N/A	B		1	44	-	130	1800	900	14.4%
6/1	B1113 Needham Road (WB Internal) Right Right2	U	1	N/A	D		1	60	-	558	1800	1220	45.7%
7/1	B1113 Needham Road (NB Internal) Ahead Ahead2	U	1	N/A	G		1	21	-	174	1800	440	39.5%
7/2	B1113 Needham Road (NB Internal) Right Ahead	U	1	N/A	G		1	21	-	174	1800	440	39.5%
8/1	Access Road (N) (Exit)	U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%

Full Input Data And Results

9/1	A1120 (NE) (Exit)	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
9/2	A1120 (NE) (Exit)	U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
10/1	B1113 Needham Road (SE) (Exit)	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
10/2	B1113 Needham Road (SE) (Exit)	U	N/A	N/A	-		-	-	-	113	Inf	Inf	0.0%
11/1	B1113 Needham Road (NW) (Exit	U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
11/2	B1113 Needham Road (NW) (Exit	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	C		1	46	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	I		1	5	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3**	**9**	**0**	**17.8**	**7.1**	**0.0**	**24.9**	**-**	**-**	**-**	**-**
A1120 / B1113 Needham Rd	**-**	**-**	**3**	**9**	**0**	**17.8**	**7.1**	**0.0**	**24.9**	**-**	**-**	**-**	**-**
1/1	51	51	-	-	-	0.5	0.2	-	0.8	54.9	1.2	0.2	1.4
2/1	321	321	-	-	-	1.8	0.4	-	2.2	25.2	5.9	0.4	6.3
2/2	541	541	-	-	-	3.6	1.7	-	5.3	35.1	11.7	1.7	13.4
3/1	155	155	-	-	-	1.2	0.3	-	1.5	35.7	3.2	0.3	3.5
3/2	155	155	-	-	-	1.2	0.3	-	1.5	35.7	3.2	0.3	3.5
3/3	330	330	-	-	-	3.0	1.8	-	4.7	51.6	7.7	1.8	9.5
4/2+4/1	465	465	3	9	0	2.8	0.9	-	3.7	29.0	9.3	0.9	10.2
4/3	234	234	-	-	-	1.3	0.3	-	1.5	23.2	4.1	0.3	4.3
5/1	123	123	-	-	-	1.0	0.1	-	1.1	31.2	3.0	0.1	3.1
5/2	130	130	-	-	-	1.0	0.1	-	1.1	29.3	2.9	0.1	3.0
6/1	558	558	-	-	-	0.0	0.4	-	0.5	3.0	0.1	0.4	0.6
7/1	174	174	-	-	-	0.2	0.3	-	0.5	10.3	0.5	0.3	0.9
7/2	174	174	-	-	-	0.1	0.3	-	0.4	8.9	0.2	0.3	0.5
8/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): 14.5 Total Delay for Signalled Lanes (pcuHr): 24.88 Cycle Time (s): 90

PRC Over All Lanes (%): 14.5 Total Delay Over All Lanes(pcuHr): 24.88

Full Input Data And Results

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 26 (five_arm)_V2_WITH_CONGESTION.j9
Path: C:\Users\wja78043\OneDrive - ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 03/04/2025 14:55:14

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024									
Arm 1	D1	0.6	4.79	0.35	A	D2	0.4	4.43	0.28	A
Arm 2		0.8	3.59	0.45	A		0.9	4.05	0.49	A
Arm 3		1.0	3.84	0.47	A		1.0	3.79	0.50	A
Arm 4		0.1	3.02	0.09	A		0.2	3.55	0.14	A
Arm 5		1.7	5.08	0.60	A		1.5	5.03	0.60	A
	FB WD									
Arm 1	D3	0.7	5.24	0.38	A	D4	0.5	4.79	0.31	A
Arm 2		1.0	3.89	0.48	A		1.1	4.47	0.52	A
Arm 3		1.1	4.14	0.50	A		1.2	4.12	0.53	A
Arm 4		0.1	3.16	0.09	A		0.2	3.76	0.15	A
Arm 5		1.9	5.60	0.64	A		1.8	5.61	0.64	A
	FB+CD WD									
Arm 1	D5	0.7	5.24	0.38	A	D6	0.5	4.79	0.31	A
Arm 2		1.0	3.88	0.48	A		1.1	4.47	0.52	A
Arm 3		1.1	4.14	0.50	A		1.2	4.12	0.53	A
Arm 4		0.1	3.16	0.09	A		0.2	3.76	0.15	A
Arm 5		1.9	5.60	0.64	A		1.8	5.61	0.64	A
	FB+CD+N2T WD									
Arm 1	D7	1.0	6.10	0.46	A	D8	0.6	5.21	0.34	A
Arm 2		1.1	4.31	0.51	A		1.1	4.68	0.54	A
Arm 3		1.2	4.66	0.53	A		1.2	4.32	0.54	A
Arm 4		0.1	3.38	0.10	A		0.2	3.86	0.16	A
Arm 5		2.1	5.99	0.66	A		2.0	6.04	0.66	A

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

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

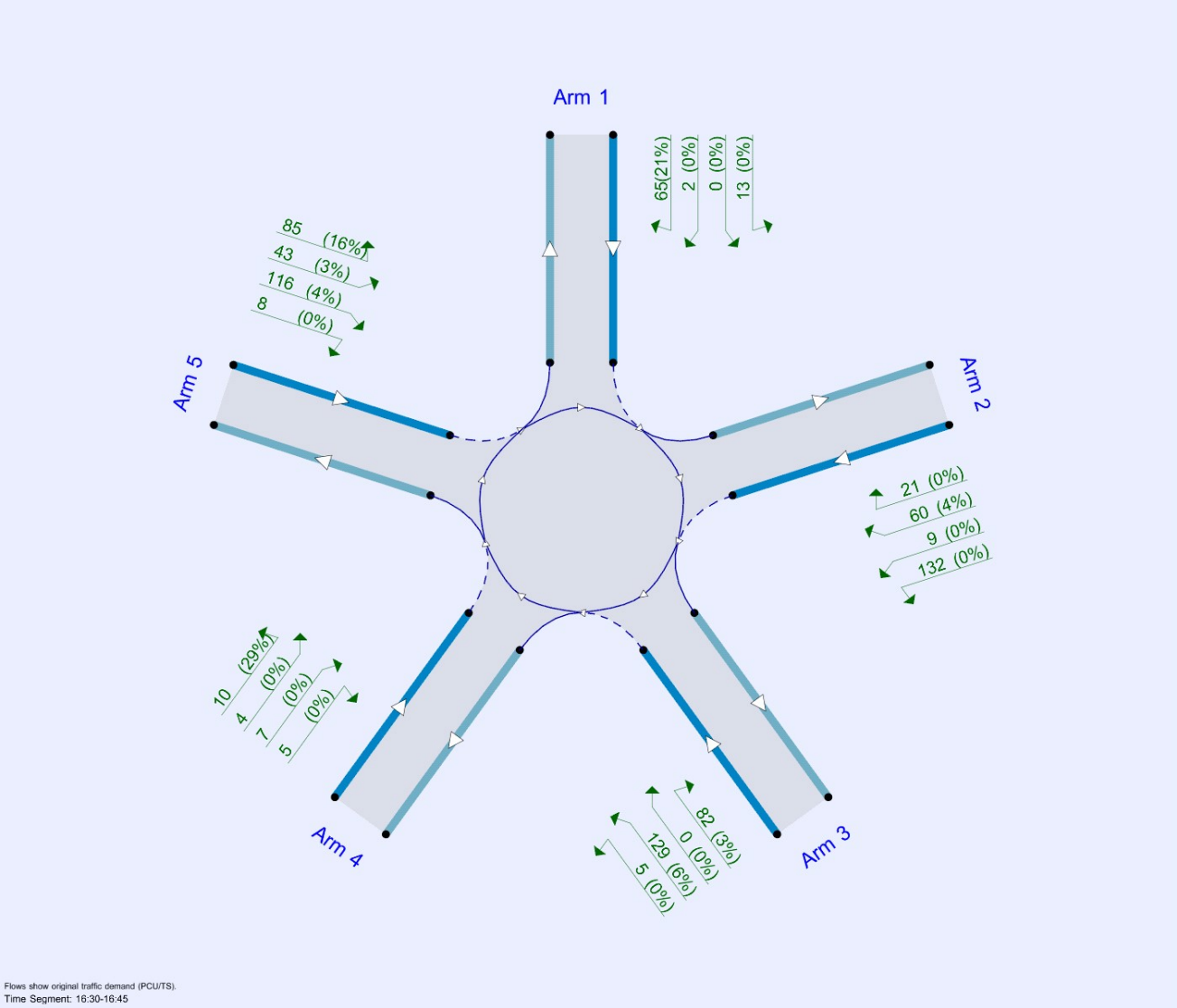
File summary

File Description

Title	
Location	
Site number	
Date	21/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\shresthb4012
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5	4.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A14 (N)	
2	Ipswich Road (E)	
3	A14 (S)	
4	Paper Mill Lane (SW)	
5	B1113 Bramford Road (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	6.11	6.47	1.4	45.5	133.7	8.0	
2	3.06	6.49	49.2	68.4	133.7	6.0	
3	6.13	6.86	2.7	38.4	133.9	20.0	
4	2.87	7.52	28.4	30.8	133.9	12.5	
5	7.00	7.18	34.3	41.0	133.9	11.0	

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	283.59	118.14
2	213.07	0.00
3	171.58	109.39
4	343.33	0.00
5	123.91	0.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.894	614.915
2	0.925	664.392
3	0.961	641.178
4	0.798	621.018
5	1.088	782.004

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
5	Percentage	Unequal lane use and exit blocking	75.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	17.00	0.00	4.00	46.70
	2	24.00	0.00	119.90	3.00	45.40
	3	0.00	88.80	0.00	4.00	90.20
	4	9.00	15.00	4.00	0.00	4.40
	5	48.00	37.00	128.80	5.00	17.50

08:00 - 08:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.90	40.00	0.00	5.00	36.80
	2	34.80	0.00	129.20	4.00	48.70
	3	0.00	90.00	0.00	6.90	92.50
	4	3.00	15.50	7.90	0.00	5.00
	5	41.60	63.90	127.00	6.00	15.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.00	38.30	1.00	7.00	64.60
	2	20.40	0.00	121.00	6.00	51.00
	3	0.00	89.40	0.00	3.00	134.30
	4	7.00	15.00	1.00	0.00	3.20
	5	57.10	44.00	78.00	6.00	11.00

08:30 - 08:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	38.90	0.00	9.90	64.10
	2	27.00	0.00	100.90	6.00	36.00
	3	0.00	66.90	0.00	1.00	95.00
	4	4.00	8.00	6.90	0.00	4.90
	5	52.30	64.70	147.30	7.00	27.40

08:45 - 09:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	37.90	0.00	2.00	46.10
	2	9.00	0.00	133.50	8.00	54.00
	3	0.00	66.00	1.90	11.80	107.70
	4	6.00	4.00	6.00	0.00	5.00
	5	55.00	52.40	100.80	10.00	11.00

09:00 - 09:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.00	16.00	0.00	4.00	53.50
	2	15.00	1.00	80.90	5.00	51.40
	3	0.00	52.50	0.00	6.90	112.00
	4	3.00	5.00	5.90	0.00	0.00
	5	61.50	44.00	90.10	5.00	20.80

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	7
	2	0	0	1	0	0
	3	0	2	0	0	11
	4	0	0	0	0	0
	5	16	0	11	0	6

08:00 - 08:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	100	0	0	0	6
	2	6	0	3	0	2
	3	0	0	0	20	6
	4	0	7	14	0	0
	5	12	5	9	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	3	0	0	16
	2	0	0	0	0	4
	3	0	0	0	0	16
	4	0	0	0	0	0
	5	21	5	16	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	3	0	13	18
	2	0	0	1	0	0
	3	0	2	0	0	12
	4	0	0	20	0	33
	5	17	2	14	0	17

08:45 - 09:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	3	0	0	13
	2	0	0	1	0	0
	3	0	0	100	25	12
	4	0	0	0	0	0
	5	25	0	14	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	23
	2	0	0	1	0	0
	3	0	2	0	20	26
	4	0	0	20	0	0
	5	38	0	12	0	11

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.35	4.79	0.6	A	89.62	537.70
2	0.45	3.59	0.8	A	189.18	1135.10
3	0.47	3.84	1.0	A	186.80	1120.80
4	0.09	3.02	0.1	A	24.78	148.70
5	0.60	5.08	1.7	A	239.20	1435.20

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	67.70	67.70	294.89	351.32	0.193	67.45	80.67	0.0	0.2	3.323	A
2	192.30	192.30	205.11	474.62	0.405	191.62	157.23	0.0	0.7	3.188	A
3	183.00	183.00	145.05	501.73	0.365	182.39	251.67	0.0	0.6	2.988	A
4	32.40	32.40	311.51	372.43	0.087	32.31	15.94	0.0	0.1	2.646	A
5	236.30	236.30	140.34	471.95	0.501	235.21	203.48	0.0	1.1	4.133	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	84.70	84.70	325.05	324.36	0.261	84.58	82.26	0.2	0.4	3.916	A
2	216.70	216.70	200.51	478.87	0.453	216.53	209.12	0.7	0.8	3.543	A
3	189.40	189.40	153.10	494.00	0.383	189.37	263.94	0.6	0.6	3.056	A
4	31.40	31.40	320.60	365.17	0.086	31.39	21.87	0.1	0.1	2.882	A
5	253.50	253.50	154.02	460.78	0.550	253.28	197.97	1.1	1.3	4.664	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	111.90	111.90	244.87	396.02	0.283	111.84	85.55	0.4	0.4	3.467	A
2	198.40	198.40	169.91	507.19	0.391	198.60	186.80	0.8	0.7	2.948	A
3	226.70	226.70	167.04	480.60	0.472	226.38	201.46	0.6	1.0	3.843	A
4	26.20	26.20	371.41	324.62	0.081	26.21	22.01	0.1	0.1	3.018	A
5	196.10	196.10	133.81	477.28	0.411	196.61	263.81	1.3	0.8	3.632	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	112.90	112.90	327.53	322.14	0.350	112.73	83.21	0.4	0.6	4.792	A
2	169.90	169.90	261.84	422.13	0.402	169.88	178.43	0.7	0.7	3.588	A
3	162.90	162.90	177.14	470.88	0.346	163.29	254.57	1.0	0.6	3.147	A
4	23.80	23.80	316.57	368.39	0.065	23.81	23.86	0.1	0.1	2.901	A
5	298.70	298.70	112.93	494.32	0.604	297.82	227.46	0.8	1.7	5.080	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	86.00	86.00	252.81	388.92	0.221	86.29	70.15	0.6	0.3	3.209	A
2	204.50	204.50	178.55	499.19	0.410	204.48	160.55	0.7	0.7	3.068	A
3	187.40	187.40	140.46	506.15	0.370	187.34	242.57	0.6	0.6	3.064	A
4	21.00	21.00	295.99	384.81	0.055	21.02	31.80	0.1	0.1	2.476	A
5	229.20	229.20	93.00	510.59	0.449	229.96	224.01	1.7	0.9	3.586	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	74.50	74.50	224.40	414.32	0.180	74.55	80.47	0.3	0.3	3.050	A
2	153.30	153.30	180.31	497.56	0.308	153.54	118.64	0.7	0.5	2.634	A
3	171.40	171.40	156.68	490.55	0.349	171.40	177.17	0.6	0.6	3.303	A
4	13.90	13.90	307.15	375.91	0.037	13.92	20.94	0.1	0.0	2.674	A
5	221.40	221.40	83.42	518.41	0.427	221.46	237.64	0.9	0.9	3.475	A

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5	4.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	324.00	118.14
2	227.58	0.00
3	150.76	109.39
4	374.35	0.00
5	144.95	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	12.00	0.00	2.00	52.00
	2	20.00	0.00	125.80	9.00	56.80
	3	0.00	78.00	0.00	5.00	123.30
	4	4.00	7.00	5.00	0.00	9.80
	5	56.30	40.90	110.60	8.00	16.80

16:45 - 17:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	28.00	1.00	4.00	48.80
	2	17.00	1.00	86.40	7.00	42.90
	3	0.00	63.00	0.00	7.00	135.30
	4	3.00	7.00	6.00	0.00	4.00
	5	33.90	45.80	99.50	11.80	11.90

17:00 - 17:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	31.90	0.00	5.00	52.60
	2	29.00	0.00	127.90	3.00	51.00
	3	0.00	91.10	0.00	7.00	149.30
	4	9.00	12.00	11.00	0.00	12.70
	5	56.00	39.40	166.50	4.00	10.90

17:15 - 17:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	32.50	0.00	2.00	43.60
	2	17.00	0.00	85.90	11.00	49.00
	3	0.00	95.00	1.00	4.00	149.70
	4	5.00	10.00	10.00	0.00	6.00
	5	47.50	47.00	127.80	12.20	9.10

17:30 - 17:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	24.00	0.00	4.00	38.80
	2	24.90	0.00	102.70	6.00	30.00
	3	0.00	99.80	0.00	5.00	158.30
	4	5.00	5.40	6.00	0.00	3.00
	5	34.20	37.40	125.10	5.00	7.20

Demand (PCU/TS)

17:45 - 18:00

		To				
		1	2	3	4	5
From	1	0.00	22.40	1.90	4.00	25.80
	2	12.00	0.00	65.90	4.00	18.90
	3	0.00	73.40	0.00	2.00	155.30
	4	6.00	5.00	1.00	1.00	3.00
	5	22.00	45.00	101.70	9.00	5.00

Vehicle Mix

Heavy Vehicle Percentages

16:30 - 16:45

		To				
		1	2	3	4	5
From	1	0	0	0	0	14
	2	0	0	0	0	4
	3	0	3	0	0	6
	4	0	0	0	0	29
	5	15	3	4	0	13

Heavy Vehicle Percentages

16:45 - 17:00

		To				
		1	2	3	4	5
From	1	0	0	0	0	23
	2	0	0	0	0	8
	3	0	0	0	0	8
	4	0	0	0	0	0
	5	3	0	6	22	10

Heavy Vehicle Percentages

17:00 - 17:15

		To				
		1	2	3	4	5
From	1	0	3	0	0	21
	2	0	0	1	0	0
	3	0	3	0	0	5
	4	0	0	0	0	33
	5	8	0	3	0	11

Heavy Vehicle Percentages

17:15 - 17:30

		To				
		1	2	3	4	5
From	1	0	3	0	0	11
	2	0	0	1	0	0
	3	0	0	0	0	5
	4	0	0	0	0	0
	5	13	0	2	0	10

Heavy Vehicle Percentages

17:30 - 17:45

		To				
		1	2	3	4	5
From	1	0	0	0	0	6
	2	4	0	1	0	0
	3	0	2	0	0	5
	4	0	0	0	0	0
	5	6	6	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To				
		1	2	3	4	5
From	1	0	0	100	0	9
	2	0	0	2	0	6
	3	0	0	0	0	5
	4	0	0	0	0	0
	5	0	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.28	4.43	0.4	A	72.72	436.30
2	0.49	4.05	0.9	A	167.35	1004.10
3	0.50	3.79	1.0	A	233.75	1402.50
4	0.14	3.55	0.2	A	26.15	156.90
5	0.60	5.03	1.5	A	224.58	1347.50

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	66.00	66.00	265.25	377.05	0.175	65.77	79.98	0.0	0.2	3.206	A
2	211.60	211.60	193.64	484.06	0.437	210.82	137.38	0.0	0.8	3.315	A
3	206.30	206.30	163.99	485.68	0.425	205.53	240.47	0.0	0.8	3.356	A
4	25.80	25.80	345.61	346.14	0.075	25.71	23.91	0.0	0.1	3.067	A
5	232.60	232.60	113.58	491.66	0.473	231.65	257.75	0.0	1.0	3.678	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	81.80	81.80	246.20	393.46	0.208	81.74	54.04	0.2	0.3	3.247	A
2	154.30	154.30	183.12	493.68	0.313	154.61	144.82	0.8	0.5	2.710	A
3	205.30	205.30	144.53	504.70	0.407	205.35	193.20	0.8	0.7	3.153	A
4	20.00	20.00	320.09	365.91	0.055	20.03	29.79	0.1	0.1	2.604	A
5	202.90	202.90	97.10	504.90	0.402	203.14	243.02	1.0	0.7	3.130	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	89.50	89.50	334.05	317.78	0.282	89.36	93.70	0.3	0.4	4.431	A
2	210.90	210.90	249.31	433.19	0.487	210.42	174.10	0.5	0.9	4.050	A
3	247.40	247.40	155.24	494.23	0.501	247.09	304.49	0.7	1.0	3.792	A
4	44.70	44.70	383.31	316.94	0.141	44.58	19.01	0.1	0.2	3.554	A
5	276.80	276.80	151.78	460.99	0.600	275.97	276.11	0.7	1.5	5.031	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	78.10	78.10	312.45	336.39	0.232	78.21	69.69	0.4	0.3	3.739	A
2	162.90	162.90	206.13	472.65	0.345	163.31	184.54	0.9	0.5	2.932	A
3	249.70	249.70	144.10	505.13	0.494	249.72	225.34	1.0	1.0	3.630	A
4	31.00	31.00	364.65	331.40	0.094	31.07	29.17	0.2	0.1	2.997	A
5	243.60	243.60	138.11	471.97	0.516	244.03	257.61	1.5	1.1	4.095	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	66.80	66.80	286.13	359.06	0.186	66.89	64.16	0.3	0.2	3.183	A
2	163.60	163.60	186.29	490.78	0.333	163.62	166.73	0.5	0.5	2.784	A
3	263.10	263.10	116.05	532.55	0.494	263.10	233.86	1.0	1.0	3.463	A
4	19.40	19.40	359.10	335.70	0.058	19.44	20.04	0.1	0.1	2.847	A
5	208.90	208.90	141.11	469.56	0.445	209.18	237.43	1.1	0.8	3.582	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	54.10	54.10	241.46	397.54	0.136	54.17	40.11	0.2	0.2	2.782	A
2	100.80	100.80	149.65	524.27	0.192	101.06	145.99	0.5	0.2	2.170	A
3	230.70	230.70	79.87	567.93	0.406	231.01	170.85	1.0	0.7	2.758	A
4	16.00	16.00	290.86	388.55	0.041	16.02	20.01	0.1	0.0	2.417	A
5	182.70	182.70	98.62	503.67	0.363	182.95	208.25	0.8	0.6	2.855	A

FB WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5	4.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	296.61	118.14
2	222.85	0.00
3	179.46	109.39
4	359.09	0.00
5	129.60	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	17.78	0.00	4.18	48.84
	2	25.10	0.00	125.40	3.14	47.48
	3	0.00	92.88	0.00	4.18	94.34
	4	9.41	15.69	4.18	0.00	4.60
	5	50.20	38.70	134.71	5.23	18.30

08:00 - 08:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	3.03	41.84	0.00	5.23	38.49
	2	36.40	0.00	135.13	4.18	50.93
	3	0.00	94.13	0.00	7.22	96.74
	4	3.14	16.21	8.26	0.00	5.23
	5	43.51	66.83	132.83	6.28	15.69

08:15 - 08:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.05	40.06	1.05	7.32	67.56
	2	21.34	0.00	126.55	6.28	53.34
	3	0.00	93.50	0.00	3.14	140.46
	4	7.32	15.69	1.05	0.00	3.35
	5	59.72	46.02	81.58	6.28	11.50

08:30 - 08:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	40.69	0.00	10.35	67.04
	2	28.24	0.00	105.53	6.28	37.65
	3	0.00	69.97	0.00	1.05	99.36
	4	4.18	8.37	7.22	0.00	5.12
	5	54.70	67.67	154.06	7.32	28.66

08:45 - 09:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	39.64	0.00	2.09	48.22
	2	9.41	0.00	139.63	8.37	56.48
	3	0.00	69.03	1.99	12.34	112.64
	4	6.28	4.18	6.28	0.00	5.23
	5	57.52	54.80	105.43	10.46	11.50

Demand (PCU/TS)

09:00 - 09:15

		To				
		1	2	3	4	5
From	1	1.05	16.73	0.00	4.18	55.96
	2	15.69	1.05	84.61	5.23	53.76
	3	0.00	54.91	0.00	7.22	117.14
	4	3.14	5.23	6.17	0.00	0.00
	5	64.32	46.02	94.23	5.23	21.75

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

		To				
		1	2	3	4	5
From	1	0	0	0	0	7
	2	0	0	1	0	0
	3	0	2	0	0	11
	4	0	0	0	0	0
	5	16	0	11	0	6

Heavy Vehicle Percentages

08:00 - 08:15

		To				
		1	2	3	4	5
From	1	100	0	0	0	6
	2	6	0	3	0	2
	3	0	0	0	20	6
	4	0	7	14	0	0
	5	12	5	9	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To				
		1	2	3	4	5
From	1	0	3	0	0	16
	2	0	0	0	0	4
	3	0	0	0	0	16
	4	0	0	0	0	0
	5	21	5	16	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To				
		1	2	3	4	5
From	1	0	3	0	13	18
	2	0	0	1	0	0
	3	0	2	0	0	12
	4	0	0	20	0	33
	5	17	2	14	0	17

Heavy Vehicle Percentages

08:45 - 09:00

		To				
		1	2	3	4	5
From	1	0	3	0	0	13
	2	0	0	1	0	0
	3	0	0	100	25	12
	4	0	0	0	0	0
	5	25	0	14	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To				
		1	2	3	4	5
From	1	0	0	0	0	23
	2	0	0	1	0	0
	3	0	2	0	20	26
	4	0	0	20	0	0
	5	38	0	12	0	11

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.38	5.24	0.7	A	93.73	562.38
2	0.48	3.89	1.0	A	197.87	1187.19
3	0.50	4.14	1.1	A	195.37	1172.23
4	0.09	3.16	0.1	A	25.92	155.52
5	0.64	5.60	1.9	A	250.18	1501.06

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	70.81	70.81	308.33	339.51	0.209	70.53	84.35	0.0	0.3	3.508	A
2	201.12	201.12	214.45	465.34	0.432	200.36	164.41	0.0	0.8	3.404	A
3	191.40	191.40	151.67	494.48	0.387	190.73	263.15	0.0	0.7	3.140	A
4	33.89	33.89	325.74	361.31	0.094	33.78	16.67	0.0	0.1	2.748	A
5	247.14	247.14	146.75	466.26	0.530	245.92	212.77	0.0	1.2	4.438	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	88.59	88.59	339.92	311.60	0.284	88.45	86.03	0.3	0.4	4.207	A
2	226.64	226.64	209.69	469.71	0.483	226.45	218.68	0.8	1.0	3.821	A
3	198.09	198.09	160.11	486.42	0.407	198.05	276.03	0.7	0.7	3.229	A
4	32.84	32.84	335.29	353.80	0.093	32.83	22.87	0.1	0.1	2.995	A
5	265.13	265.13	161.08	454.61	0.583	264.87	207.04	1.2	1.5	5.106	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	117.04	117.04	256.17	385.59	0.304	116.97	89.49	0.4	0.5	3.668	A
2	207.50	207.50	177.76	499.02	0.416	207.74	195.39	1.0	0.7	3.123	A
3	237.10	237.10	174.72	472.46	0.502	236.73	210.77	0.7	1.1	4.142	A
4	27.40	27.40	388.43	312.03	0.088	27.42	23.02	0.1	0.1	3.164	A
5	205.10	205.10	139.94	471.79	0.435	205.71	275.90	1.5	0.9	3.834	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	118.08	118.08	342.46	309.35	0.382	117.87	87.01	0.5	0.7	5.238	A
2	177.70	177.70	273.74	410.94	0.432	177.66	186.59	0.7	0.8	3.887	A
3	170.38	170.38	185.23	462.43	0.368	170.83	266.17	1.1	0.6	3.324	A
4	24.89	24.89	331.10	357.09	0.070	24.91	24.95	0.1	0.1	3.007	A
5	312.41	312.41	118.12	489.52	0.638	311.35	237.89	0.9	1.9	5.596	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	89.95	89.95	264.52	378.21	0.238	90.29	73.39	0.7	0.3	3.373	A
2	213.88	213.88	186.86	490.67	0.436	213.87	167.96	0.8	0.8	3.266	A
3	196.00	196.00	146.96	498.98	0.393	195.93	253.77	0.6	0.7	3.224	A
4	21.96	21.96	309.62	373.98	0.059	21.98	33.27	0.1	0.1	2.557	A
5	239.72	239.72	97.27	506.46	0.473	240.64	234.33	1.9	1.0	3.788	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	77.92	77.92	234.71	404.54	0.193	77.98	84.16	0.3	0.3	3.176	A
2	160.34	160.34	188.60	489.07	0.328	160.61	124.10	0.8	0.5	2.760	A
3	179.27	179.27	163.88	482.82	0.371	179.27	185.33	0.7	0.7	3.473	A
4	14.54	14.54	321.25	364.84	0.040	14.56	21.91	0.1	0.0	2.765	A
5	231.56	231.56	87.25	514.61	0.450	231.63	248.55	1.0	0.9	3.646	A

FB WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5	4.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	339.42	118.14
2	238.41	0.00
3	157.93	109.39
4	392.17	0.00
5	151.85	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	12.57	0.00	2.10	54.48
	2	20.95	0.00	131.79	9.43	59.50
	3	0.00	81.71	0.00	5.24	129.17
	4	4.19	7.33	5.24	0.00	10.27
	5	58.98	42.85	115.86	8.38	17.60

16:45 - 17:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	29.33	1.05	4.19	51.12
	2	17.81	1.05	90.51	7.33	44.94
	3	0.00	66.00	0.00	7.33	141.74
	4	3.14	7.33	6.29	0.00	4.19
	5	35.51	47.98	104.24	12.36	12.47

17:00 - 17:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	33.42	0.00	5.24	55.10
	2	30.38	0.00	133.99	3.14	53.43
	3	0.00	95.44	0.00	7.33	156.41
	4	9.43	12.57	11.52	0.00	13.30
	5	58.67	41.28	174.43	4.19	11.42

17:15 - 17:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	34.05	0.00	2.10	45.68
	2	17.81	0.00	89.99	11.52	51.33
	3	0.00	99.52	1.05	4.19	156.83
	4	5.24	10.48	10.48	0.00	6.29
	5	49.76	49.24	133.88	12.78	9.53

17:30 - 17:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	25.14	0.00	4.19	40.65
	2	26.09	0.00	107.59	6.29	31.43
	3	0.00	104.55	0.00	5.24	165.84
	4	5.24	5.66	6.29	0.00	3.14
	5	35.83	39.18	131.06	5.24	7.54

Demand (PCU/TS)

17:45 - 18:00

		To				
		1	2	3	4	5
From	1	0.00	23.47	1.99	4.19	27.03
	2	12.57	0.00	69.04	4.19	19.80
	3	0.00	76.89	0.00	2.10	162.69
	4	6.29	5.24	1.05	1.05	3.14
	5	23.05	47.14	106.54	9.43	5.24

Vehicle Mix

Heavy Vehicle Percentages

16:30 - 16:45

		To				
		1	2	3	4	5
From	1	0	0	0	0	14
	2	0	0	0	0	4
	3	0	3	0	0	6
	4	0	0	0	0	29
	5	15	3	4	0	13

Heavy Vehicle Percentages

16:45 - 17:00

		To				
		1	2	3	4	5
From	1	0	0	0	0	23
	2	0	0	0	0	8
	3	0	0	0	0	8
	4	0	0	0	0	0
	5	3	0	6	22	10

Heavy Vehicle Percentages

17:00 - 17:15

		To				
		1	2	3	4	5
From	1	0	3	0	0	21
	2	0	0	1	0	0
	3	0	3	0	0	5
	4	0	0	0	0	33
	5	8	0	3	0	11

Heavy Vehicle Percentages

17:15 - 17:30

		To				
		1	2	3	4	5
From	1	0	3	0	0	11
	2	0	0	1	0	0
	3	0	0	0	0	5
	4	0	0	0	0	0
	5	13	0	2	0	10

Heavy Vehicle Percentages

17:30 - 17:45

		To				
		1	2	3	4	5
From	1	0	0	0	0	6
	2	4	0	1	0	0
	3	0	2	0	0	5
	4	0	0	0	0	0
	5	6	6	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To				
		1	2	3	4	5
From	1	0	0	100	0	9
	2	0	0	2	0	6
	3	0	0	0	0	5
	4	0	0	0	0	0
	5	0	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.31	4.79	0.5	A	76.18	457.07
2	0.52	4.47	1.1	A	175.32	1051.90
3	0.53	4.12	1.2	A	244.88	1469.26
4	0.15	3.76	0.2	A	27.39	164.37
5	0.64	5.61	1.8	A	235.27	1411.64

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	69.14	69.14	277.80	366.10	0.189	68.88	83.77	0.0	0.3	3.355	A
2	221.67	221.67	202.81	474.89	0.467	220.80	143.88	0.0	0.9	3.564	A
3	216.12	216.12	171.76	477.39	0.453	215.26	251.85	0.0	0.9	3.583	A
4	27.03	27.03	361.98	334.23	0.081	26.93	25.04	0.0	0.1	3.199	A
5	243.67	243.67	118.96	486.67	0.501	242.61	269.95	0.0	1.1	3.918	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	85.69	85.69	257.94	382.96	0.224	85.63	56.62	0.3	0.3	3.404	A
2	161.65	161.65	191.85	484.81	0.333	162.01	151.72	0.9	0.5	2.849	A
3	215.07	215.07	151.43	497.15	0.433	215.13	202.43	0.9	0.8	3.344	A
4	20.95	20.95	335.35	354.49	0.059	20.98	31.21	0.1	0.1	2.701	A
5	212.56	212.56	101.73	500.43	0.425	212.84	254.60	1.1	0.8	3.287	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93.76	93.76	349.81	304.96	0.307	93.59	98.12	0.3	0.5	4.788	A
2	220.94	220.94	261.06	422.15	0.523	220.36	182.34	0.5	1.1	4.469	A
3	259.18	259.18	162.58	486.31	0.533	258.80	318.84	0.8	1.2	4.119	A
4	46.83	46.83	401.47	304.18	0.154	46.70	19.91	0.1	0.2	3.760	A
5	289.98	289.98	158.97	454.72	0.638	288.96	289.19	0.8	1.8	5.608	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	81.82	81.82	327.39	324.00	0.253	81.95	73.03	0.5	0.4	3.991	A
2	170.65	170.65	216.01	462.94	0.369	171.16	193.33	1.1	0.6	3.108	A
3	261.59	261.59	150.99	497.57	0.526	261.62	236.17	1.2	1.1	3.927	A
4	32.48	32.48	382.05	318.96	0.102	32.56	30.56	0.2	0.1	3.143	A
5	255.20	255.20	144.70	466.12	0.547	255.73	269.91	1.8	1.3	4.438	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	69.98	69.98	299.79	347.44	0.201	70.08	67.22	0.4	0.3	3.353	A
2	171.39	171.39	195.19	481.79	0.356	171.42	174.69	0.6	0.6	2.937	A
3	275.62	275.62	121.59	526.15	0.524	275.63	245.01	1.1	1.1	3.722	A
4	20.32	20.32	376.21	323.40	0.063	20.37	21.00	0.1	0.1	2.969	A
5	218.84	218.84	147.83	463.62	0.472	219.18	248.75	1.3	0.9	3.817	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	56.68	56.68	253.00	387.16	0.146	56.75	42.03	0.3	0.2	2.889	A
2	105.60	105.60	156.80	516.55	0.204	105.90	152.96	0.6	0.3	2.237	A
3	241.68	241.68	83.68	563.00	0.429	242.05	179.01	1.1	0.8	2.895	A
4	16.76	16.76	304.76	377.77	0.044	16.78	20.97	0.1	0.0	2.492	A
5	191.40	191.40	103.34	499.14	0.383	191.69	218.20	0.9	0.6	2.979	A

FB+CD WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5	4.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	296.61	118.14
2	222.85	0.00
3	179.46	109.39
4	359.09	0.00
5	129.60	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	17.78	0.00	4.18	48.84
	2	25.10	0.00	125.40	3.14	47.48
	3	0.00	92.88	0.00	4.18	94.34
	4	9.41	15.69	4.18	0.00	4.60
	5	50.20	38.70	134.71	5.23	18.30

08:00 - 08:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	3.03	41.84	0.00	5.23	38.49
	2	36.40	0.00	135.13	4.18	50.93
	3	0.00	94.13	0.00	7.22	96.74
	4	3.14	16.21	8.26	0.00	5.23
	5	43.51	66.83	132.83	6.28	15.69

08:15 - 08:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.05	40.06	1.05	7.32	67.56
	2	21.34	0.00	126.55	6.28	53.34
	3	0.00	93.50	0.00	3.14	140.46
	4	7.32	15.69	1.05	0.00	3.35
	5	59.72	46.02	81.58	6.28	11.50

08:30 - 08:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	40.69	0.00	10.35	67.04
	2	28.24	0.00	105.53	6.28	37.65
	3	0.00	69.97	0.00	1.05	99.36
	4	4.18	8.37	7.22	0.00	5.12
	5	54.70	67.67	154.06	7.32	28.66

08:45 - 09:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	39.64	0.00	2.09	48.22
	2	9.41	0.00	139.63	8.37	56.48
	3	0.00	69.03	1.99	12.34	112.64
	4	6.28	4.18	6.28	0.00	5.23
	5	57.52	54.80	105.43	10.46	11.50

Demand (PCU/TS)

09:00 - 09:15

		To				
		1	2	3	4	5
From	1	1.05	16.73	0.00	4.18	55.96
	2	15.69	1.05	84.61	5.23	53.76
	3	0.00	54.91	0.00	7.22	117.14
	4	3.14	5.23	6.17	0.00	0.00
	5	64.32	46.02	94.23	5.23	21.75

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

		To				
		1	2	3	4	5
From	1	0	0	0	0	7
	2	0	0	1	0	0
	3	0	2	0	0	11
	4	0	0	0	0	0
	5	16	0	11	0	6

Heavy Vehicle Percentages

08:00 - 08:15

		To				
		1	2	3	4	5
From	1	100	0	0	0	6
	2	6	0	3	0	2
	3	0	0	0	20	6
	4	0	7	14	0	0
	5	12	5	9	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To				
		1	2	3	4	5
From	1	0	3	0	0	16
	2	0	0	0	0	4
	3	0	0	0	0	16
	4	0	0	0	0	0
	5	21	5	16	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To				
		1	2	3	4	5
From	1	0	3	0	13	18
	2	0	0	1	0	0
	3	0	2	0	0	12
	4	0	0	20	0	33
	5	17	2	14	0	17

Heavy Vehicle Percentages

08:45 - 09:00

		To				
		1	2	3	4	5
From	1	0	3	0	0	13
	2	0	0	1	0	0
	3	0	0	100	25	12
	4	0	0	0	0	0
	5	25	0	14	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To				
		1	2	3	4	5
From	1	0	0	0	0	23
	2	0	0	1	0	0
	3	0	2	0	20	26
	4	0	0	20	0	0
	5	38	0	12	0	11

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.38	5.24	0.7	A	93.73	562.38
2	0.48	3.88	1.0	A	197.87	1187.19
3	0.50	4.14	1.1	A	195.37	1172.23
4	0.09	3.16	0.1	A	25.92	155.52
5	0.64	5.60	1.9	A	250.18	1501.06

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	70.81	70.81	308.33	339.51	0.209	70.53	84.35	0.0	0.3	3.508	A
2	201.12	201.12	214.45	465.34	0.432	200.36	164.41	0.0	0.8	3.404	A
3	191.40	191.40	151.67	494.48	0.387	190.73	263.15	0.0	0.7	3.140	A
4	33.89	33.89	325.74	361.31	0.094	33.78	16.67	0.0	0.1	2.748	A
5	247.14	247.14	146.75	466.26	0.530	245.92	212.77	0.0	1.2	4.438	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	88.59	88.59	339.92	311.60	0.284	88.45	86.03	0.3	0.4	4.207	A
2	226.64	226.64	209.69	469.71	0.483	226.45	218.68	0.8	1.0	3.821	A
3	198.09	198.09	160.11	486.42	0.407	198.05	276.03	0.7	0.7	3.229	A
4	32.84	32.84	335.29	353.80	0.093	32.83	22.87	0.1	0.1	2.995	A
5	265.13	265.13	161.08	454.61	0.583	264.87	207.04	1.2	1.5	5.106	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	117.04	117.04	256.17	385.59	0.304	116.97	89.49	0.4	0.5	3.668	A
2	207.50	207.50	177.76	499.02	0.416	207.74	195.39	1.0	0.7	3.123	A
3	237.10	237.10	174.72	472.46	0.502	236.73	210.77	0.7	1.1	4.142	A
4	27.40	27.40	388.43	312.03	0.088	27.42	23.02	0.1	0.1	3.164	A
5	205.10	205.10	139.94	471.79	0.435	205.71	275.90	1.5	0.9	3.834	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	118.08	118.08	342.46	309.35	0.382	117.87	87.01	0.5	0.7	5.238	A
2	177.70	177.70	273.74	410.94	0.432	177.66	186.59	0.7	0.8	3.881	A
3	170.38	170.38	185.23	462.43	0.368	170.83	266.17	1.1	0.6	3.321	A
4	24.89	24.89	331.10	357.09	0.070	24.91	24.95	0.1	0.1	3.009	A
5	312.41	312.41	118.12	489.52	0.638	311.35	237.89	0.9	1.9	5.596	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	89.95	89.95	264.52	378.21	0.238	90.29	73.39	0.7	0.3	3.373	A
2	213.88	213.88	186.86	490.67	0.436	213.87	167.96	0.8	0.8	3.266	A
3	196.00	196.00	146.96	498.98	0.393	195.93	253.77	0.6	0.7	3.224	A
4	21.96	21.96	309.62	373.98	0.059	21.98	33.27	0.1	0.1	2.559	A
5	239.72	239.72	97.27	506.46	0.473	240.64	234.33	1.9	1.0	3.785	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	77.92	77.92	234.71	404.54	0.193	77.98	84.16	0.3	0.3	3.173	A
2	160.34	160.34	188.60	489.07	0.328	160.61	124.10	0.8	0.5	2.762	A
3	179.27	179.27	163.88	482.82	0.371	179.27	185.33	0.7	0.7	3.470	A
4	14.54	14.54	321.25	364.84	0.040	14.56	21.91	0.1	0.0	2.765	A
5	231.56	231.56	87.25	514.61	0.450	231.63	248.55	1.0	0.9	3.646	A

FB+CD WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5	4.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	339.42	118.14
2	238.41	0.00
3	157.93	109.39
4	392.17	0.00
5	151.85	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	12.57	0.00	2.10	54.48
	2	20.95	0.00	131.79	9.43	59.50
	3	0.00	81.71	0.00	5.24	129.17
	4	4.19	7.33	5.24	0.00	10.27
	5	58.98	42.85	115.86	8.38	17.60

16:45 - 17:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	29.33	1.05	4.19	51.12
	2	17.81	1.05	90.51	7.33	44.94
	3	0.00	66.00	0.00	7.33	141.74
	4	3.14	7.33	6.29	0.00	4.19
	5	35.51	47.98	104.24	12.36	12.47

17:00 - 17:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	33.42	0.00	5.24	55.10
	2	30.38	0.00	133.99	3.14	53.43
	3	0.00	95.44	0.00	7.33	156.41
	4	9.43	12.57	11.52	0.00	13.30
	5	58.67	41.28	174.43	4.19	11.42

17:15 - 17:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	34.05	0.00	2.10	45.68
	2	17.81	0.00	89.99	11.52	51.33
	3	0.00	99.52	1.05	4.19	156.83
	4	5.24	10.48	10.48	0.00	6.29
	5	49.76	49.24	133.88	12.78	9.53

17:30 - 17:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	25.14	0.00	4.19	40.65
	2	26.09	0.00	107.59	6.29	31.43
	3	0.00	104.55	0.00	5.24	165.84
	4	5.24	5.66	6.29	0.00	3.14
	5	35.83	39.18	131.06	5.24	7.54

Demand (PCU/TS)

17:45 - 18:00

		To				
		1	2	3	4	5
From	1	0.00	23.47	1.99	4.19	27.03
	2	12.57	0.00	69.04	4.19	19.80
	3	0.00	76.89	0.00	2.10	162.69
	4	6.29	5.24	1.05	1.05	3.14
	5	23.05	47.14	106.54	9.43	5.24

Vehicle Mix

Heavy Vehicle Percentages

16:30 - 16:45

		To				
		1	2	3	4	5
From	1	0	0	0	0	14
	2	0	0	0	0	4
	3	0	3	0	0	6
	4	0	0	0	0	29
	5	15	3	4	0	13

Heavy Vehicle Percentages

16:45 - 17:00

		To				
		1	2	3	4	5
From	1	0	0	0	0	23
	2	0	0	0	0	8
	3	0	0	0	0	8
	4	0	0	0	0	0
	5	3	0	6	22	10

Heavy Vehicle Percentages

17:00 - 17:15

		To				
		1	2	3	4	5
From	1	0	3	0	0	21
	2	0	0	1	0	0
	3	0	3	0	0	5
	4	0	0	0	0	33
	5	8	0	3	0	11

Heavy Vehicle Percentages

17:15 - 17:30

		To				
		1	2	3	4	5
From	1	0	3	0	0	11
	2	0	0	1	0	0
	3	0	0	0	0	5
	4	0	0	0	0	0
	5	13	0	2	0	10

Heavy Vehicle Percentages

17:30 - 17:45

		To				
		1	2	3	4	5
From	1	0	0	0	0	6
	2	4	0	1	0	0
	3	0	2	0	0	5
	4	0	0	0	0	0
	5	6	6	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To				
		1	2	3	4	5
From	1	0	0	100	0	9
	2	0	0	2	0	6
	3	0	0	0	0	5
	4	0	0	0	0	0
	5	0	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.31	4.79	0.5	A	76.18	457.07
2	0.52	4.47	1.1	A	175.32	1051.90
3	0.53	4.12	1.2	A	244.88	1469.26
4	0.15	3.76	0.2	A	27.39	164.37
5	0.64	5.61	1.8	A	235.27	1411.64

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	69.14	69.14	277.80	366.10	0.189	68.88	83.77	0.0	0.3	3.355	A
2	221.67	221.67	202.81	474.89	0.467	220.80	143.88	0.0	0.9	3.564	A
3	216.12	216.12	171.76	477.39	0.453	215.26	251.85	0.0	0.9	3.583	A
4	27.03	27.03	361.98	334.23	0.081	26.93	25.04	0.0	0.1	3.199	A
5	243.67	243.67	118.96	486.67	0.501	242.61	269.95	0.0	1.1	3.918	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	85.69	85.69	257.94	382.96	0.224	85.63	56.62	0.3	0.3	3.404	A
2	161.65	161.65	191.85	484.81	0.333	162.01	151.72	0.9	0.5	2.849	A
3	215.07	215.07	151.43	497.15	0.433	215.13	202.43	0.9	0.8	3.344	A
4	20.95	20.95	335.35	354.49	0.059	20.98	31.21	0.1	0.1	2.701	A
5	212.56	212.56	101.73	500.43	0.425	212.84	254.60	1.1	0.8	3.287	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93.76	93.76	349.81	304.96	0.307	93.59	98.12	0.3	0.5	4.788	A
2	220.94	220.94	261.06	422.15	0.523	220.36	182.34	0.5	1.1	4.469	A
3	259.18	259.18	162.58	486.31	0.533	258.80	318.84	0.8	1.2	4.119	A
4	46.83	46.83	401.47	304.18	0.154	46.70	19.91	0.1	0.2	3.760	A
5	289.98	289.98	158.97	454.72	0.638	288.96	289.19	0.8	1.8	5.608	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	81.82	81.82	327.39	324.00	0.253	81.95	73.03	0.5	0.4	3.991	A
2	170.65	170.65	216.01	462.94	0.369	171.16	193.33	1.1	0.6	3.108	A
3	261.59	261.59	150.99	497.57	0.526	261.62	236.17	1.2	1.1	3.927	A
4	32.48	32.48	382.05	318.96	0.102	32.56	30.56	0.2	0.1	3.143	A
5	255.20	255.20	144.70	466.12	0.547	255.73	269.91	1.8	1.3	4.438	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	69.98	69.98	299.79	347.44	0.201	70.08	67.22	0.4	0.3	3.353	A
2	171.39	171.39	195.19	481.79	0.356	171.42	174.69	0.6	0.6	2.937	A
3	275.62	275.62	121.59	526.15	0.524	275.63	245.01	1.1	1.1	3.722	A
4	20.32	20.32	376.21	323.40	0.063	20.37	21.00	0.1	0.1	2.969	A
5	218.84	218.84	147.83	463.62	0.472	219.18	248.75	1.3	0.9	3.817	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	56.68	56.68	253.00	387.16	0.146	56.75	42.03	0.3	0.2	2.889	A
2	105.60	105.60	156.80	516.55	0.204	105.90	152.96	0.6	0.3	2.237	A
3	241.68	241.68	83.68	563.00	0.429	242.05	179.01	1.1	0.8	2.895	A
4	16.76	16.76	304.76	377.77	0.044	16.78	20.97	0.1	0.0	2.492	A
5	191.40	191.40	103.34	499.14	0.383	191.69	218.20	0.9	0.6	2.979	A

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5	5.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	296.41	118.14
2	248.34	0.00
3	205.03	109.39
4	384.68	0.00
5	129.60	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	17.78	0.00	4.18	58.93
	2	25.10	0.00	125.40	3.14	47.48
	3	0.00	92.88	0.00	4.18	94.34
	4	9.41	15.69	4.18	0.00	4.60
	5	60.29	38.70	134.71	5.23	18.30

08:00 - 08:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	3.03	41.84	0.00	5.23	64.08
	2	36.40	0.00	135.13	4.18	50.93
	3	0.00	94.13	0.00	7.22	96.74
	4	3.14	16.21	8.26	0.00	5.23
	5	53.60	66.83	132.83	6.28	15.69

08:15 - 08:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.05	40.06	1.05	7.32	93.15
	2	21.34	0.00	126.55	6.28	53.34
	3	0.00	93.50	0.00	3.14	140.46
	4	7.32	15.69	1.05	0.00	3.35
	5	69.81	46.02	81.58	6.28	11.50

08:30 - 08:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	40.69	0.00	10.35	92.63
	2	28.24	0.00	105.53	6.28	37.65
	3	0.00	69.97	0.00	1.05	99.36
	4	4.18	8.37	7.22	0.00	5.12
	5	64.79	67.67	154.06	7.32	28.66

08:45 - 09:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	39.64	0.00	2.09	73.81
	2	9.41	0.00	139.63	8.37	56.48
	3	0.00	69.03	1.99	12.34	112.64
	4	6.28	4.18	6.28	0.00	5.23
	5	67.61	54.80	105.43	10.46	11.50

Demand (PCU/TS)

09:00 - 09:15

		To				
		1	2	3	4	5
From	1	1.05	16.73	0.00	4.18	66.04
	2	15.69	1.05	84.61	5.23	53.76
	3	0.00	54.91	0.00	7.22	117.14
	4	3.14	5.23	6.17	0.00	0.00
	5	74.41	46.02	94.23	5.23	21.75

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

		To				
		1	2	3	4	5
From	1	0	0	0	0	14
	2	0	0	1	0	0
	3	0	2	0	0	11
	4	0	0	0	0	0
	5	23	0	11	0	6

Heavy Vehicle Percentages

08:00 - 08:15

		To				
		1	2	3	4	5
From	1	100	0	0	0	10
	2	6	0	3	0	2
	3	0	0	0	20	6
	4	0	7	14	0	0
	5	20	5	9	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To				
		1	2	3	4	5
From	1	0	3	0	0	16
	2	0	0	0	0	4
	3	0	0	0	0	16
	4	0	0	0	0	0
	5	27	5	16	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To				
		1	2	3	4	5
From	1	0	3	0	13	18
	2	0	0	1	0	0
	3	0	2	0	0	12
	4	0	0	20	0	33
	5	23	2	14	0	17

Heavy Vehicle Percentages

08:45 - 09:00

		To				
		1	2	3	4	5
From	1	0	3	0	0	15
	2	0	0	1	0	0
	3	0	0	100	25	12
	4	0	0	0	0	0
	5	31	0	14	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To				
		1	2	3	4	5
From	1	0	0	0	0	28
	2	0	0	1	0	0
	3	0	2	0	20	26
	4	0	0	20	0	0
	5	42	0	12	0	11

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.46	6.10	1.0	A	114.15	684.91
2	0.51	4.31	1.1	A	197.87	1187.19
3	0.53	4.66	1.2	A	195.37	1172.23
4	0.10	3.38	0.1	A	25.92	155.52
5	0.66	5.99	2.1	A	260.27	1561.60

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	80.90	80.90	308.26	339.57	0.238	80.55	94.36	0.0	0.3	3.817	A
2	201.12	201.12	224.43	454.75	0.442	200.33	164.38	0.0	0.8	3.546	A
3	191.40	191.40	161.68	482.23	0.397	190.70	263.08	0.0	0.7	3.270	A
4	33.89	33.89	335.72	354.04	0.096	33.78	16.66	0.0	0.1	2.810	A
5	257.23	257.23	146.73	466.27	0.552	255.89	222.77	0.0	1.3	4.711	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	114.18	114.18	339.87	311.63	0.366	113.90	96.09	0.3	0.6	4.867	A
2	226.64	226.64	235.16	445.12	0.509	226.37	218.62	0.8	1.1	4.247	A
3	198.09	198.09	185.56	459.91	0.431	198.01	275.97	0.7	0.8	3.553	A
4	32.84	32.84	360.70	334.89	0.098	32.83	22.86	0.1	0.1	3.182	A
5	275.22	275.22	161.04	454.64	0.605	274.92	232.49	1.3	1.7	5.455	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	142.62	142.62	256.20	385.57	0.370	142.59	99.60	0.6	0.6	4.110	A
2	207.50	207.50	203.40	473.63	0.438	207.77	195.39	1.1	0.8	3.425	A
3	237.10	237.10	200.35	446.08	0.532	236.66	210.82	0.8	1.2	4.662	A
4	27.40	27.40	413.99	294.03	0.093	27.41	23.02	0.1	0.1	3.375	A
5	215.19	215.19	139.94	471.80	0.456	215.87	301.47	1.7	1.0	4.057	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	143.67	143.67	342.42	309.39	0.464	143.35	97.06	0.6	1.0	6.098	A
2	177.70	177.70	299.18	387.65	0.458	177.65	186.59	0.8	0.8	4.310	A
3	170.38	170.38	210.71	436.39	0.390	170.90	266.12	1.2	0.7	3.649	A
4	24.89	24.89	356.66	337.98	0.074	24.91	24.95	0.1	0.1	3.193	A
5	322.50	322.50	118.15	489.50	0.659	321.33	263.43	1.0	2.1	5.989	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	115.54	115.54	264.60	378.15	0.306	116.01	83.52	1.0	0.5	3.780	A
2	213.88	213.88	212.61	465.36	0.460	213.88	168.00	0.8	0.9	3.595	A
3	196.00	196.00	172.68	471.95	0.415	195.93	253.81	0.7	0.8	3.539	A
4	21.96	21.96	335.33	354.34	0.062	21.99	33.27	0.1	0.1	2.711	A
5	249.81	249.81	97.29	506.45	0.493	250.83	260.03	2.1	1.1	3.999	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	88.01	88.01	234.73	404.53	0.218	88.16	94.26	0.5	0.3	3.413	A
2	160.34	160.34	198.77	477.79	0.336	160.67	124.13	0.9	0.5	2.859	A
3	179.27	179.27	174.06	470.66	0.381	179.31	185.38	0.8	0.7	3.618	A
4	14.54	14.54	331.46	357.31	0.041	14.56	21.91	0.1	0.0	2.826	A
5	241.65	241.65	87.27	514.60	0.470	241.72	258.75	1.1	1.0	3.839	A

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 5 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5	5.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	339.39	118.14
2	248.53	0.00
3	168.04	109.39
4	402.29	0.00
5	151.85	0.00

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	12.57	0.00	2.10	64.56
	2	20.95	0.00	131.79	9.43	59.50
	3	0.00	81.71	0.00	5.24	129.17
	4	4.19	7.33	5.24	0.00	10.27
	5	84.57	42.85	115.86	8.38	17.60

16:45 - 17:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	29.33	1.05	4.19	61.21
	2	17.81	1.05	90.51	7.33	44.94
	3	0.00	66.00	0.00	7.33	141.74
	4	3.14	7.33	6.29	0.00	4.19
	5	61.10	47.98	104.24	12.36	12.47

17:00 - 17:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	33.42	0.00	5.24	65.19
	2	30.38	0.00	133.99	3.14	53.43
	3	0.00	95.44	0.00	7.33	156.41
	4	9.43	12.57	11.52	0.00	13.30
	5	68.76	41.28	174.43	4.19	11.42

17:15 - 17:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	34.05	0.00	2.10	55.77
	2	17.81	0.00	89.99	11.52	51.33
	3	0.00	99.52	1.05	4.19	156.83
	4	5.24	10.48	10.48	0.00	6.29
	5	59.85	49.24	133.88	12.78	9.53

17:30 - 17:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	25.14	0.00	4.19	50.74
	2	26.09	0.00	107.59	6.29	31.43
	3	0.00	104.55	0.00	5.24	165.84
	4	5.24	5.66	6.29	0.00	3.14
	5	45.92	39.18	131.06	5.24	7.54

Demand (PCU/TS)

17:45 - 18:00

		To				
		1	2	3	4	5
From	1	0.00	23.47	1.99	4.19	37.12
	2	12.57	0.00	69.04	4.19	19.80
	3	0.00	76.89	0.00	2.10	162.69
	4	6.29	5.24	1.05	1.05	3.14
	5	33.14	47.14	106.54	9.43	5.24

Vehicle Mix

Heavy Vehicle Percentages

16:30 - 16:45

		To				
		1	2	3	4	5
From	1	0	0	0	0	21
	2	0	0	0	0	4
	3	0	3	0	0	6
	4	0	0	0	0	29
	5	16	3	4	0	13

Heavy Vehicle Percentages

16:45 - 17:00

		To				
		1	2	3	4	5
From	1	0	0	0	0	30
	2	0	0	0	0	8
	3	0	0	0	0	8
	4	0	0	0	0	0
	5	8	0	6	22	10

Heavy Vehicle Percentages

17:00 - 17:15

		To				
		1	2	3	4	5
From	1	0	3	0	0	27
	2	0	0	1	0	0
	3	0	3	0	0	5
	4	0	0	0	0	33
	5	14	0	3	0	11

Heavy Vehicle Percentages

17:15 - 17:30

		To				
		1	2	3	4	5
From	1	0	3	0	0	18
	2	0	0	1	0	0
	3	0	0	0	0	5
	4	0	0	0	0	0
	5	20	0	2	0	10

Heavy Vehicle Percentages

17:30 - 17:45

		To				
		1	2	3	4	5
From	1	0	0	0	0	14
	2	4	0	1	0	0
	3	0	2	0	0	5
	4	0	0	0	0	0
	5	15	6	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To				
		1	2	3	4	5
From	1	0	0	100	0	21
	2	0	0	2	0	6
	3	0	0	0	0	5
	4	0	0	0	0	0
	5	13	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.34	5.21	0.6	A	86.27	517.61
2	0.54	4.68	1.1	A	175.32	1051.90
3	0.54	4.32	1.2	A	244.88	1469.26
4	0.16	3.86	0.2	A	27.39	164.37
5	0.66	6.04	2.0	A	250.53	1503.18

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	79.23	79.23	277.69	366.20	0.216	78.91	109.20	0.0	0.3	3.635	A
2	221.67	221.67	212.76	465.22	0.476	220.76	143.84	0.0	0.9	3.703	A
3	216.12	216.12	181.76	466.76	0.463	215.22	251.76	0.0	0.9	3.732	A
4	27.03	27.03	371.95	327.15	0.083	26.93	25.03	0.0	0.1	3.274	A
5	269.26	269.26	118.94	486.68	0.553	267.94	279.94	0.0	1.3	4.404	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	95.78	95.78	257.98	382.94	0.250	95.71	82.25	0.3	0.4	3.668	A
2	161.65	161.65	201.97	474.90	0.340	162.03	151.72	0.9	0.5	2.937	A
3	215.07	215.07	161.53	486.27	0.442	215.13	202.47	0.9	0.8	3.482	A
4	20.95	20.95	345.45	347.11	0.060	20.99	31.21	0.1	0.1	2.762	A
5	238.15	238.15	101.73	500.42	0.476	238.50	264.71	1.3	1.0	3.648	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	103.85	103.85	349.76	305.01	0.340	103.64	108.22	0.4	0.6	5.209	A
2	220.94	220.94	271.08	412.87	0.535	220.32	182.32	0.5	1.1	4.682	A
3	259.18	259.18	172.63	475.56	0.545	258.78	318.78	0.8	1.2	4.322	A
4	46.83	46.83	411.49	297.36	0.157	46.69	19.92	0.1	0.2	3.863	A
5	300.07	300.07	158.95	454.74	0.660	299.03	299.23	1.0	2.0	6.044	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91.91	91.91	327.43	323.97	0.284	92.06	83.16	0.6	0.4	4.340	A
2	170.65	170.65	226.15	453.20	0.377	171.19	193.34	1.1	0.6	3.216	A
3	261.59	261.59	161.11	486.67	0.538	261.62	236.23	1.2	1.2	4.117	A
4	32.48	32.48	392.17	311.92	0.104	32.56	30.56	0.2	0.1	3.225	A
5	265.29	265.29	144.70	466.12	0.569	265.88	280.02	2.0	1.4	4.736	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	80.07	80.07	299.81	347.42	0.230	80.19	77.33	0.4	0.3	3.651	A
2	171.39	171.39	205.30	471.91	0.363	171.42	174.70	0.6	0.6	3.033	A
3	275.62	275.62	131.70	515.03	0.535	275.63	245.03	1.2	1.2	3.896	A
4	20.32	20.32	386.32	316.32	0.064	20.37	21.01	0.1	0.1	3.043	A
5	228.93	228.93	147.84	463.62	0.494	229.30	258.86	1.4	1.0	4.047	A

17:45 - 18:00

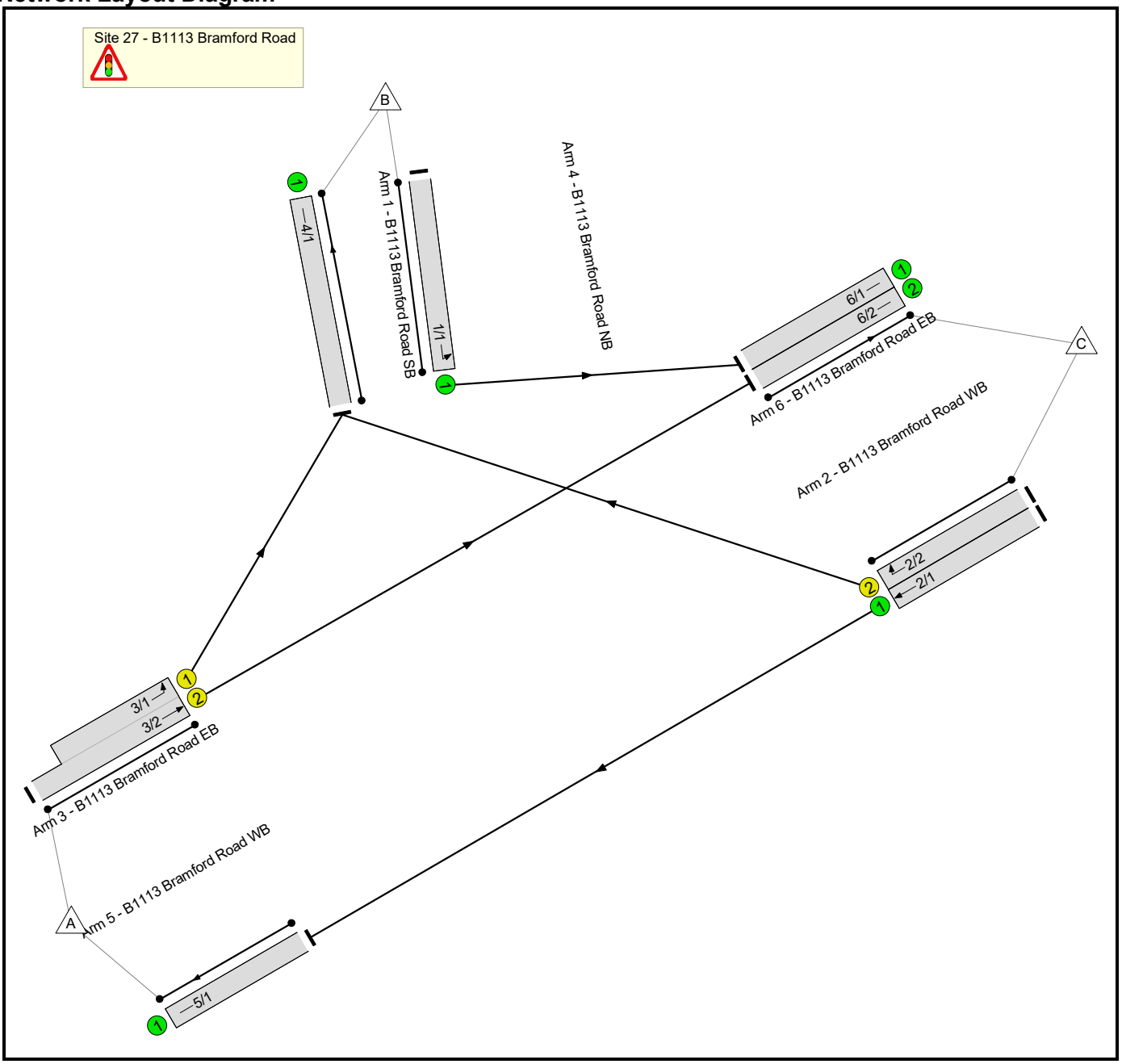
Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	66.76	66.76	253.03	387.14	0.172	66.86	52.14	0.3	0.2	3.164	A
2	105.60	105.60	166.91	506.36	0.209	105.91	152.97	0.6	0.3	2.296	A
3	241.68	241.68	93.79	551.58	0.438	242.07	179.03	1.2	0.8	3.005	A
4	16.76	16.76	314.89	370.13	0.045	16.78	20.97	0.1	0.0	2.548	A
5	201.49	201.49	103.36	499.13	0.404	201.82	228.32	1.0	0.7	3.142	A

Full Input Data And Results

User and Project Details

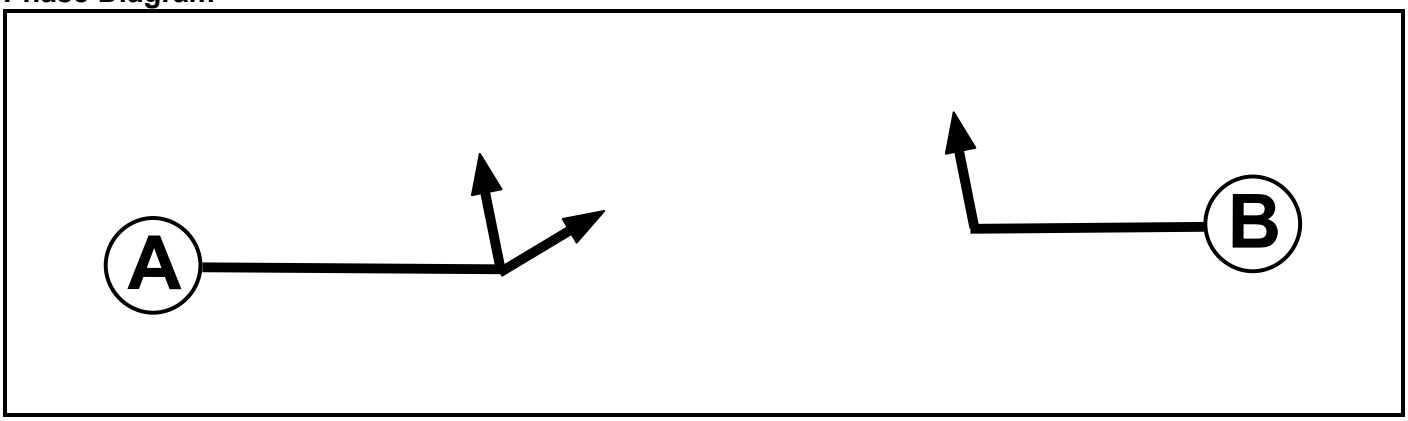
Project:	
Title:	
Location:	
Additional detail:	
File name:	Site 27_DM.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7

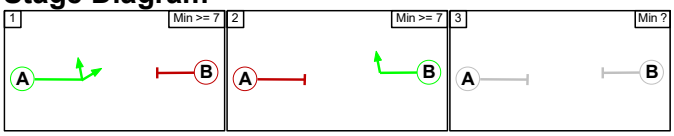
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	8	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B
3	

Stage Diagram



Phase Delays

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

Prohibited Stage Change

	To Stage		
	1	2	3
From Stage 1		5	X
From Stage 2	8		X
From Stage 3	X	X	

Full Input Data And Results

Full Input Data And Results

Give-Way Lane Input Data

Junction: Site 27 - B1113 Bramford Road
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Site 27 - B1113 Bramford Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (B1113 Bramford Road SB)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (B1113 Bramford Road WB)	U		2	3	60.0	User	1800	-	-	-	-	-
2/2 (B1113 Bramford Road WB)	U	B	2	3	60.0	User	2010	-	-	-	-	-
3/1 (B1113 Bramford Road EB)	U	A	2	3	9.6	User	1800	-	-	-	-	-
3/2 (B1113 Bramford Road EB)	U	A	2	3	60.0	User	1900	-	-	-	-	-
4/1 (B1113 Bramford Road NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (B1113 Bramford Road WB)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B1113 Bramford Road EB)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (B1113 Bramford Road EB)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base AM Peak Hour'	07:30	08:30	01:00	
2: '2024 Base PM Peak Hour'	16:45	17:45	01:00	
3: 'FB WD AM '	07:30	08:30	01:00	
4: 'FB WD PM '	16:45	17:45	01:00	
5: 'FB+CD WD AM '	07:30	08:30	01:00	
6: 'FB+CD WD PM '	16:45	17:45	01:00	
7: 'FB+CD+N2T WD AM'	07:30	08:30	01:00	
8: 'FB+CD+N2T WD PM'	16:45	17:45	01:00	

Scenario 1: '2024 Base AM Peak Hour' (FG1: '2024 Base AM Peak Hour', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	136	329	465
	B	0	0	663	663
	C	367	527	0	894
	Tot.	367	663	992	2022

Traffic Lane Flows

Lane	Scenario 1: 2024 Base AM Peak Hour
Junction: Site 27 - B1113 Bramford Road	
1/1	663
2/1	367
2/2	527
3/1 (short)	136
3/2 (with short)	465(In) 329(Out)
4/1	663
5/1	367
6/1	663
6/2	329

Full Input Data And Results

Lane Saturation Flows

Junction: Site 27 - B1113 Bramford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B1113 Bramford Road SB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (B1113 Bramford Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (B1113 Bramford Road WB Lane 2)	This lane uses a directly entered Saturation Flow						2010	2010
3/1 (B1113 Bramford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (B1113 Bramford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (B1113 Bramford Road NB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B1113 Bramford Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1113 Bramford Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (B1113 Bramford Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2024 Base PM Peak Hour' (FG2: '2024 Base PM Peak Hour', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	119	244	363
	B	0	0	714	714
	C	417	595	0	1012
	Tot.	417	714	958	2089

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2024 Base PM Peak Hour
Junction: Site 27 - B1113 Bramford Road	
1/1	714
2/1	417
2/2	595
3/1 (short)	119
3/2 (with short)	363(In) 244(Out)
4/1	714
5/1	417
6/1	714
6/2	244

Lane Saturation Flows

Junction: Site 27 - B1113 Bramford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B1113 Bramford Road SB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (B1113 Bramford Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (B1113 Bramford Road WB Lane 2)	This lane uses a directly entered Saturation Flow						2010	2010
3/1 (B1113 Bramford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (B1113 Bramford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (B1113 Bramford Road NB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B1113 Bramford Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1113 Bramford Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (B1113 Bramford Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'FB WD AM ' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	142	345	487
	B	0	0	694	694
	C	384	552	0	936
	Tot.	384	694	1039	2117

Traffic Lane Flows

Lane	Scenario 3: FB WD AM
Junction: Site 27 - B1113 Bramford Road	
1/1	694
2/1	384
2/2	552
3/1 (short)	142
3/2 (with short)	487(In) 345(Out)
4/1	694
5/1	384
6/1	694
6/2	345

Lane Saturation Flows

Junction: Site 27 - B1113 Bramford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B1113 Bramford Road SB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (B1113 Bramford Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (B1113 Bramford Road WB Lane 2)	This lane uses a directly entered Saturation Flow						2010	2010
3/1 (B1113 Bramford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (B1113 Bramford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (B1113 Bramford Road NB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B1113 Bramford Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1113 Bramford Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (B1113 Bramford Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: 'FB WD PM ' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	124	256	380
	B	0	0	748	748
	C	437	623	0	1060
	Tot.	437	747	1004	2188

Traffic Lane Flows

Lane	Scenario 4: FB WD PM
Junction: Site 27 - B1113 Bramford Road	
1/1	748
2/1	437
2/2	623
3/1 (short)	124
3/2 (with short)	380(In) 256(Out)
4/1	747
5/1	437
6/1	748
6/2	256

Lane Saturation Flows

Junction: Site 27 - B1113 Bramford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B1113 Bramford Road SB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (B1113 Bramford Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (B1113 Bramford Road WB Lane 2)	This lane uses a directly entered Saturation Flow						2010	2010
3/1 (B1113 Bramford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (B1113 Bramford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (B1113 Bramford Road NB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B1113 Bramford Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1113 Bramford Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (B1113 Bramford Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: 'FB+CD WD AM ' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	142	348	490
	B	0	0	694	694
	C	387	552	0	939
	Tot.	387	694	1042	2123

Traffic Lane Flows

Lane	Scenario 5: FB+CD WD AM
Junction: Site 27 - B1113 Bramford Road	
1/1	694
2/1	387
2/2	552
3/1 (short)	142
3/2 (with short)	490(In) 348(Out)
4/1	694
5/1	387
6/1	694
6/2	348

Lane Saturation Flows

Junction: Site 27 - B1113 Bramford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B1113 Bramford Road SB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (B1113 Bramford Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (B1113 Bramford Road WB Lane 2)	This lane uses a directly entered Saturation Flow						2010	2010
3/1 (B1113 Bramford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (B1113 Bramford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (B1113 Bramford Road NB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B1113 Bramford Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1113 Bramford Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (B1113 Bramford Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'FB+CD WD PM ' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	124	259	383
	B	0	0	748	748
	C	440	623	0	1063
	Tot.	440	747	1007	2194

Traffic Lane Flows

Lane	Scenario 6: FB+CD WD PM
Junction: Site 27 - B1113 Bramford Road	
1/1	748
2/1	440
2/2	623
3/1 (short)	124
3/2 (with short)	383(In) 259(Out)
4/1	747
5/1	440
6/1	748
6/2	259

Lane Saturation Flows

Junction: Site 27 - B1113 Bramford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B1113 Bramford Road SB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (B1113 Bramford Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (B1113 Bramford Road WB Lane 2)	This lane uses a directly entered Saturation Flow						2010	2010
3/1 (B1113 Bramford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (B1113 Bramford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (B1113 Bramford Road NB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B1113 Bramford Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1113 Bramford Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (B1113 Bramford Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	142	388	530
	B	0	0	694	694
	C	458	552	0	1010
	Tot.	458	694	1082	2234

Traffic Lane Flows

Lane	Scenario 7: FB+CD+N2T WD AM
Junction: Site 27 - B1113 Bramford Road	
1/1	694
2/1	458
2/2	552
3/1 (short)	142
3/2 (with short)	530(In) 388(Out)
4/1	694
5/1	458
6/1	694
6/2	388

Lane Saturation Flows

Junction: Site 27 - B1113 Bramford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B1113 Bramford Road SB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (B1113 Bramford Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (B1113 Bramford Road WB Lane 2)	This lane uses a directly entered Saturation Flow						2010	2010
3/1 (B1113 Bramford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (B1113 Bramford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (B1113 Bramford Road NB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B1113 Bramford Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1113 Bramford Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (B1113 Bramford Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	124	315	439
	B	0	0	748	748
	C	481	623	0	1104
	Tot.	481	747	1063	2291

Traffic Lane Flows

Lane	Scenario 8: FB+CD+N2T WD PM
Junction: Site 27 - B1113 Bramford Road	
1/1	748
2/1	481
2/2	623
3/1 (short)	124
3/2 (with short)	439(In) 315(Out)
4/1	747
5/1	481
6/1	748
6/2	315

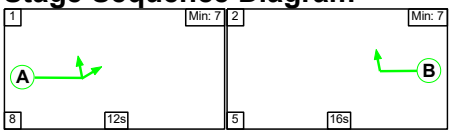
Lane Saturation Flows

Junction: Site 27 - B1113 Bramford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B1113 Bramford Road SB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (B1113 Bramford Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (B1113 Bramford Road WB Lane 2)	This lane uses a directly entered Saturation Flow						2010	2010
3/1 (B1113 Bramford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (B1113 Bramford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (B1113 Bramford Road NB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B1113 Bramford Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1113 Bramford Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (B1113 Bramford Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2024 Base AM Peak Hour' (FG1: '2024 Base AM Peak Hour', Plan 1: 'Network Control Plan 1')

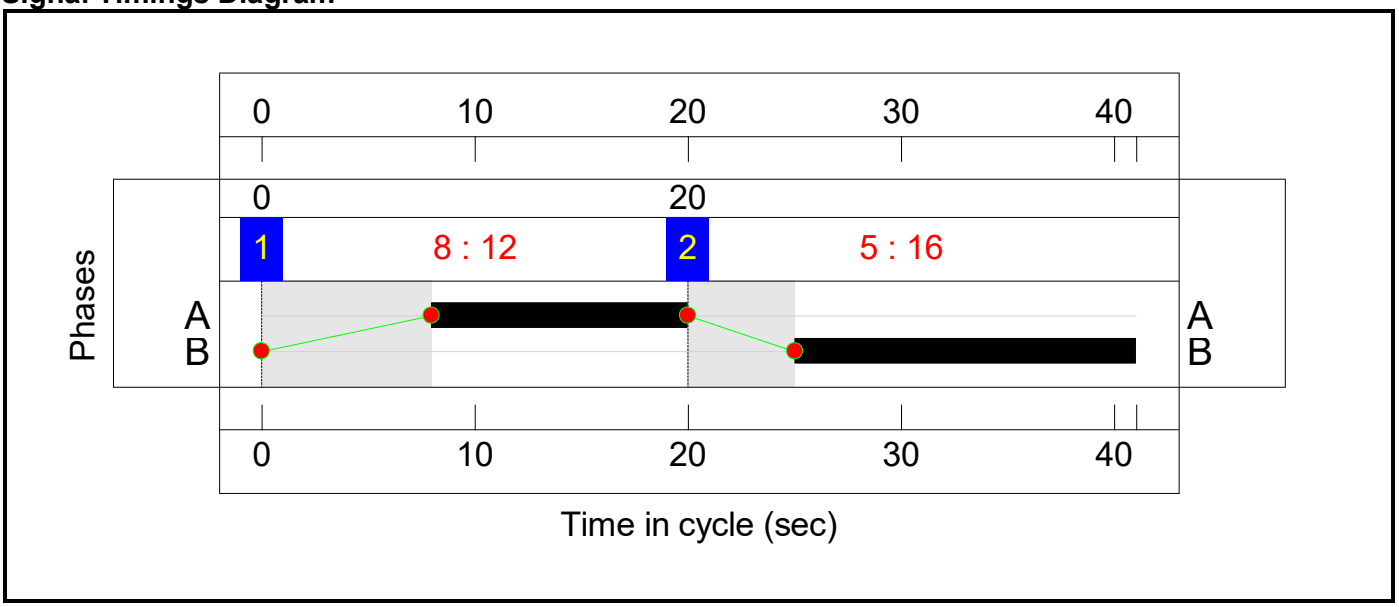
Stage Sequence Diagram



Stage Timings

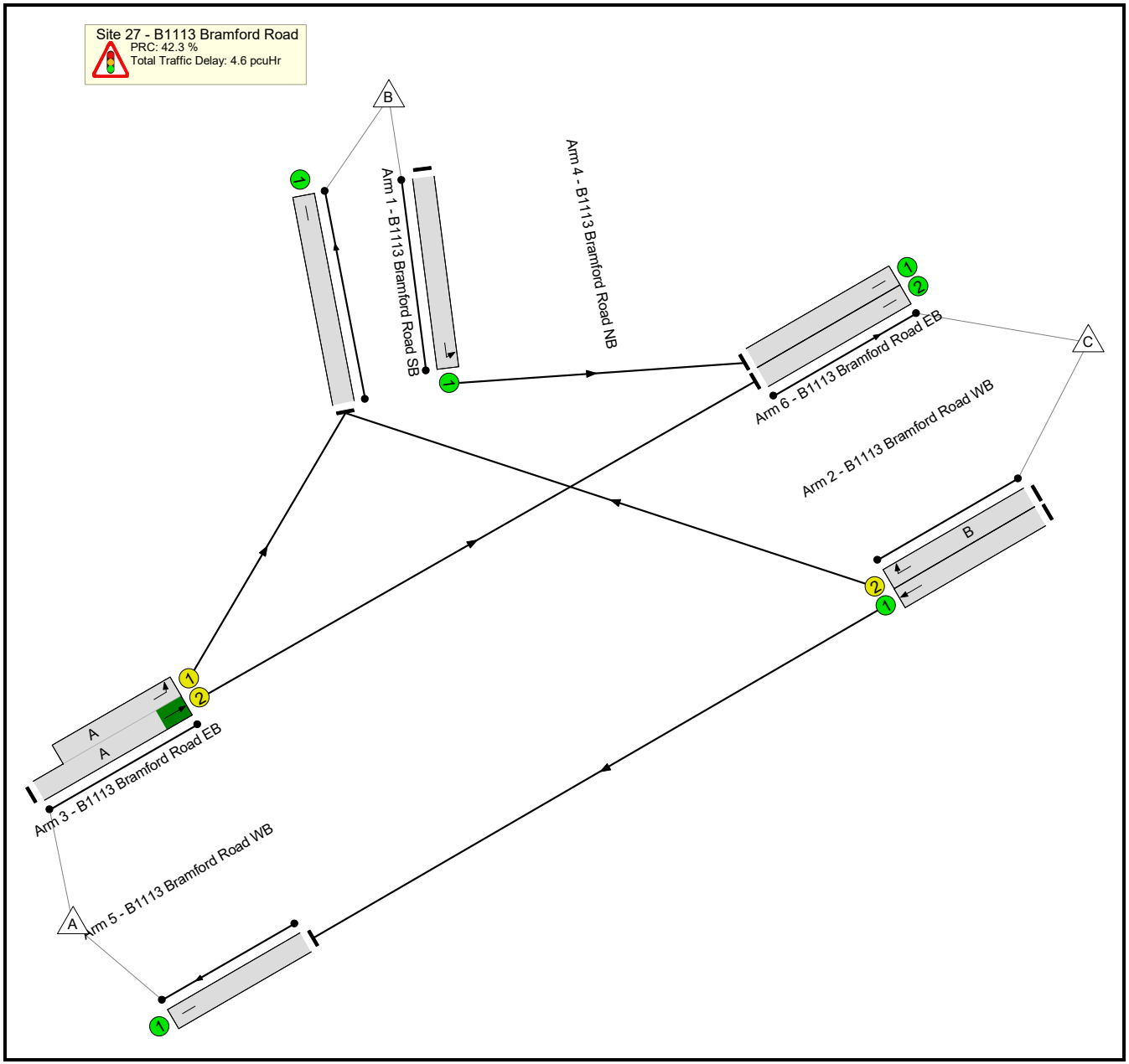
Stage	1	2
Duration	12	16
Change Point	0	20

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.2%**
Site 27 - B1113 Bramford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.2%**
1/1	B1113 Bramford Road SB Left	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
2/1	B1113 Bramford Road WB Ahead	U	N/A	N/A	-		-	-	-	367	1800	1800	20.4%
2/2	B1113 Bramford Road WB Right	U	N/A	N/A	B		1	16	-	527	2010	833	63.2%
3/2+3/1	B1113 Bramford Road EB Left Ahead	U	N/A	N/A	A		1	12	-	465	1900:1800	556+230	59.2 : 59.2%
4/1	B1113 Bramford Road NB	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
5/1	B1113 Bramford Road WB	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
6/1	B1113 Bramford Road EB	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
6/2	B1113 Bramford Road EB	U	N/A	N/A	-		-	-	-	329	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**2.9**	**1.7**	**0.0**	**4.6**	**-**	**-**	**-**	**-**
Site 27 - B1113 Bramford Road	**-**	**-**	**0**	**0**	**0**	**2.9**	**1.7**	**0.0**	**4.6**	**-**	**-**	**-**	**-**
1/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	367	367	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
2/2	527	527	-	-	-	1.4	0.9	-	2.3	15.4	4.7	0.9	5.5
3/2+3/1	465	465	-	-	-	1.5	0.7	-	2.2	17.4	3.2	0.7	3.9
4/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Site 27 - B1113 Bramford Road

PRC for Signalled Lanes (%): 42.3
PRC Over All Lanes (%): 42.3

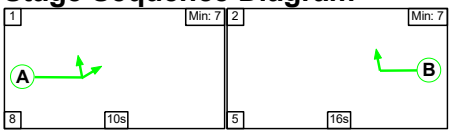
Total Delay for Signalled Lanes (pcuHr): 4.50
Total Delay Over All Lanes(pcuHr): 4.63

Cycle Time (s): 41

Full Input Data And Results

Scenario 2: '2024 Base PM Peak Hour' (FG2: '2024 Base PM Peak Hour', Plan 1: 'Network Control Plan 1')

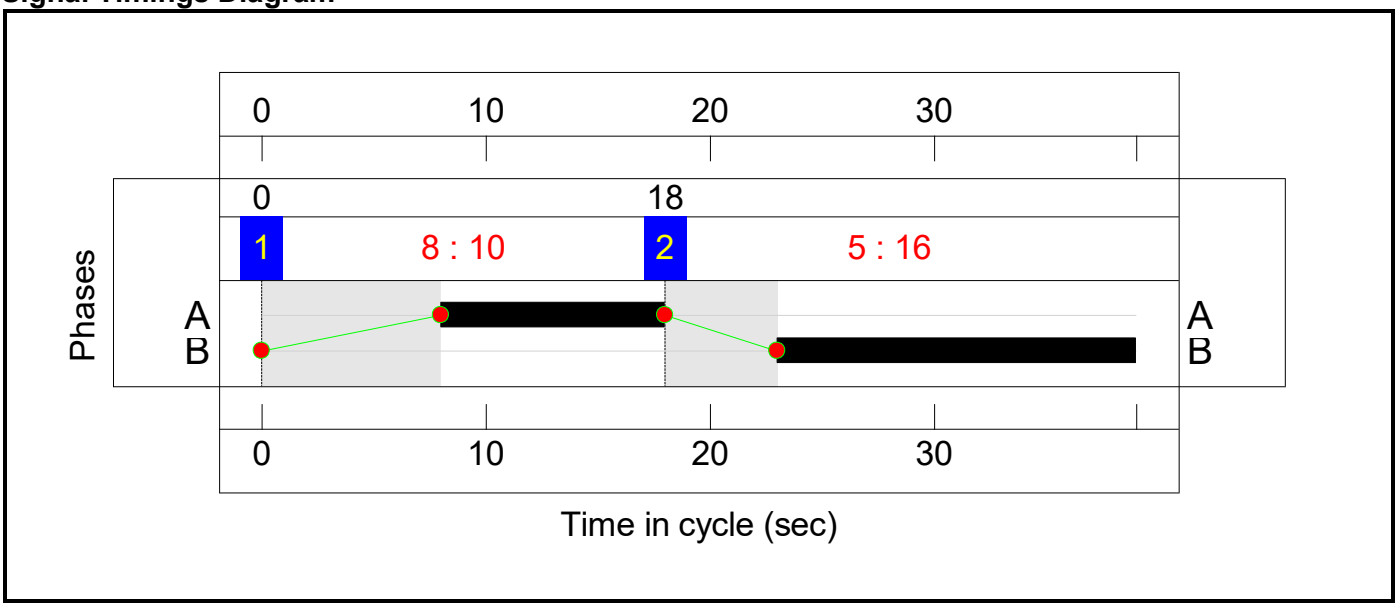
Stage Sequence Diagram



Stage Timings

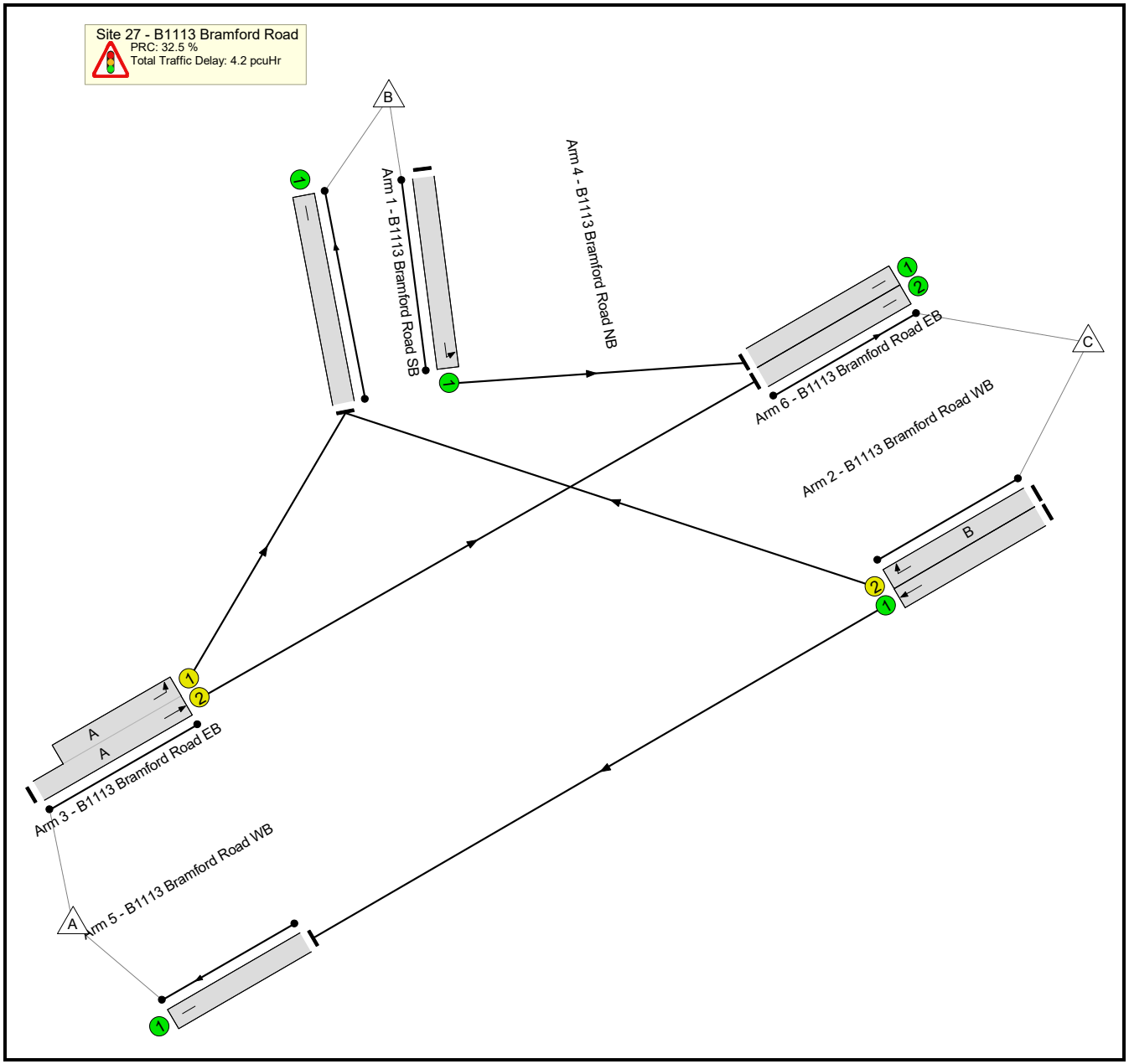
Stage	1	2
Duration	10	16
Change Point	0	18

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.9%**
Site 27 - B1113 Bramford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.9%**
1/1	B1113 Bramford Road SB Left	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
2/1	B1113 Bramford Road WB Ahead	U	N/A	N/A	-		-	-	-	417	1800	1800	23.2%
2/2	B1113 Bramford Road WB Right	U	N/A	N/A	B		1	16	-	595	2010	876	67.9%
3/2+3/1	B1113 Bramford Road EB Left Ahead	U	N/A	N/A	A		1	10	-	363	1900:1800	536+261	45.5 : 45.5%
4/1	B1113 Bramford Road NB	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
5/1	B1113 Bramford Road WB	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
6/1	B1113 Bramford Road EB	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
6/2	B1113 Bramford Road EB	U	N/A	N/A	-		-	-	-	244	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**2.6**	**1.6**	**0.0**	**4.2**	**-**	**-**	**-**	**-**
Site 27 - B1113 Bramford Road	**-**	**-**	**0**	**0**	**0**	**2.6**	**1.6**	**0.0**	**4.2**	**-**	**-**	**-**	**-**
1/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	417	417	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
2/2	595	595	-	-	-	1.5	1.1	-	2.5	15.2	5.1	1.1	6.2
3/2+3/1	363	363	-	-	-	1.1	0.4	-	1.6	15.4	2.2	0.4	2.6
4/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Site 27 - B1113 Bramford Road

PRC for Signalled Lanes (%): 32.5
PRC Over All Lanes (%): 32.5

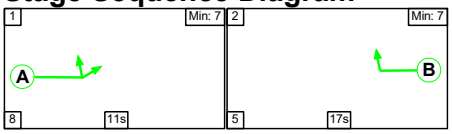
Total Delay for Signalled Lanes (pcuHr): 4.06
Total Delay Over All Lanes(pcuHr): 4.21

Cycle Time (s): 39

Full Input Data And Results

Scenario 3: 'FB WD AM ' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

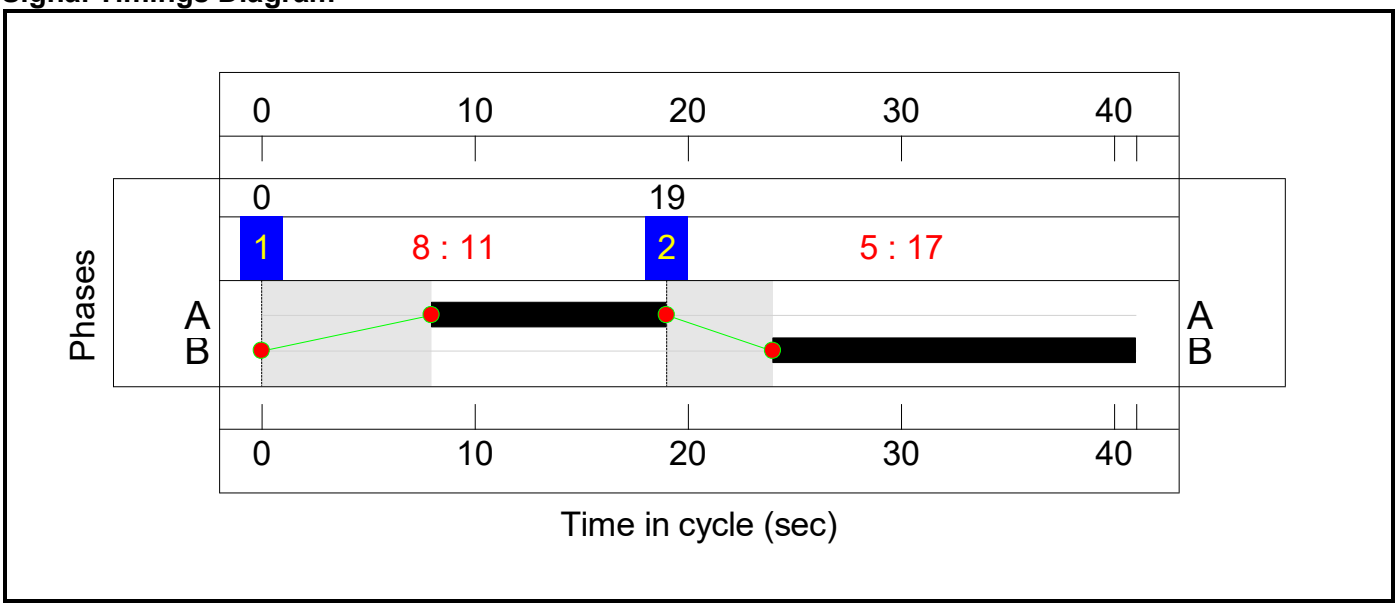
Stage Sequence Diagram



Stage Timings

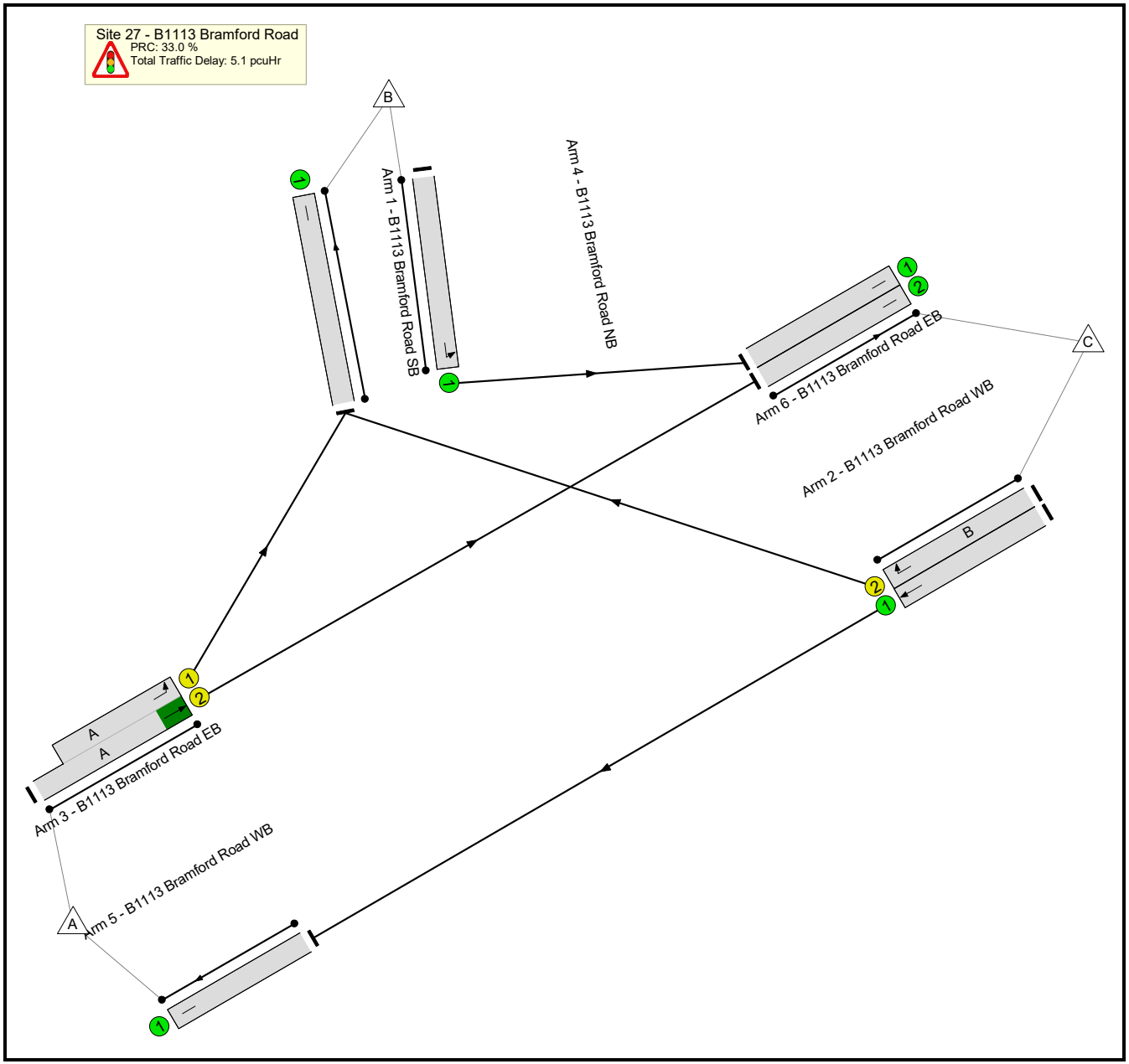
Stage	1	2
Duration	11	17
Change Point	0	19

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.7%**
Site 27 - B1113 Bramford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.7%**
1/1	B1113 Bramford Road SB Left	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
2/1	B1113 Bramford Road WB Ahead	U	N/A	N/A	-		-	-	-	384	1800	1800	21.3%
2/2	B1113 Bramford Road WB Right	U	N/A	N/A	B		1	17	-	552	2010	882	62.6%
3/2+3/1	B1113 Bramford Road EB Left Ahead	U	N/A	N/A	A		1	11	-	487	1900:1800	510+210	67.7 : 67.7%
4/1	B1113 Bramford Road NB	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
5/1	B1113 Bramford Road WB	U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
6/1	B1113 Bramford Road EB	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
6/2	B1113 Bramford Road EB	U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**3.1**	**2.0**	**0.0**	**5.1**	**-**	**-**	**-**	**-**
Site 27 - B1113 Bramford Road	**-**	**-**	**0**	**0**	**0**	**3.1**	**2.0**	**0.0**	**5.1**	**-**	**-**	**-**	**-**
1/1	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	384	384	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
2/2	552	552	-	-	-	1.4	0.8	-	2.2	14.3	4.8	0.8	5.6
3/2+3/1	487	487	-	-	-	1.7	1.0	-	2.8	20.4	3.4	1.0	4.5
4/1	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Site 27 - B1113 Bramford Road

PRC for Signalled Lanes (%): 33.0
PRC Over All Lanes (%): 33.0

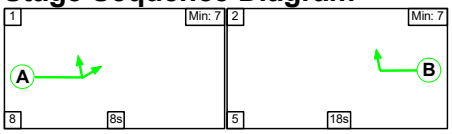
Total Delay for Signalled Lanes (pcuHr): 4.96
Total Delay Over All Lanes(pcuHr): 5.10

Cycle Time (s): 41

Full Input Data And Results

Scenario 4: 'FB WD PM ' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

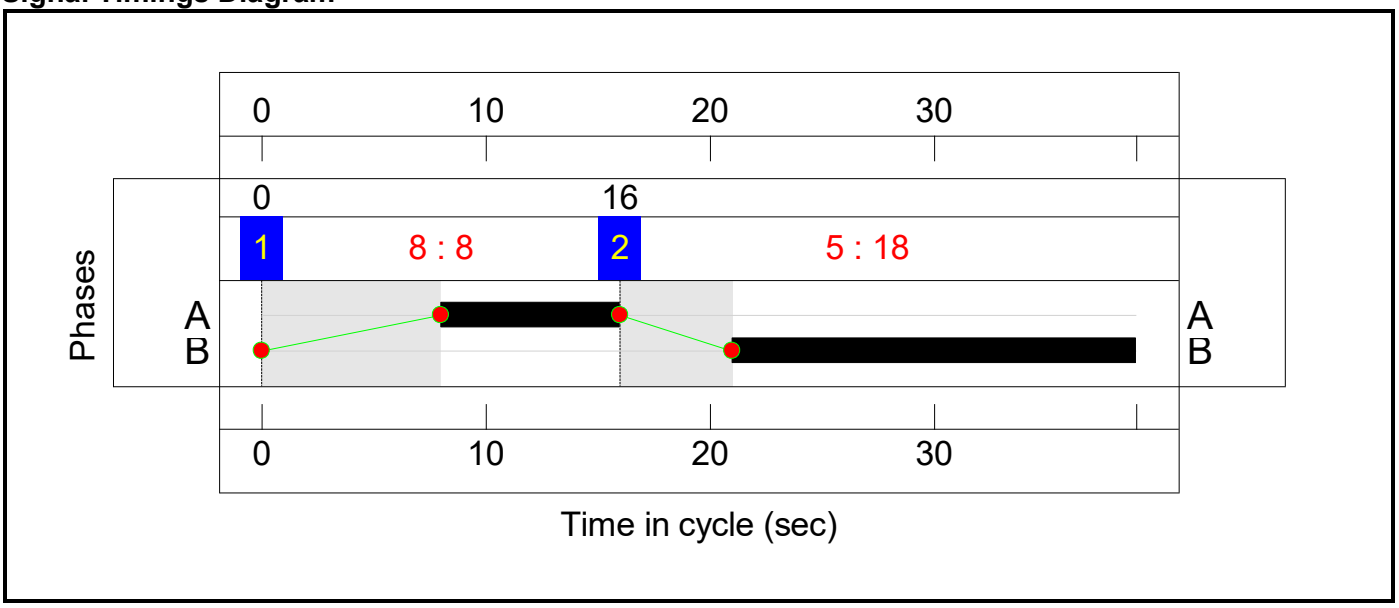
Stage Sequence Diagram



Stage Timings

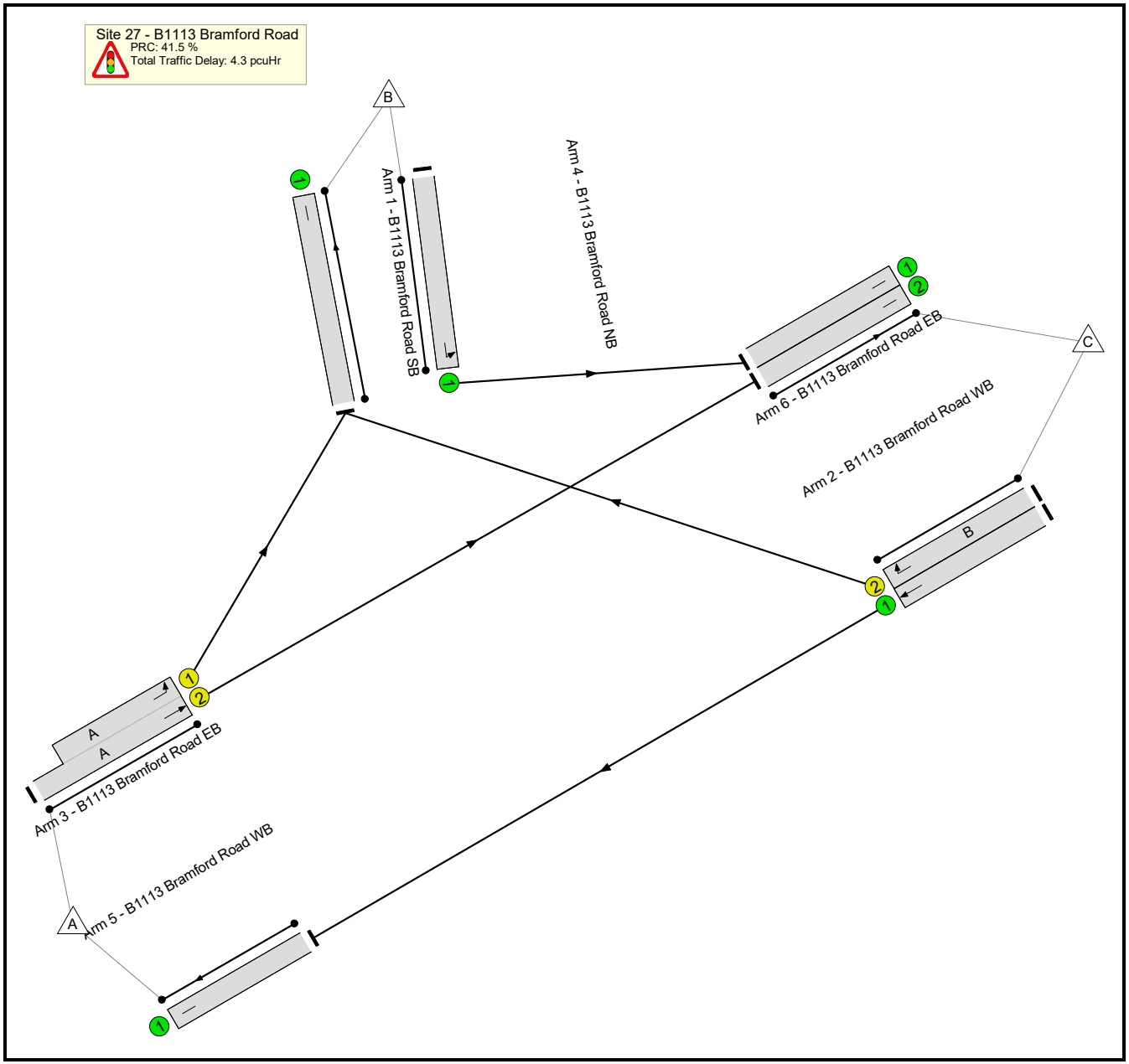
Stage	1	2
Duration	8	18
Change Point	0	16

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**63.6%**
Site 27 - B1113 Bramford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**63.6%**
1/1	B1113 Bramford Road SB Left	U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
2/1	B1113 Bramford Road WB Ahead	U	N/A	N/A	-		-	-	-	437	1800	1800	24.3%
2/2	B1113 Bramford Road WB Right	U	N/A	N/A	B		1	18	-	623	2010	979	63.6%
3/2+3/1	B1113 Bramford Road EB Left Ahead	U	N/A	N/A	A		1	8	-	380	1900:1800	438+242	58.4 : 51.3%
4/1	B1113 Bramford Road NB	U	N/A	N/A	-		-	-	-	747	Inf	Inf	0.0%
5/1	B1113 Bramford Road WB	U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
6/1	B1113 Bramford Road EB	U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
6/2	B1113 Bramford Road EB	U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**2.7**	**1.7**	**0.0**	**4.3**	**-**	**-**	**-**	**-**
Site 27 - B1113 Bramford Road	**-**	**-**	**0**	**0**	**0**	**2.7**	**1.7**	**0.0**	**4.3**	**-**	**-**	**-**	**-**
1/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	437	437	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
2/2	623	623	-	-	-	1.3	0.9	-	2.2	12.5	4.8	0.9	5.7
3/2+3/1	380	380	-	-	-	1.4	0.6	-	2.0	19.0	2.4	0.6	3.0
4/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Site 27 - B1113 Bramford Road

PRC for Signalled Lanes (%): 41.5
PRC Over All Lanes (%): 41.5

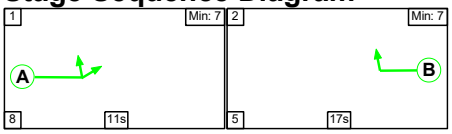
Total Delay for Signalled Lanes (pcuHr): 4.16
Total Delay Over All Lanes(pcuHr): 4.32

Cycle Time (s): 39

Full Input Data And Results

Scenario 5: 'FB+CD WD AM ' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

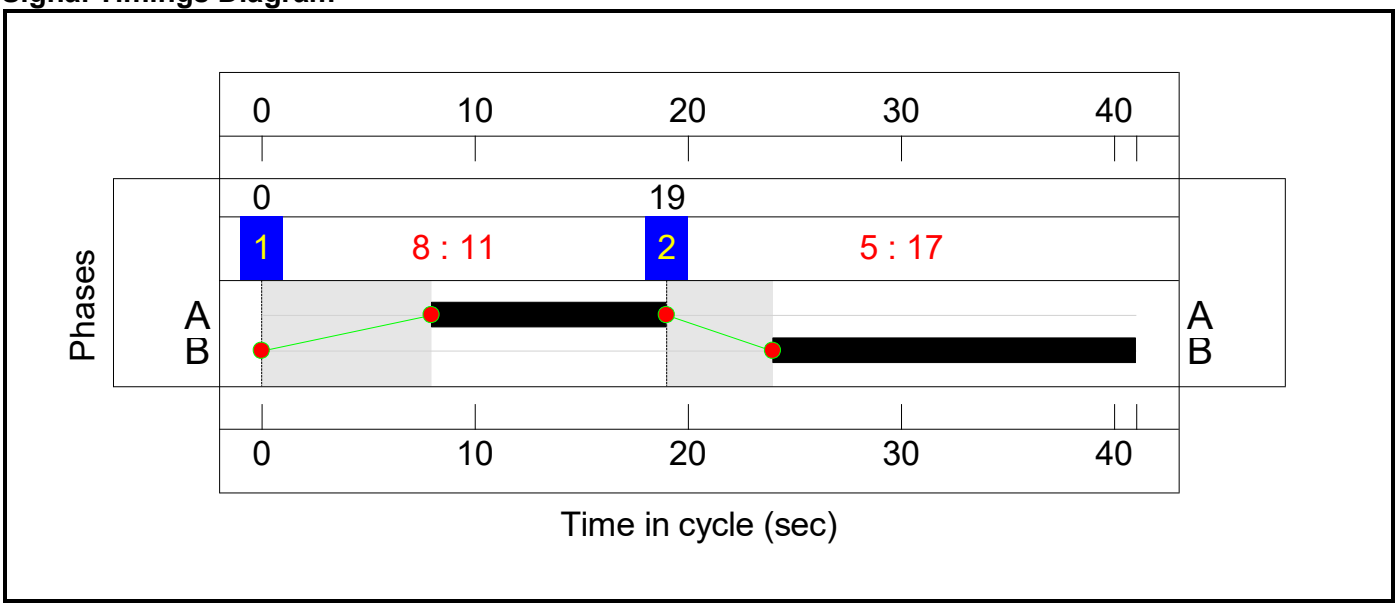
Stage Sequence Diagram



Stage Timings

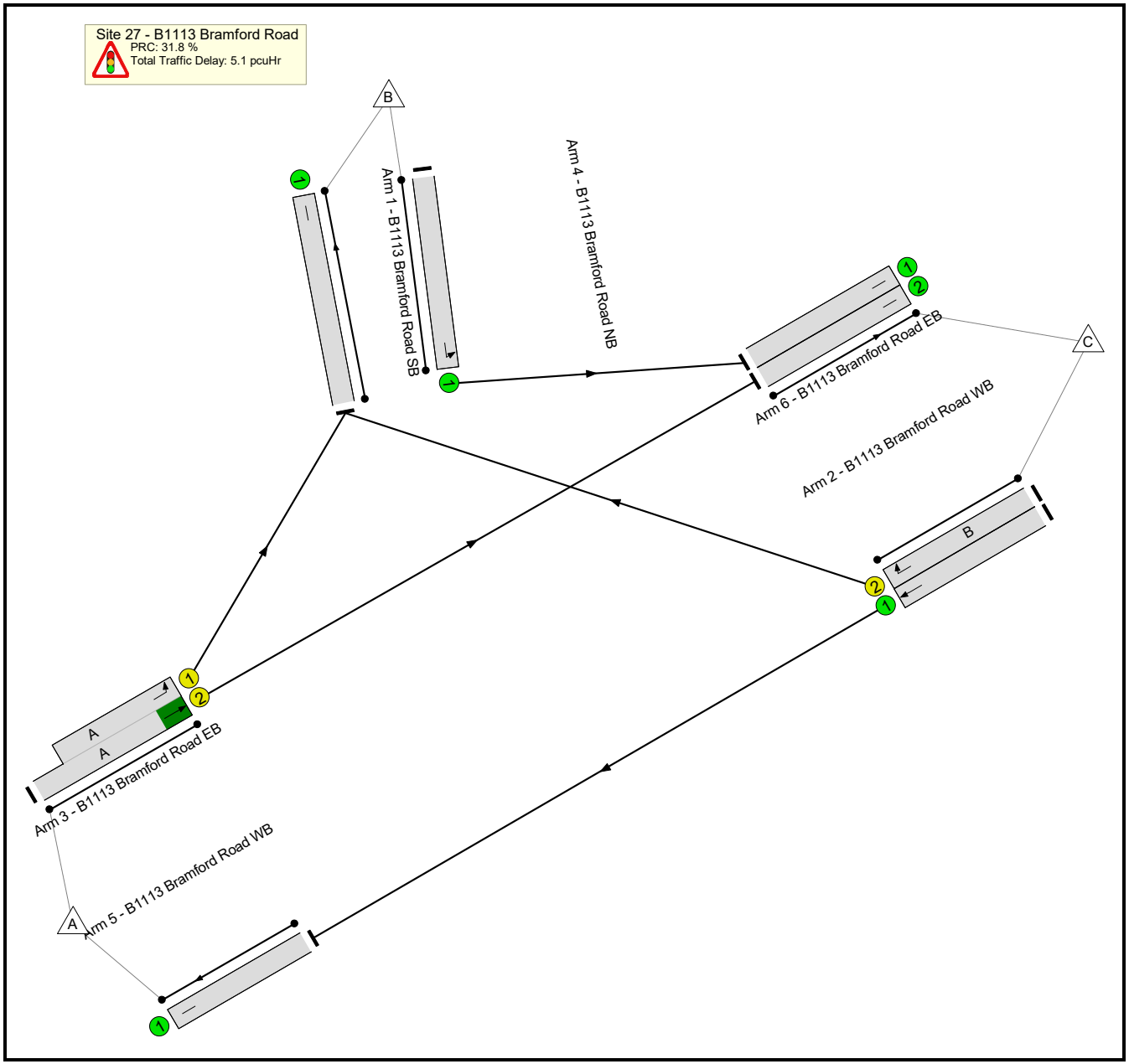
Stage	1	2
Duration	11	17
Change Point	0	19

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.3%**
Site 27 - B1113 Bramford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.3%**
1/1	B1113 Bramford Road SB Left	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
2/1	B1113 Bramford Road WB Ahead	U	N/A	N/A	-		-	-	-	387	1800	1800	21.5%
2/2	B1113 Bramford Road WB Right	U	N/A	N/A	B		1	17	-	552	2010	882	62.6%
3/2+3/1	B1113 Bramford Road EB Left Ahead	U	N/A	N/A	A		1	11	-	490	1900:1800	510+208	68.3 : 68.3%
4/1	B1113 Bramford Road NB	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
5/1	B1113 Bramford Road WB	U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
6/1	B1113 Bramford Road EB	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
6/2	B1113 Bramford Road EB	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**3.1**	**2.0**	**0.0**	**5.1**	**-**	**-**	**-**	**-**
Site 27 - B1113 Bramford Road	**-**	**-**	**0**	**0**	**0**	**3.1**	**2.0**	**0.0**	**5.1**	**-**	**-**	**-**	**-**
1/1	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	387	387	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
2/2	552	552	-	-	-	1.4	0.8	-	2.2	14.3	4.8	0.8	5.6
3/2+3/1	490	490	-	-	-	1.7	1.1	-	2.8	20.6	3.5	1.1	4.5
4/1	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Site 27 - B1113 Bramford Road

PRC for Signalled Lanes (%): 31.8
PRC Over All Lanes (%): 31.8

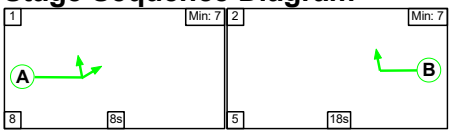
Total Delay for Signalled Lanes (pcuHr): 5.00
Total Delay Over All Lanes(pcuHr): 5.14

Cycle Time (s): 41

Full Input Data And Results

Scenario 6: 'FB+CD WD PM ' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

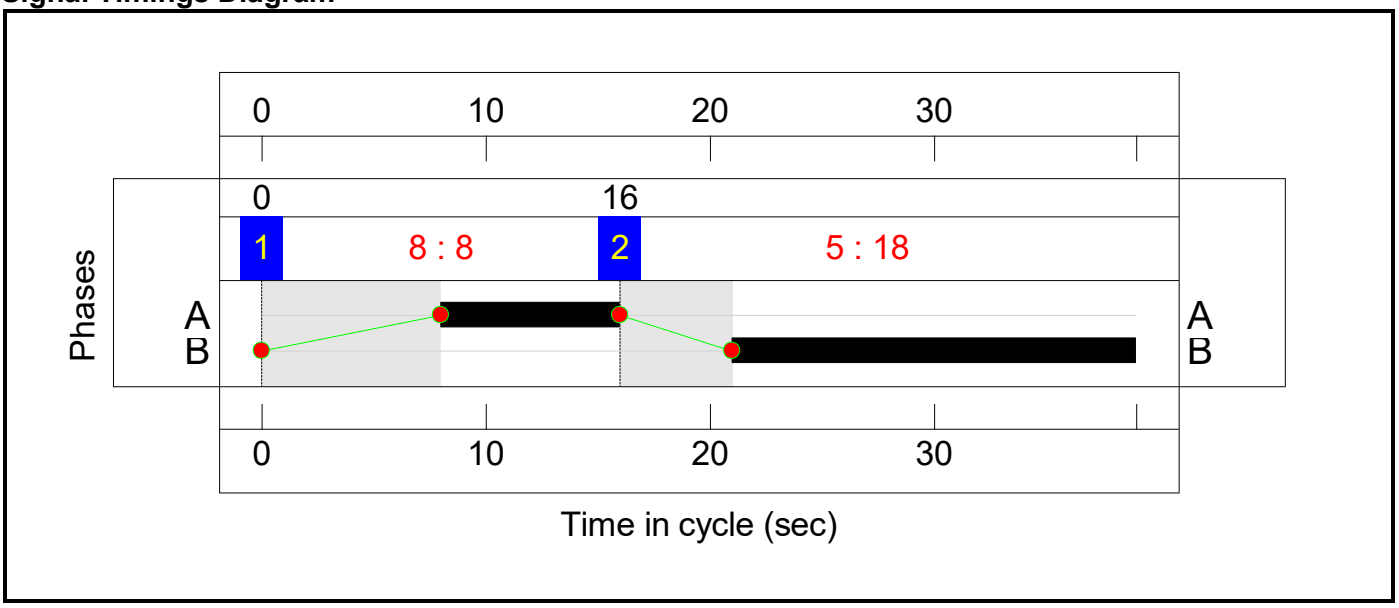
Stage Sequence Diagram



Stage Timings

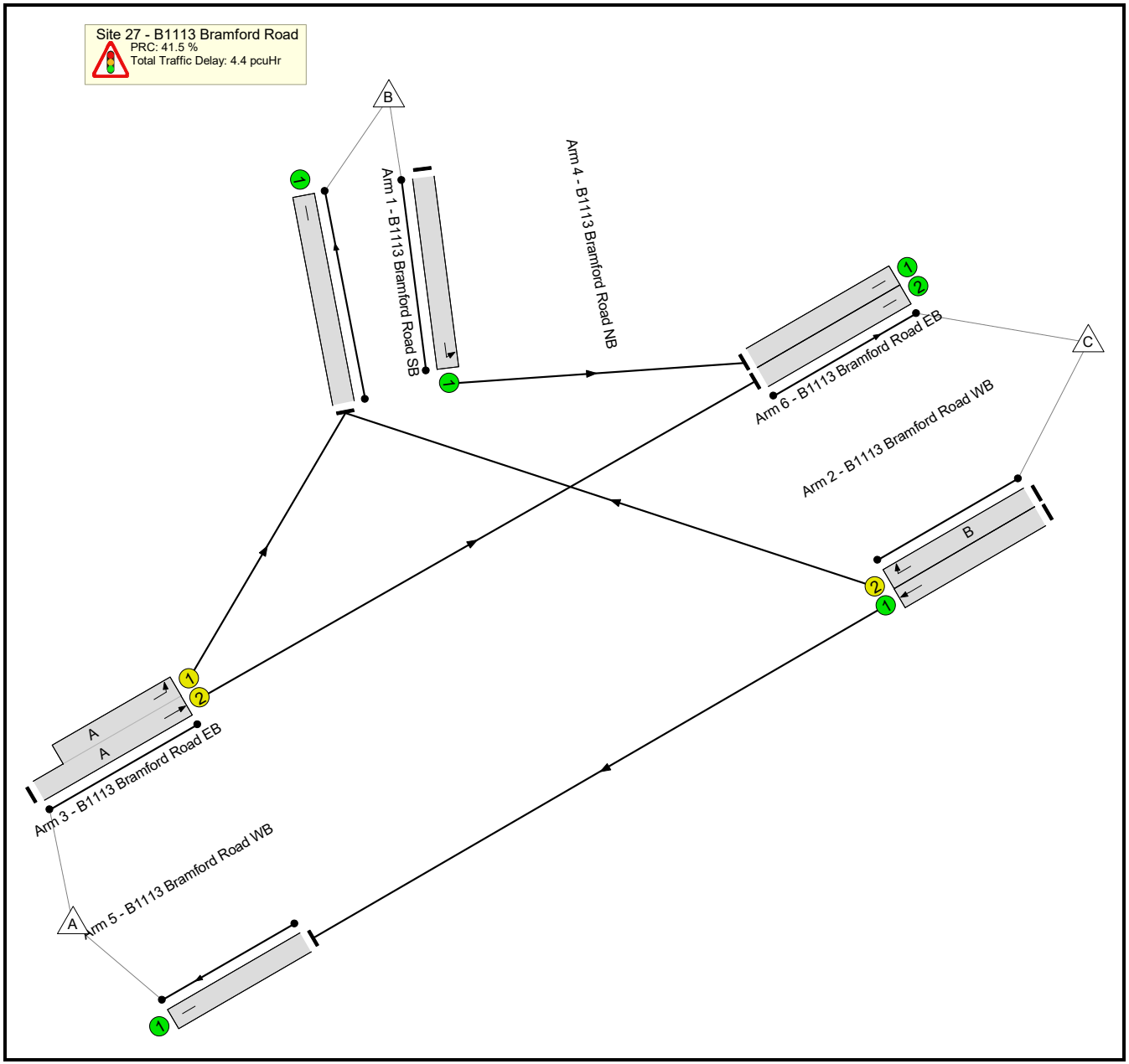
Stage	1	2
Duration	8	18
Change Point	0	16

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**63.6%**
Site 27 - B1113 Bramford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**63.6%**
1/1	B1113 Bramford Road SB Left	U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
2/1	B1113 Bramford Road WB Ahead	U	N/A	N/A	-		-	-	-	440	1800	1800	24.4%
2/2	B1113 Bramford Road WB Right	U	N/A	N/A	B		1	18	-	623	2010	979	63.6%
3/2+3/1	B1113 Bramford Road EB Left Ahead	U	N/A	N/A	A		1	8	-	383	1900:1800	438+234	59.1 : 52.9%
4/1	B1113 Bramford Road NB	U	N/A	N/A	-		-	-	-	747	Inf	Inf	0.0%
5/1	B1113 Bramford Road WB	U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
6/1	B1113 Bramford Road EB	U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
6/2	B1113 Bramford Road EB	U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**2.7**	**1.7**	**0.0**	**4.4**	**-**	**-**	**-**	**-**
Site 27 - B1113 Bramford Road	**-**	**-**	**0**	**0**	**0**	**2.7**	**1.7**	**0.0**	**4.4**	**-**	**-**	**-**	**-**
1/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	440	440	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
2/2	623	623	-	-	-	1.3	0.9	-	2.2	12.5	4.8	0.9	5.7
3/2+3/1	383	383	-	-	-	1.4	0.7	-	2.0	19.3	2.4	0.7	3.1
4/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Site 27 - B1113 Bramford Road

PRC for Signalled Lanes (%): 41.5
PRC Over All Lanes (%): 41.5

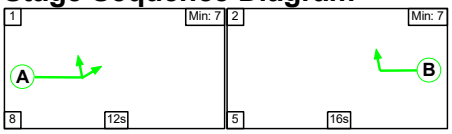
Total Delay for Signalled Lanes (pcuHr): 4.20
Total Delay Over All Lanes(pcuHr): 4.37

Cycle Time (s): 39

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

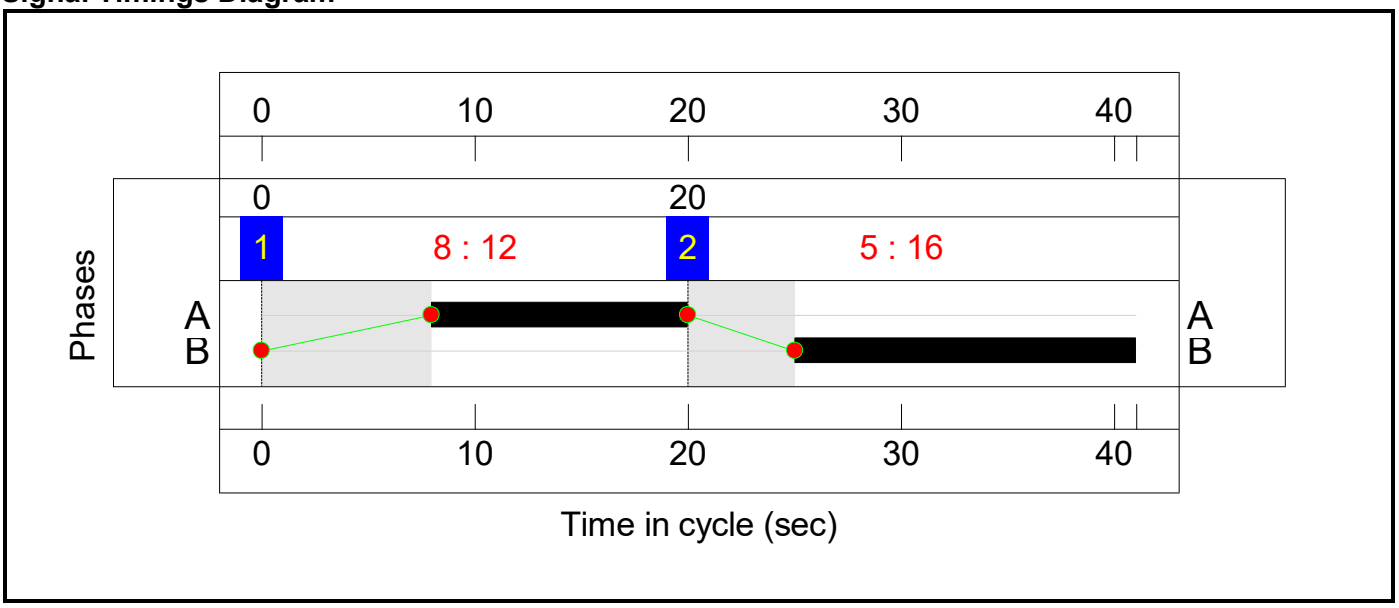
Stage Sequence Diagram



Stage Timings

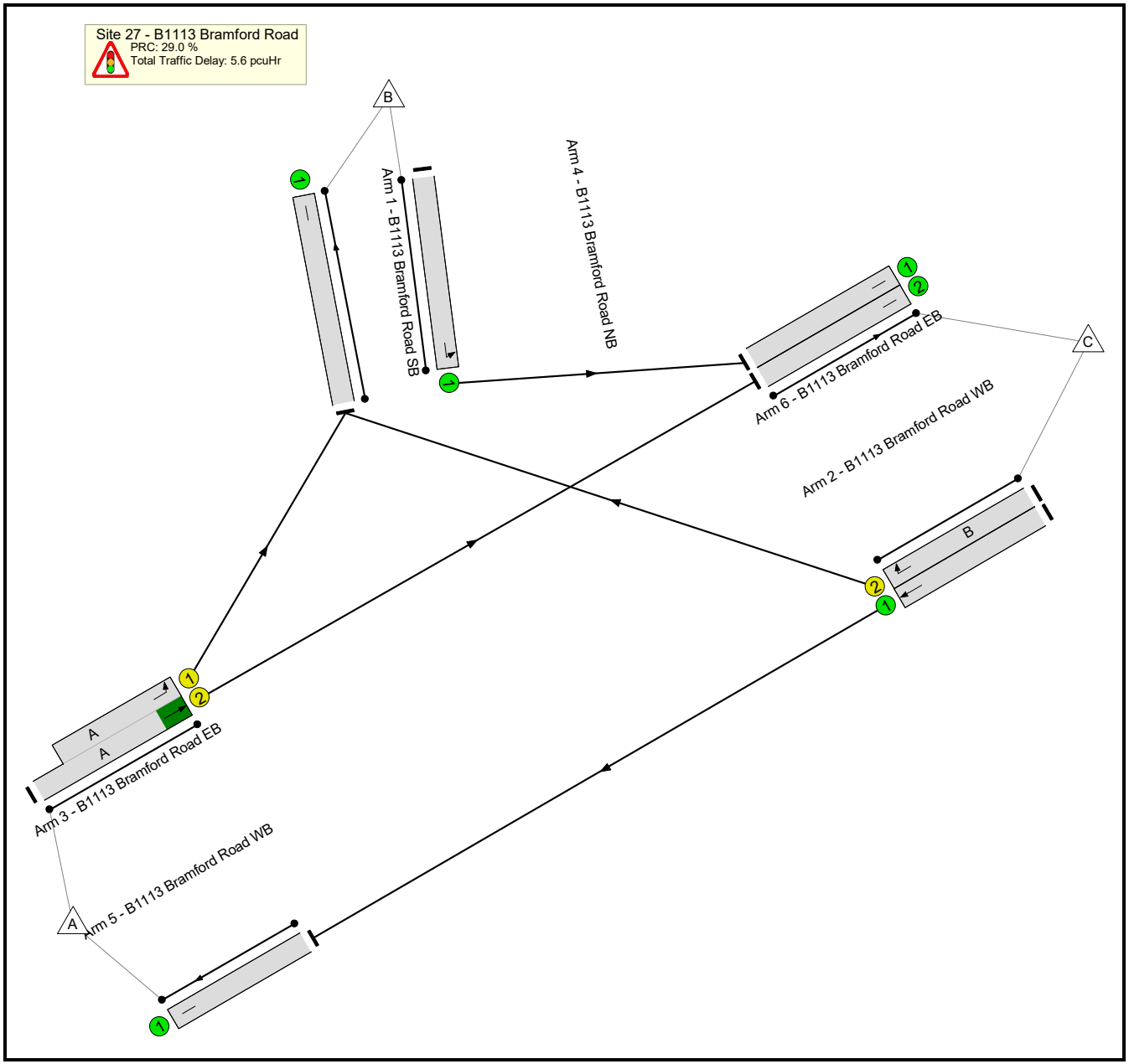
Stage	1	2
Duration	12	16
Change Point	0	20

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.8%**
Site 27 - B1113 Bramford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.8%**
1/1	B1113 Bramford Road SB Left	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
2/1	B1113 Bramford Road WB Ahead	U	N/A	N/A	-		-	-	-	458	1800	1800	25.4%
2/2	B1113 Bramford Road WB Right	U	N/A	N/A	B		1	16	-	552	2010	833	66.2%
3/2+3/1	B1113 Bramford Road EB Left Ahead	U	N/A	N/A	A		1	12	-	530	1900:1800	556+204	69.8 : 69.8%
4/1	B1113 Bramford Road NB	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
5/1	B1113 Bramford Road WB	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
6/1	B1113 Bramford Road EB	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
6/2	B1113 Bramford Road EB	U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**3.3**	**2.3**	**0.0**	**5.6**	**-**	**-**	**-**	**-**
Site 27 - B1113 Bramford Road	**-**	**-**	**0**	**0**	**0**	**3.3**	**2.3**	**0.0**	**5.6**	**-**	**-**	**-**	**-**
1/1	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	458	458	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
2/2	552	552	-	-	-	1.5	1.0	-	2.5	16.0	5.1	1.0	6.0
3/2+3/1	530	530	-	-	-	1.8	1.1	-	2.9	20.0	3.9	1.1	5.0
4/1	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Site 27 - B1113 Bramford Road

PRC for Signalled Lanes (%): 29.0
PRC Over All Lanes (%): 29.0

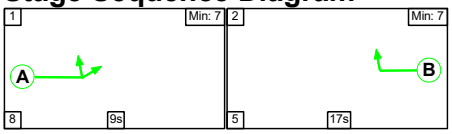
Total Delay for Signalled Lanes (pcuHr): 5.40
Total Delay Over All Lanes(pcuHr): 5.57

Cycle Time (s): 41

Full Input Data And Results

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

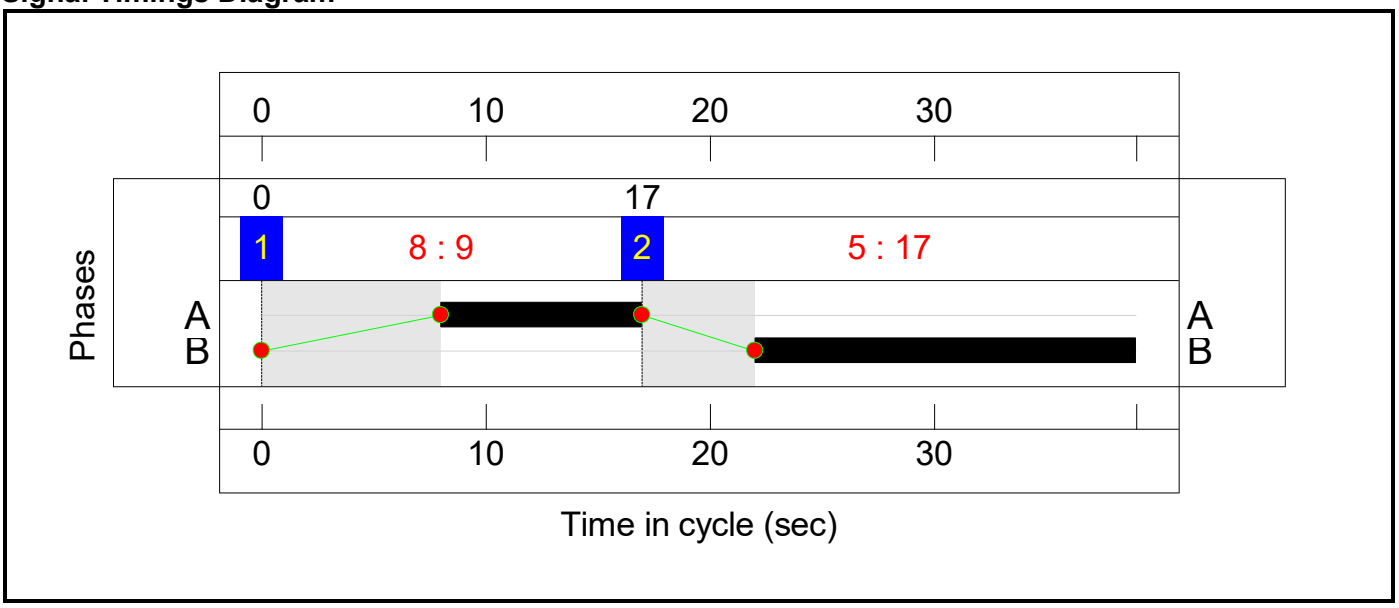
Stage Sequence Diagram



Stage Timings

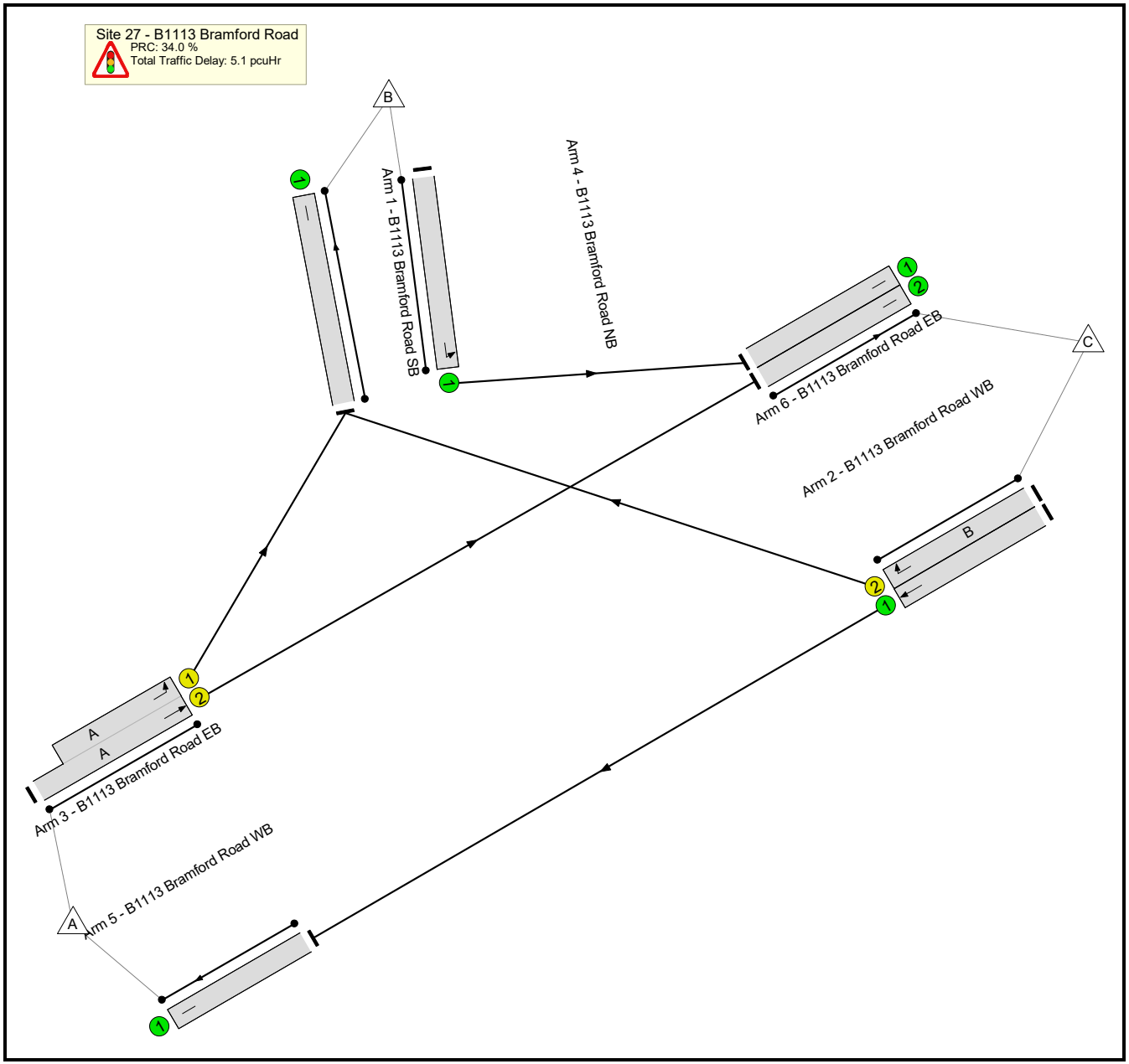
Stage	1	2
Duration	9	17
Change Point	0	17

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**67.2%**
Site 27 - B1113 Bramford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**67.2%**
1/1	B1113 Bramford Road SB Left	U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
2/1	B1113 Bramford Road WB Ahead	U	N/A	N/A	-		-	-	-	481	1800	1800	26.7%
2/2	B1113 Bramford Road WB Right	U	N/A	N/A	B		1	17	-	623	2010	928	67.2%
3/2+3/1	B1113 Bramford Road EB Left Ahead	U	N/A	N/A	A		1	9	-	439	1900:1800	487+192	64.7 : 64.7%
4/1	B1113 Bramford Road NB	U	N/A	N/A	-		-	-	-	747	Inf	Inf	0.0%
5/1	B1113 Bramford Road WB	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
6/1	B1113 Bramford Road EB	U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
6/2	B1113 Bramford Road EB	U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**3.0**	**2.1**	**0.0**	**5.1**	**-**	**-**	**-**	**-**
Site 27 - B1113 Bramford Road	**-**	**-**	**0**	**0**	**0**	**3.0**	**2.1**	**0.0**	**5.1**	**-**	**-**	**-**	**-**
1/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	481	481	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
2/2	623	623	-	-	-	1.4	1.0	-	2.4	14.1	5.2	1.0	6.2
3/2+3/1	439	439	-	-	-	1.5	0.9	-	2.4	20.0	3.0	0.9	3.9
4/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Site 27 - B1113 Bramford Road

PRC for Signalled Lanes (%): 34.0
PRC Over All Lanes (%): 34.0

Total Delay for Signalled Lanes (pcuHr): 4.87
Total Delay Over All Lanes(pcuHr): 5.06

Cycle Time (s): 39

Full Input Data And Results

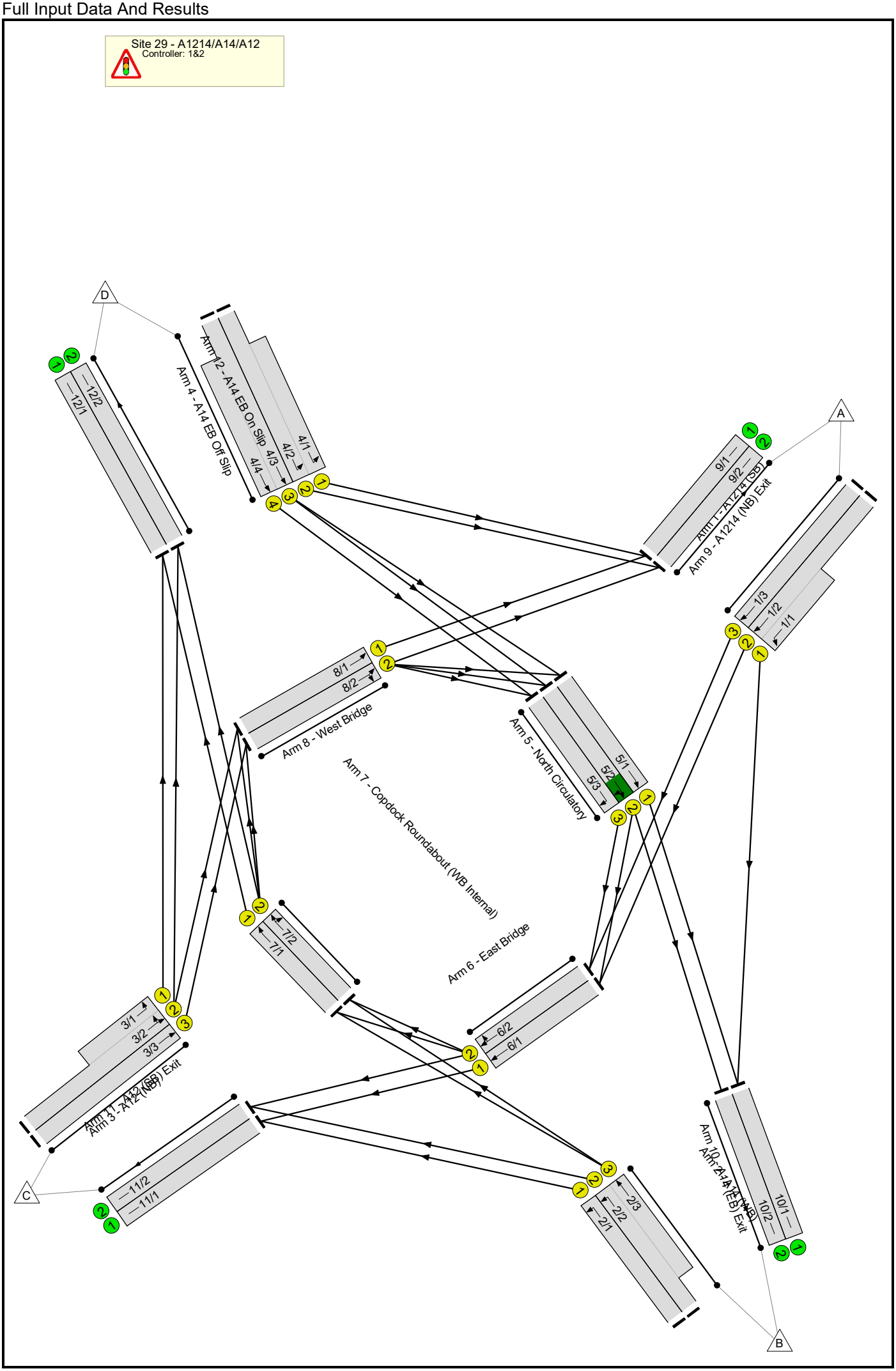
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Site 29_DM.lsg3x
Author:	
Company:	
Address:	

Full Input Data And Results

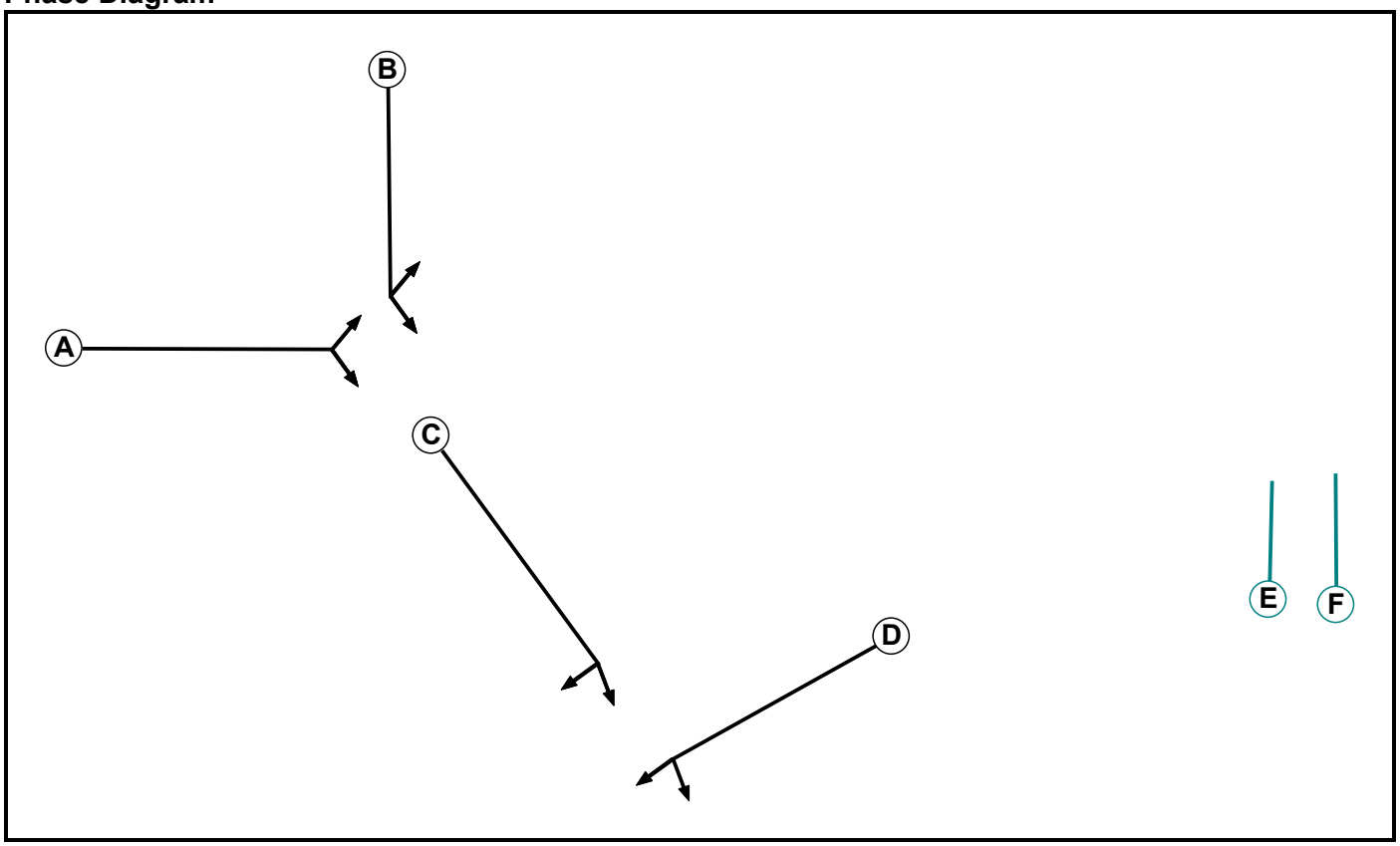
Network Layout Diagram

Full Input Data And Results



C1 - North Controller Site 29 - A1214/A14/A12

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	2		-9999	7
D	Traffic	2		-9999	7
E	Dummy	1		-9999	3
F	Dummy	2		-9999	3

Full Input Data And Results

Phase Intergreens Matrix

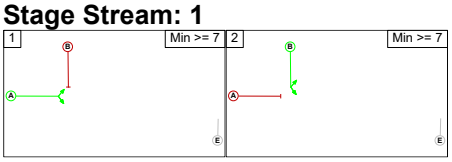
Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		5	-	-	-	-
	B	5		-	-	-	-
	C	-	-		5	-	-
	D	-	-	5		-	-
	E	-	-	-	-		-
	F	-	-	-	-	-	

Phases in Stage

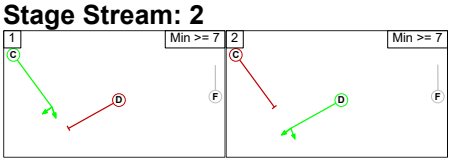
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage		
		1	2
	1		5
	2	5	

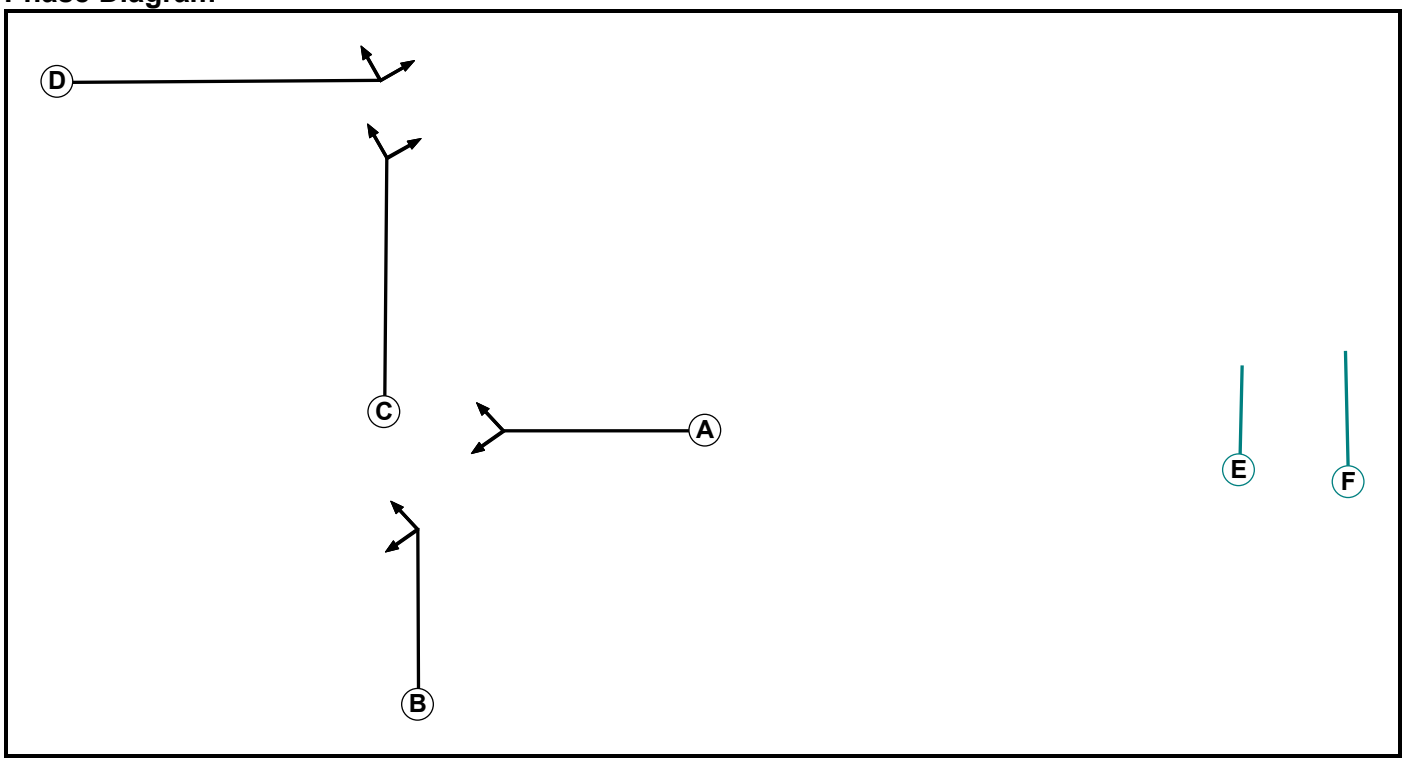
Full Input Data And Results

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	5	

C2 - South Controller Site 29 - A1214/A14/A12

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	2		-9999	7
D	Traffic	2		-9999	7
E	Dummy	1		-9999	3
F	Dummy	2		-9999	3

Full Input Data And Results

Phase Intergreens Matrix

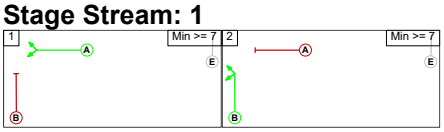
Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		5	-	-	-	-
	B	5		-	-	-	-
	C	-	-		5	-	-
	D	-	-	5		-	-
	E	-	-	-	-		-
	F	-	-	-	-	-	

Phases in Stage

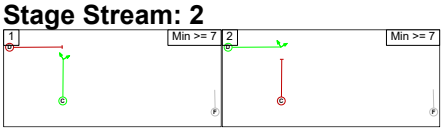
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage		
		1	2
	1		5
	2	5	

Full Input Data And Results

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Site 29 - A1214/A14/A12
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Site 29 - A1214/A14/A12												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A1214 (SB))	U	D	2	3	7.8	User	2334	-	-	-	-	-
1/2 (A1214 (SB))	U	D	2	3	60.0	User	2334	-	-	-	-	-
1/3 (A1214 (SB))	U	D	2	3	60.0	User	2230	-	-	-	-	-
2/1 (A14 (WB))	U	B	2	3	60.0	User	2083	-	-	-	-	-
2/2 (A14 (WB))	U	B	2	3	60.0	User	2083	-	-	-	-	-
2/3 (A14 (WB))	U	B	2	3	30.1	User	2083	-	-	-	-	-
3/1 (A12 (NB))	U	D	2	3	7.5	User	2087	-	-	-	-	-
3/2 (A12 (NB))	U	D	2	3	60.0	User	2087	-	-	-	-	-
3/3 (A12 (NB))	U	D	2	3	60.0	User	2083	-	-	-	-	-
4/1 (A14 EB Off Slip)	U	B	2	3	19.5	User	2083	-	-	-	-	-
4/2 (A14 EB Off Slip)	U	B	2	3	60.0	User	2083	-	-	-	-	-
4/3 (A14 EB Off Slip)	U	B	2	3	60.0	User	2083	-	-	-	-	-
4/4 (A14 EB Off Slip)	U	B	2	3	19.5	User	2083	-	-	-	-	-
5/1 (North Circulatory)	U	C	2	3	16.3	User	2428	-	-	-	-	-
5/2 (North Circulatory)	U	C	2	3	16.3	User	2428	-	-	-	-	-
5/3 (North Circulatory)	U	C	2	3	16.3	User	2428	-	-	-	-	-
6/1 (East Bridge)	U	A	2	3	24.3	User	2234	-	-	-	-	-
6/2 (East Bridge)	U	A	2	3	24.3	User	2234	-	-	-	-	-
7/1 (Copdock Roundabout (WB Internal))	U	C	2	3	14.7	User	2233	-	-	-	-	-
7/2 (Copdock Roundabout (WB Internal))	U	C	2	3	14.7	User	2233	-	-	-	-	-
8/1 (West Bridge)	U	A	2	3	32.3	User	2234	-	-	-	-	-

8/2 (West Bridge)	U	A	2	3	32.3	User	2234	-	-	-	-	-
9/1 (A1214 (NB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (A1214 (NB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A14 (EB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A14 (EB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A12 (SB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (A12 (SB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A14 EB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (A14 EB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base AM Peak'	07:30	08:30	01:00	
2: '2024 Base PM Peak'	16:15	17:15	01:00	
3: 'FB WD AM '	07:30	08:30	01:00	
4: 'FB WD PM '	16:15	17:15	01:00	
5: 'FB+CD WD AM '	07:30	08:30	01:00	
6: 'FB+CD WD PM '	16:15	17:15	01:00	
7: 'FB+CD+N2T WD AM'	07:30	08:30	01:00	
8: 'FB+CD+N2T WD PM'	16:15	17:15	01:00	
9: '85th Percentile - FB+CD+N2T WD AM'	07:30	08:30	01:00	
10: '85th Percentile - FB+CD+N2T WD PM'	16:15	17:15	01:00	

Scenario 1: '2024 Base AM Peak' (FG1: '2024 Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	1	524	476	308	1309
	B	342	1	1040	0	1383
	C	295	983	2	1063	2343
	D	512	0	1030	0	1542
	Tot.	1150	1508	2548	1371	6577

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2024 Base AM Peak
Junction: Site 29 - A1214/A14/A12	
1/1 (short)	524
1/2 (with short)	843(In) 319(Out)
1/3	466
2/1	437
2/2 (with short)	946(In) 603(Out)
2/3 (short)	343
3/1 (short)	929
3/2 (with short)	1286(In) 357(Out)
3/3	1057
4/1 (short)	256
4/2 (with short)	512(In) 256(Out)
4/3 (with short)	1030(In) 440(Out)
4/4 (short)	590
5/1	461
5/2	965
5/3	590
6/1	761
6/2	1056
7/1	258
7/2	394
8/1	566
8/2	1058
9/1	822
9/2	328
10/1	985
10/2	523
11/1	1198
11/2	1350
12/1	1187
12/2	184

Lane Saturation Flows

Junction: Site 29 - A1214/A14/A12								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2334	2334
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2334	2334
1/3 (A1214 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						2230	2230
2/1 (A14 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A14 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
2/3 (A14 (WB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
3/1 (A12 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2087	2087
3/2 (A12 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2087	2087
3/3 (A12 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/1 (A14 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
4/2 (A14 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
4/3 (A14 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/4 (A14 EB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						2083	2083
5/1 (North Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						2428	2428
5/2 (North Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						2428	2428
5/3 (North Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						2428	2428
6/1 (East Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
6/2 (East Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
7/1 (Copdock Roundabout (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2233	2233
7/2 (Copdock Roundabout (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2233	2233
8/1 (West Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
8/2 (West Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
9/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (A14 (EB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A14 (EB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A12 (SB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A12 (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A14 EB On Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A14 EB On Slip Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 2: '2024 Base PM Peak' (FG2: '2024 Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	1	495	496	317	1309
	B	389	1	1032	0	1422
	C	496	892	0	945	2333
	D	526	1	1067	2	1596
	Tot.	1412	1389	2595	1264	6660

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2024 Base PM Peak
Junction: Site 29 - A1214/A14/A12	
1/1 (short)	495
1/2 (with short)	796(In) 301(Out)
1/3	513
2/1	428
2/2 (with short)	994(In) 604(Out)
2/3 (short)	390
3/1 (short)	804
3/2 (with short)	1365(In) 561(Out)
3/3	968
4/1 (short)	263
4/2 (with short)	526(In) 263(Out)
4/3 (with short)	1070(In) 501(Out)
4/4 (short)	569
5/1	486
5/2	908
5/3	569
6/1	801
6/2	1082
7/1	268
7/2	442
8/1	802
8/2	977
9/1	1065
9/2	347
10/1	981
10/2	408
11/1	1229
11/2	1366
12/1	1072
12/2	192

Lane Saturation Flows

Junction: Site 29 - A1214/A14/A12								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2334	2334
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2334	2334
1/3 (A1214 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						2230	2230
2/1 (A14 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A14 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
2/3 (A14 (WB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
3/1 (A12 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2087	2087
3/2 (A12 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2087	2087
3/3 (A12 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/1 (A14 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
4/2 (A14 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
4/3 (A14 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/4 (A14 EB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						2083	2083
5/1 (North Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						2428	2428
5/2 (North Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						2428	2428
5/3 (North Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						2428	2428
6/1 (East Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
6/2 (East Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
7/1 (Copdock Roundabout (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2233	2233
7/2 (Copdock Roundabout (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2233	2233
8/1 (West Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
8/2 (West Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
9/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (A14 (EB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A14 (EB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A12 (SB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A12 (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A14 EB On Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A14 EB On Slip Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 3: 'FB WD AM ' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	2	542	493	319	1356
	B	354	2	1076	0	1432
	C	305	1017	2	1099	2423
	D	530	0	1065	0	1595
	Tot.	1191	1561	2636	1418	6806

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: FB WD AM
Junction: Site 29 - A1214/A14/A12	
1/1 (short)	542
1/2 (with short)	935(In) 393(Out)
1/3	421
2/1	445
2/2 (with short)	987(In) 631(Out)
2/3 (short)	356
3/1 (short)	960
3/2 (with short)	1404(In) 444(Out)
3/3	1019
4/1 (short)	265
4/2 (with short)	530(In) 265(Out)
4/3 (with short)	1065(In) 515(Out)
4/4 (short)	550
5/1	663
5/2	872
5/3	551
6/1	909
6/2	972
7/1	319
7/2	358
8/1	661
8/2	1021
9/1	926
9/2	265
10/1	1205
10/2	356
11/1	1354
11/2	1282
12/1	1279
12/2	139

Lane Saturation Flows

Junction: Site 29 - A1214/A14/A12								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2334	2334
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2334	2334
1/3 (A1214 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						2230	2230
2/1 (A14 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A14 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
2/3 (A14 (WB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
3/1 (A12 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2087	2087
3/2 (A12 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2087	2087
3/3 (A12 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/1 (A14 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
4/2 (A14 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
4/3 (A14 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/4 (A14 EB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						2083	2083
5/1 (North Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						2428	2428
5/2 (North Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						2428	2428
5/3 (North Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						2428	2428
6/1 (East Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
6/2 (East Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
7/1 (Copdock Roundabout (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2233	2233
7/2 (Copdock Roundabout (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2233	2233
8/1 (West Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
8/2 (West Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
9/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (A14 (EB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A14 (EB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A12 (SB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A12 (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A14 EB On Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A14 EB On Slip Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 4: 'FB WD PM ' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	2	513	514	329	1358
	B	403	2	1068	0	1473
	C	514	923	0	978	2415
	D	545	2	1105	2	1654
	Tot.	1464	1440	2687	1309	6900

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: FB WD PM
Junction: Site 29 - A1214/A14/A12	
1/1 (short)	513
1/2 (with short)	938(In) 425(Out)
1/3	420
2/1	445
2/2 (with short)	1028(In) 623(Out)
2/3 (short)	405
3/1 (short)	814
3/2 (with short)	1385(In) 571(Out)
3/3	1030
4/1 (short)	272
4/2 (with short)	545(In) 273(Out)
4/3 (with short)	1109(In) 538(Out)
4/4 (short)	571
5/1	611
5/2	852
5/3	571
6/1	961
6/2	991
7/1	331
7/2	407
8/1	812
8/2	1032
9/1	1084
9/2	380
10/1	1124
10/2	316
11/1	1406
11/2	1281
12/1	1145
12/2	164

Lane Saturation Flows

Junction: Site 29 - A1214/A14/A12								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2334	2334
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2334	2334
1/3 (A1214 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						2230	2230
2/1 (A14 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A14 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
2/3 (A14 (WB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
3/1 (A12 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2087	2087
3/2 (A12 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2087	2087
3/3 (A12 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/1 (A14 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
4/2 (A14 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
4/3 (A14 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/4 (A14 EB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						2083	2083
5/1 (North Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						2428	2428
5/2 (North Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						2428	2428
5/3 (North Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						2428	2428
6/1 (East Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
6/2 (East Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
7/1 (Copdock Roundabout (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2233	2233
7/2 (Copdock Roundabout (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2233	2233
8/1 (West Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
8/2 (West Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
9/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (A14 (EB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A14 (EB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A12 (SB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A12 (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A14 EB On Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A14 EB On Slip Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 5: 'FB+CD WD AM ' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	2	553	510	331	1396
	B	370	2	1076	45	1493
	C	334	1017	2	1101	2454
	D	546	27	1075	0	1648
	Tot.	1252	1599	2663	1477	6991

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: FB+CD WD AM
Junction: Site 29 - A1214/A14/A12	
1/1 (short)	553
1/2 (with short)	950(In) 397(Out)
1/3	446
2/1	450
2/2 (with short)	1043(In) 626(Out)
2/3 (short)	417
3/1 (short)	962
3/2 (with short)	1428(In) 466(Out)
3/3	1026
4/1 (short)	273
4/2 (with short)	546(In) 273(Out)
4/3 (with short)	1102(In) 566(Out)
4/4 (short)	536
5/1	869
5/2	717
5/3	537
6/1	937
6/2	983
7/1	376
7/2	374
8/1	699
8/2	1028
9/1	972
9/2	280
10/1	1422
10/2	177
11/1	1387
11/2	1276
12/1	1338
12/2	139

Lane Saturation Flows

Junction: Site 29 - A1214/A14/A12								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2334	2334
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2334	2334
1/3 (A1214 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						2230	2230
2/1 (A14 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A14 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
2/3 (A14 (WB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
3/1 (A12 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2087	2087
3/2 (A12 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2087	2087
3/3 (A12 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/1 (A14 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
4/2 (A14 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
4/3 (A14 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/4 (A14 EB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						2083	2083
5/1 (North Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						2428	2428
5/2 (North Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						2428	2428
5/3 (North Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						2428	2428
6/1 (East Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
6/2 (East Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
7/1 (Copdock Roundabout (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2233	2233
7/2 (Copdock Roundabout (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2233	2233
8/1 (West Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
8/2 (West Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
9/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (A14 (EB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A14 (EB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A12 (SB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A12 (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A14 EB On Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A14 EB On Slip Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 6: 'FB+CD WD PM ' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	2	522	528	341	1393
	B	418	2	1068	27	1515
	C	537	923	0	988	2448
	D	560	47	1108	2	1717
	Tot.	1517	1494	2704	1358	7073

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: FB+CD WD PM
Junction: Site 29 - A1214/A14/A12	
1/1 (short)	522
1/2 (with short)	978(In) 456(Out)
1/3	415
2/1	452
2/2 (with short)	1063(In) 616(Out)
2/3 (short)	447
3/1 (short)	824
3/2 (with short)	1423(In) 599(Out)
3/3	1025
4/1 (short)	280
4/2 (with short)	560(In) 280(Out)
4/3 (with short)	1157(In) 565(Out)
4/4 (short)	592
5/1	654
5/2	836
5/3	592
6/1	974
6/2	1007
7/1	370
7/2	422
8/1	855
8/2	1027
9/1	1135
9/2	382
10/1	1176
10/2	318
11/1	1426
11/2	1278
12/1	1194
12/2	164

Lane Saturation Flows

Junction: Site 29 - A1214/A14/A12								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2334	2334
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2334	2334
1/3 (A1214 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						2230	2230
2/1 (A14 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A14 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
2/3 (A14 (WB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
3/1 (A12 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2087	2087
3/2 (A12 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2087	2087
3/3 (A12 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/1 (A14 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
4/2 (A14 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
4/3 (A14 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/4 (A14 EB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						2083	2083
5/1 (North Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						2428	2428
5/2 (North Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						2428	2428
5/3 (North Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						2428	2428
6/1 (East Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
6/2 (East Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
7/1 (Copdock Roundabout (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2233	2233
7/2 (Copdock Roundabout (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2233	2233
8/1 (West Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
8/2 (West Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
9/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (A14 (EB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A14 (EB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A12 (SB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A12 (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A14 EB On Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A14 EB On Slip Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	2	553	510	367	1432
	B	370	2	1076	45	1493
	C	334	1017	2	1301	2654
	D	582	27	1368	0	1977
	Tot.	1288	1599	2956	1713	7556

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: FB+CD+N2T WD AM
Junction: Site 29 - A1214/A14/A12	
1/1 (short)	553
1/2 (with short)	934(In) 381(Out)
1/3	498
2/1	537
2/2 (with short)	956(In) 539(Out)
2/3 (short)	417
3/1 (short)	1137
3/2 (with short)	1540(In) 403(Out)
3/3	1114
4/1 (short)	291
4/2 (with short)	582(In) 291(Out)
4/3 (with short)	1395(In) 735(Out)
4/4 (short)	660
5/1	942
5/2	813
5/3	661
6/1	1090
6/2	1159
7/1	388
7/2	398
8/1	611
8/2	1116
9/1	902
9/2	386
10/1	1495
10/2	104
11/1	1627
11/2	1329
12/1	1525
12/2	188

Lane Saturation Flows

Junction: Site 29 - A1214/A14/A12								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2334	2334
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2334	2334
1/3 (A1214 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						2230	2230
2/1 (A14 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A14 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
2/3 (A14 (WB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
3/1 (A12 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2087	2087
3/2 (A12 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2087	2087
3/3 (A12 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/1 (A14 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
4/2 (A14 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
4/3 (A14 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/4 (A14 EB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						2083	2083
5/1 (North Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						2428	2428
5/2 (North Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						2428	2428
5/3 (North Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						2428	2428
6/1 (East Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
6/2 (East Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
7/1 (Copdock Roundabout (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2233	2233
7/2 (Copdock Roundabout (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2233	2233
8/1 (West Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
8/2 (West Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
9/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (A14 (EB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A14 (EB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A12 (SB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A12 (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A14 EB On Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A14 EB On Slip Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	2	522	528	377	1429
	B	418	2	1068	27	1515
	C	537	923	0	1339	2799
	D	596	47	1306	2	1951
	Tot.	1553	1494	2902	1745	7694

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: FB+CD+N2T WD PM
Junction: Site 29 - A1214/A14/A12	
1/1 (short)	522
1/2 (with short)	976(In) 454(Out)
1/3	453
2/1	513
2/2 (with short)	1002(In) 555(Out)
2/3 (short)	447
3/1 (short)	1145
3/2 (with short)	1587(In) 442(Out)
3/3	1212
4/1 (short)	298
4/2 (with short)	596(In) 298(Out)
4/3 (with short)	1355(In) 676(Out)
4/4 (short)	679
5/1	659
5/2	942
5/3	679
6/1	1083
6/2	1132
7/1	406
7/2	422
8/1	668
8/2	1214
9/1	966
9/2	587
10/1	1181
10/2	313
11/1	1596
11/2	1306
12/1	1551
12/2	194

Lane Saturation Flows

Junction: Site 29 - A1214/A14/A12								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2334	2334
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2334	2334
1/3 (A1214 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						2230	2230
2/1 (A14 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A14 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
2/3 (A14 (WB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
3/1 (A12 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2087	2087
3/2 (A12 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2087	2087
3/3 (A12 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/1 (A14 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
4/2 (A14 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
4/3 (A14 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/4 (A14 EB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						2083	2083
5/1 (North Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						2428	2428
5/2 (North Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						2428	2428
5/3 (North Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						2428	2428
6/1 (East Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
6/2 (East Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
7/1 (Copdock Roundabout (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2233	2233
7/2 (Copdock Roundabout (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2233	2233
8/1 (West Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
8/2 (West Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
9/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (A14 (EB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A14 (EB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A12 (SB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A12 (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A14 EB On Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A14 EB On Slip Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 9: '64s 85th Percentile - FB+CD+N2T WD AM' (FG9: '85th Percentile - FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	2	553	510	355	1420
	B	370	2	1076	45	1493
	C	334	1017	2	1218	2571
	D	570	27	1298	0	1895
	Tot.	1276	1599	2886	1618	7379

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 64s 85th Percentile - FB+CD+N2T WD AM
Junction: Site 29 - A1214/A14/A12	
1/1 (short)	553
1/2 (with short)	984(In) 431(Out)
1/3	436
2/1	553
2/2 (with short)	940(In) 523(Out)
2/3 (short)	417
3/1 (short)	1064
3/2 (with short)	1471(In) 407(Out)
3/3	1100
4/1 (short)	285
4/2 (with short)	570(In) 285(Out)
4/3 (with short)	1325(In) 664(Out)
4/4 (short)	661
5/1	678
5/2	1007
5/3	661
6/1	1070
6/2	1097
7/1	367
7/2	407
8/1	625
8/2	1102
9/1	910
9/2	366
10/1	1231
10/2	368
11/1	1623
11/2	1263
12/1	1431
12/2	187

Lane Saturation Flows

Junction: Site 29 - A1214/A14/A12								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2334	2334
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2334	2334
1/3 (A1214 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						2230	2230
2/1 (A14 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A14 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
2/3 (A14 (WB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
3/1 (A12 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2087	2087
3/2 (A12 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2087	2087
3/3 (A12 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/1 (A14 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
4/2 (A14 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
4/3 (A14 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/4 (A14 EB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						2083	2083
5/1 (North Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						2428	2428
5/2 (North Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						2428	2428
5/3 (North Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						2428	2428
6/1 (East Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
6/2 (East Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
7/1 (Copdock Roundabout (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2233	2233
7/2 (Copdock Roundabout (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2233	2233
8/1 (West Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
8/2 (West Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
9/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (A14 (EB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A14 (EB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A12 (SB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A12 (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A14 EB On Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A14 EB On Slip Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 10: '56s 85th Percentile - FB+CD+N2T WD PM' (FG10: '85th Percentile - FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	2	522	528	365	1417
	B	418	2	1068	27	1515
	C	537	923	0	1228	2688
	D	584	47	1217	2	1850
	Tot.	1541	1494	2813	1622	7470

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 56s 85th Percentile - FB+CD+N2T WD PM
Junction: Site 29 - A1214/A14/A12	
1/1 (short)	522
1/2 (with short)	1007(In) 485(Out)
1/3	410
2/1	539
2/2 (with short)	976(In) 529(Out)
2/3 (short)	447
3/1 (short)	1046
3/2 (with short)	1649(In) 603(Out)
3/3	1039
4/1 (short)	292
4/2 (with short)	584(In) 292(Out)
4/3 (with short)	1266(In) 631(Out)
4/4 (short)	635
5/1	637
5/2	919
5/3	635
6/1	1069
6/2	1045
7/1	394
7/2	422
8/1	841
8/2	1041
9/1	1133
9/2	408
10/1	1159
10/2	335
11/1	1608
11/2	1205
12/1	1440
12/2	182

Lane Saturation Flows

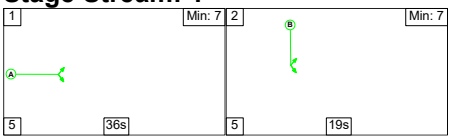
Junction: Site 29 - A1214/A14/A12								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2334	2334
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2334	2334
1/3 (A1214 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						2230	2230
2/1 (A14 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A14 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
2/3 (A14 (WB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
3/1 (A12 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2087	2087
3/2 (A12 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2087	2087
3/3 (A12 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/1 (A14 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
4/2 (A14 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
4/3 (A14 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/4 (A14 EB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						2083	2083
5/1 (North Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						2428	2428
5/2 (North Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						2428	2428
5/3 (North Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						2428	2428
6/1 (East Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
6/2 (East Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
7/1 (Copdock Roundabout (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2233	2233
7/2 (Copdock Roundabout (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2233	2233
8/1 (West Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
8/2 (West Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
9/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (A14 (EB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A14 (EB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A12 (SB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A12 (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A14 EB On Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A14 EB On Slip Lane 2)	Infinite Saturation Flow	Inf	Inf

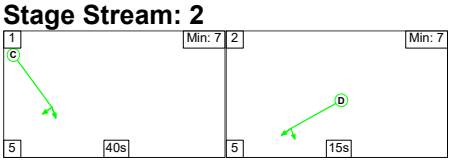
Scenario 1: '2024 Base AM Peak' (FG1: '2024 Base AM Peak', Plan 1: 'Network Control Plan 1')
C1 - North Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

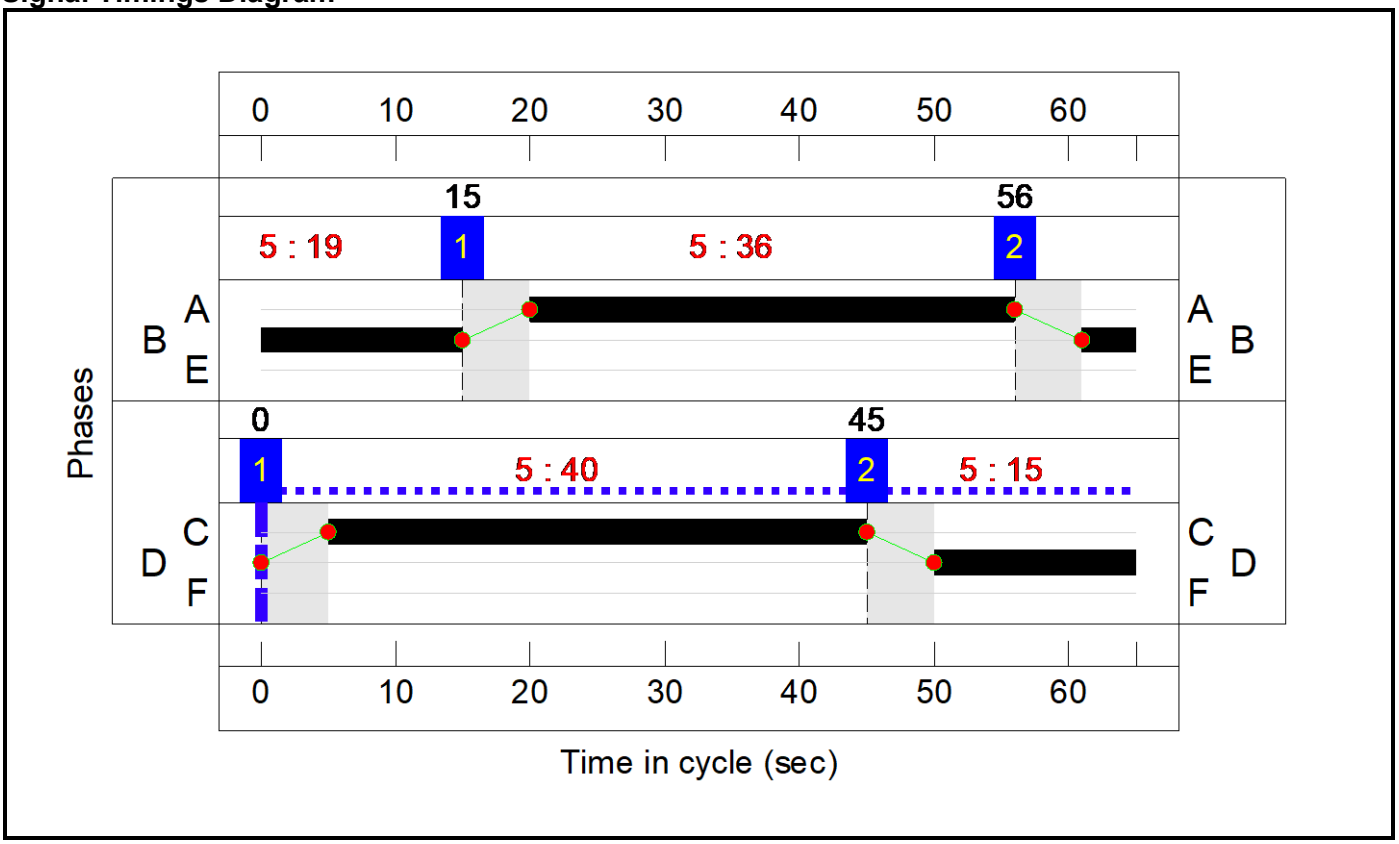
Stage	1	2
Duration	36	19
Change Point	15	56

Stage Stream: 2

Stage	1	2
Duration	40	15
Change Point	0	45

Full Input Data And Results

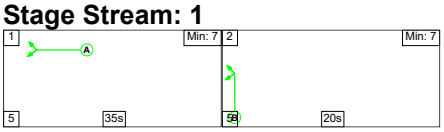
Signal Timings Diagram



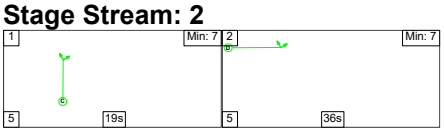
C2 - South Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

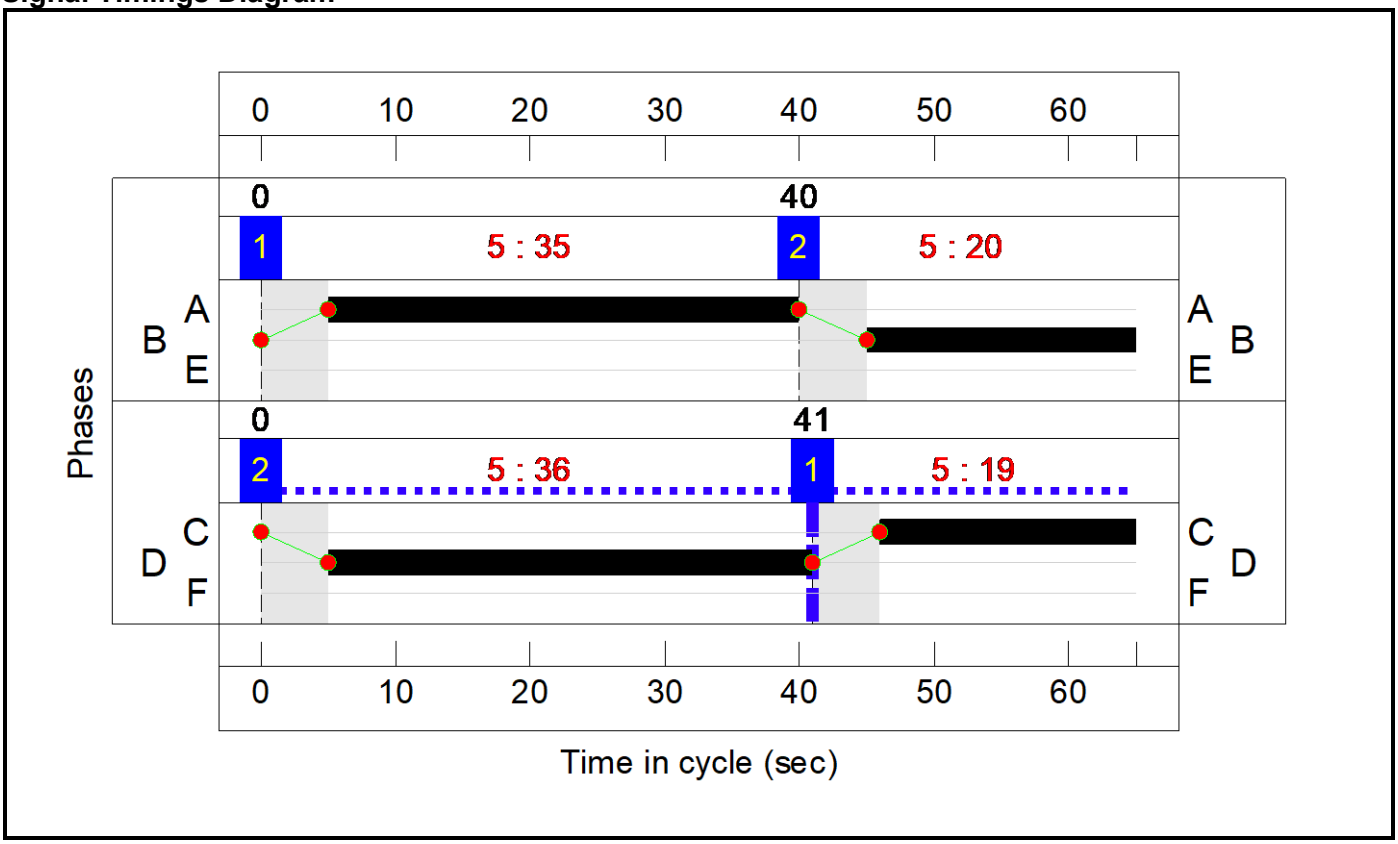
Stage	1	2
Duration	35	20
Change Point	0	40

Stage Stream: 2

Stage	1	2
Duration	19	36
Change Point	41	0

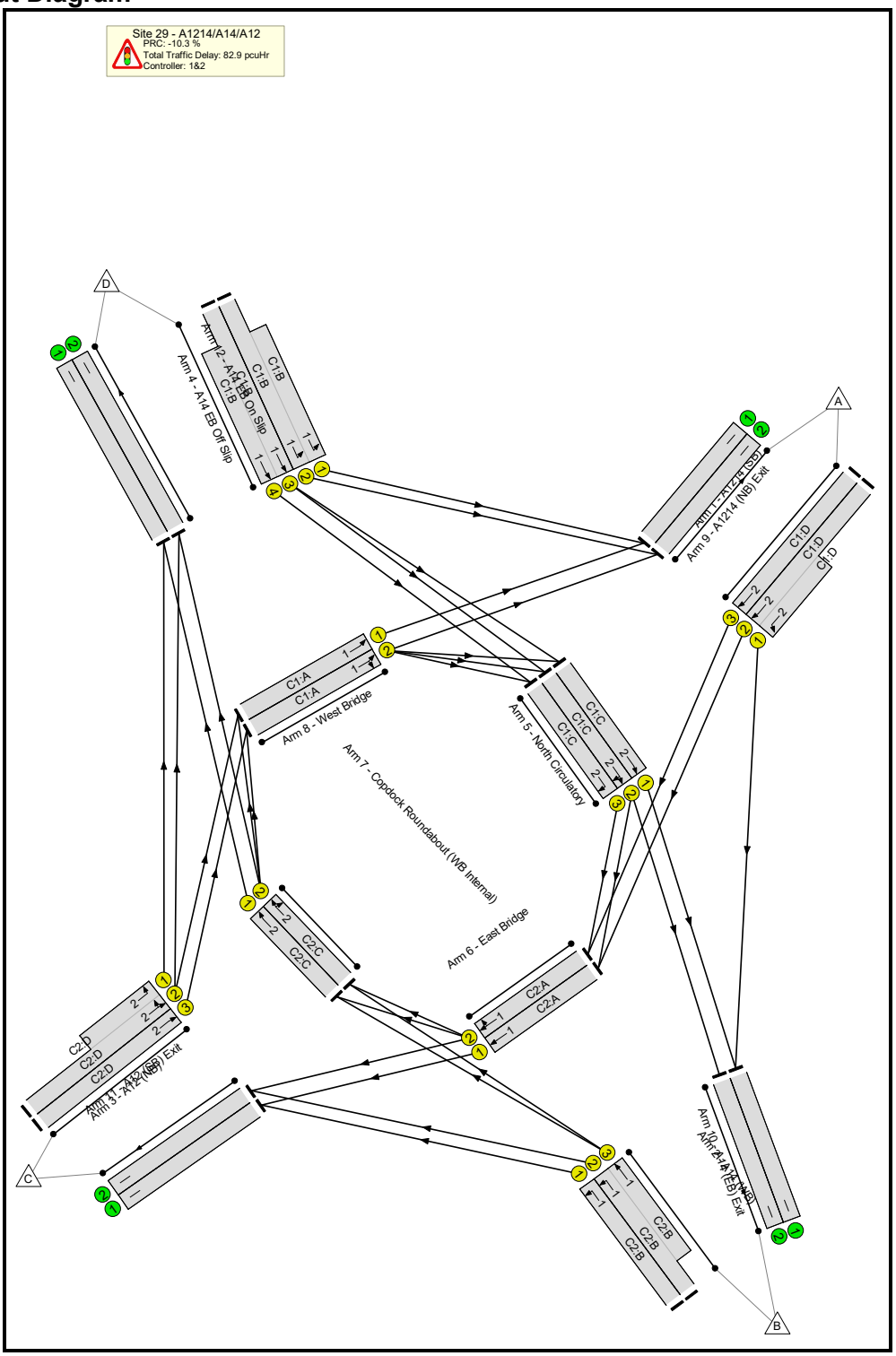
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.3%**
Site 29 - A1214/A14/A12	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.3%**
1/2+1/1	A1214 (SB) Ahead Left	U	1:2	N/A	C1:D		1	15	-	843	2334:2334	321+528	99.3 : 99.3%
1/3	A1214 (SB) Ahead	U	1:2	N/A	C1:D		1	15	-	466	2230	549	84.9%
2/1	A14 (WB) Left	U	2:1	N/A	C2:B		1	20	-	437	2083	673	64.9%
2/2+2/3	A14 (WB) Ahead Left	U	2:1	N/A	C2:B		1	20	-	946	2083:2083	673+603	89.6 : 56.9%
3/2+3/1	A12 (NB) Ahead Left	U	2:2	N/A	C2:D		1	36	-	1286	2087:2087	379+986	94.3 : 94.3%
3/3	A12 (NB) Ahead	U	2:2	N/A	C2:D		1	36	-	1057	2083	1186	89.1%
4/2+4/1	A14 EB Off Slip Left	U	1:1	N/A	C1:B		1	19	-	512	2083:2083	641+641	39.9 : 39.9%
4/3+4/4	A14 EB Off Slip Ahead	U	1:1	N/A	C1:B		1	19	-	1030	2083:2083	641+641	68.7 : 92.1%
5/1	North Circulatory Ahead	U	1:2	N/A	C1:C		1	40	-	461	2428	1532	30.1%
5/2	North Circulatory Right Ahead	U	1:2	N/A	C1:C		1	40	-	965	2428	1532	63.0%
5/3	North Circulatory Right	U	1:2	N/A	C1:C		1	40	-	590	2428	1532	38.5%
6/1	East Bridge Ahead	U	2:1	N/A	C2:A		1	35	-	761	2234	1237	61.5%
6/2	East Bridge Right Ahead	U	2:1	N/A	C2:A		1	35	-	1056	2234	1237	85.3%
7/1	Copdock Roundabout (WB Internal) Ahead	U	2:2	N/A	C2:C		1	19	-	258	2233	687	37.6%
7/2	Copdock Roundabout (WB Internal) Right Ahead	U	2:2	N/A	C2:C		1	19	-	394	2233	687	57.3%
8/1	West Bridge Ahead	U	1:1	N/A	C1:A		1	36	-	566	2234	1272	44.5%

Full Input Data And Results

8/2	West Bridge Right Ahead	U	1:1	N/A	C1:A		1	36	-	1058	2234	1272	83.2%
9/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	822	Inf	Inf	0.0%
9/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
10/1	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	985	Inf	Inf	0.0%
10/2	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
11/1	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1198	Inf	Inf	0.0%
11/2	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1350	Inf	Inf	0.0%
12/1	A14 EB On Slip	U	N/A	N/A	-		-	-	-	1187	Inf	Inf	0.0%
12/2	A14 EB On Slip	U	N/A	N/A	-		-	-	-	184	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**42.9**	**40.1**	**0.0**	**82.9**	**-**	**-**	**-**	**-**
Site 29 - A1214/A14/A12	**-**	**-**	**0**	**0**	**0**	**42.9**	**40.1**	**0.0**	**82.9**	**-**	**-**	**-**	**-**
1/2+1/1	843	843	-	-	-	5.4	13.1	-	18.5	79.1	10.4	13.1	23.5
1/3	466	466	-	-	-	3.0	2.6	-	5.7	43.8	7.9	2.6	10.5
2/1	437	437	-	-	-	2.3	0.9	-	3.2	26.4	6.7	0.9	7.6
2/2+2/3	946	946	-	-	-	5.2	1.4	-	6.6	25.2	10.2	1.4	11.6
3/2+3/1	1286	1286	-	-	-	3.9	7.0	-	10.9	30.5	17.8	7.0	24.8
3/3	1057	1057	-	-	-	3.6	3.9	-	7.5	25.4	16.4	3.9	20.3
4/2+4/1	512	512	-	-	-	2.5	0.3	-	2.9	20.1	3.6	0.3	4.0
4/3+4/4	1030	1030	-	-	-	6.0	2.0	-	8.0	27.9	10.2	2.0	12.2
5/1	461	461	-	-	-	1.3	0.2	-	1.5	11.7	4.9	0.2	5.1
5/2	965	965	-	-	-	2.1	0.8	-	3.0	11.1	13.0	0.8	13.9
5/3	590	590	-	-	-	0.0	0.3	-	0.3	1.9	0.2	0.3	0.5
6/1	761	761	-	-	-	0.9	0.8	-	1.7	7.9	6.2	0.8	7.0
6/2	1056	1056	-	-	-	1.3	2.8	-	4.1	14.0	10.6	2.8	13.4
7/1	258	258	-	-	-	1.9	0.3	-	2.2	31.0	4.7	0.3	5.0
7/2	394	394	-	-	-	1.0	0.7	-	1.7	15.7	2.0	0.7	2.7
8/1	566	566	-	-	-	1.6	0.4	-	2.0	12.7	8.0	0.4	8.4
8/2	1058	1058	-	-	-	0.7	2.4	-	3.1	10.7	2.7	2.4	5.1
9/1	822	822	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	985	985	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1198	1198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1350	1350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1187	1187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/2	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - North Controller Site 29 - A1214/A14/A12	Stream: 1	PRC for Signalled Lanes (%):	-2.3	Total Delay for Signalled Lanes (pcuHr):	15.98	Cycle Time (s):	65
C1 - North Controller Site 29 - A1214/A14/A12	Stream: 2	PRC for Signalled Lanes (%):	-10.3	Total Delay for Signalled Lanes (pcuHr):	29.00	Cycle Time (s):	65
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 1	PRC for Signalled Lanes (%):	0.4	Total Delay for Signalled Lanes (pcuHr):	15.63	Cycle Time (s):	65
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 2	PRC for Signalled Lanes (%):	-4.7	Total Delay for Signalled Lanes (pcuHr):	22.32	Cycle Time (s):	65
		PRC Over All Lanes (%):	-10.3	Total Delay Over All Lanes(pcuHr):	82.93		

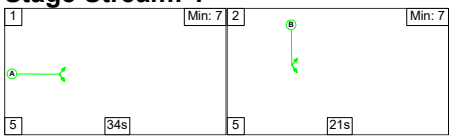
Full Input Data And Results

Scenario 2: '2024 Base PM Peak' (FG2: '2024 Base PM Peak', Plan 1: 'Network Control Plan 1')

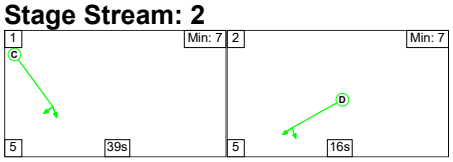
C1 - North Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

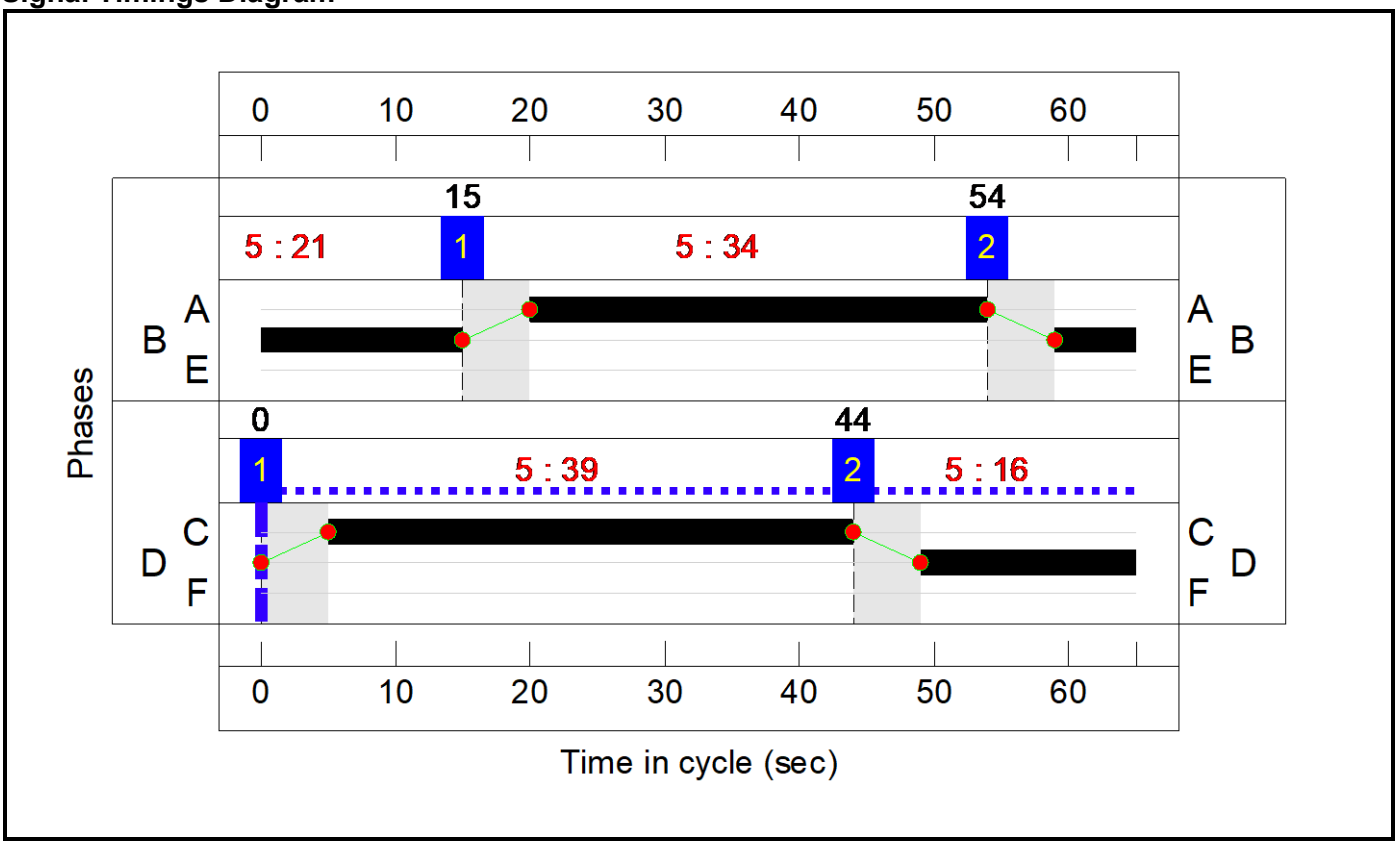
Stage Stream: 1

Stage	1	2
Duration	34	21
Change Point	15	54

Stage Stream: 2

Stage	1	2
Duration	39	16
Change Point	0	44

Signal Timings Diagram

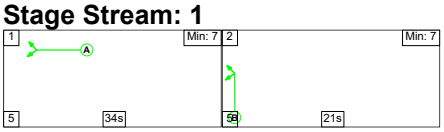


Full Input Data And Results

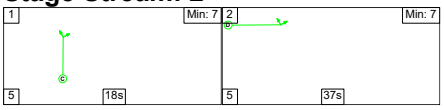
C2 - South Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

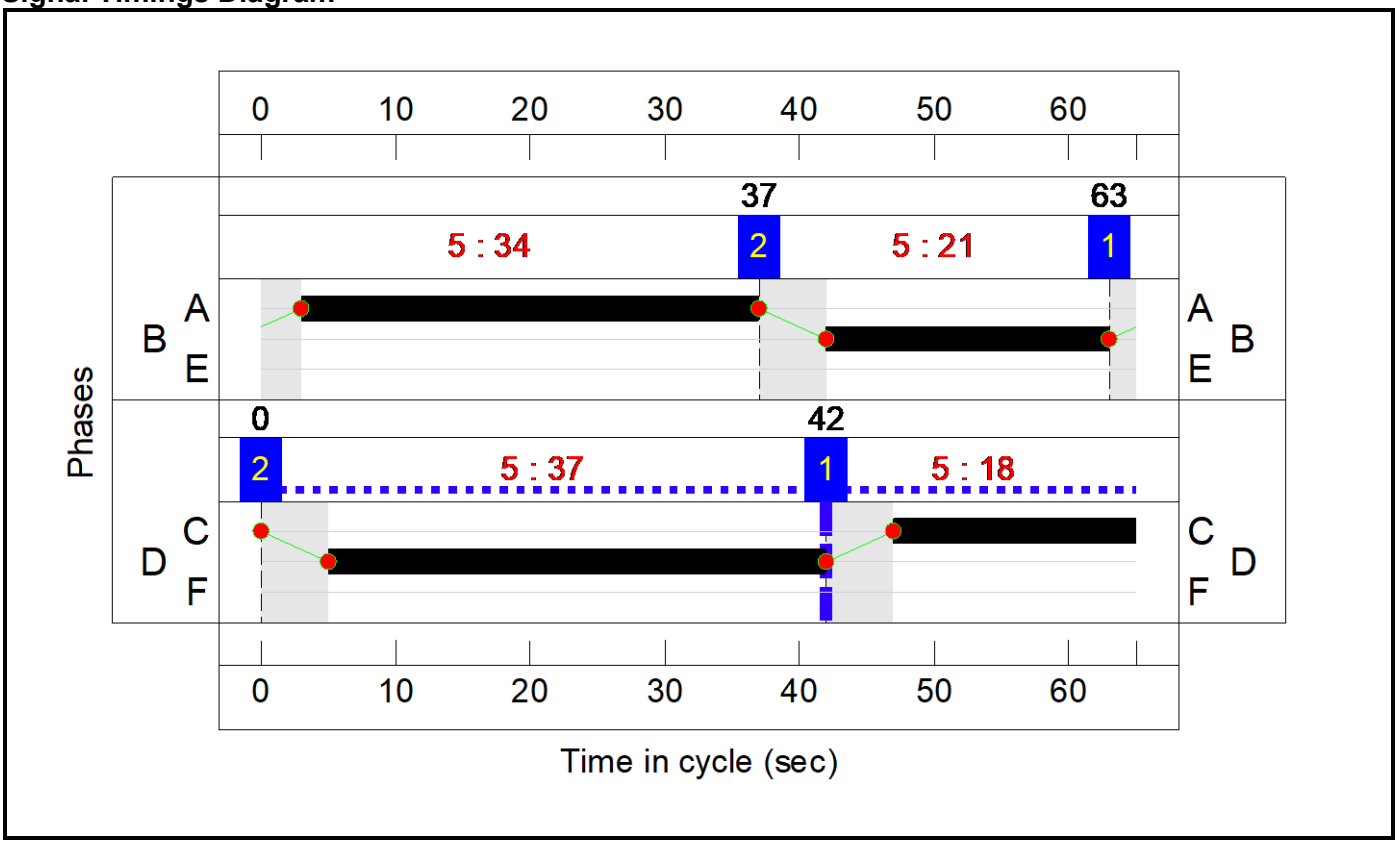
Stage Stream: 1

Stage	1	2
Duration	34	21
Change Point	63	37

Stage Stream: 2

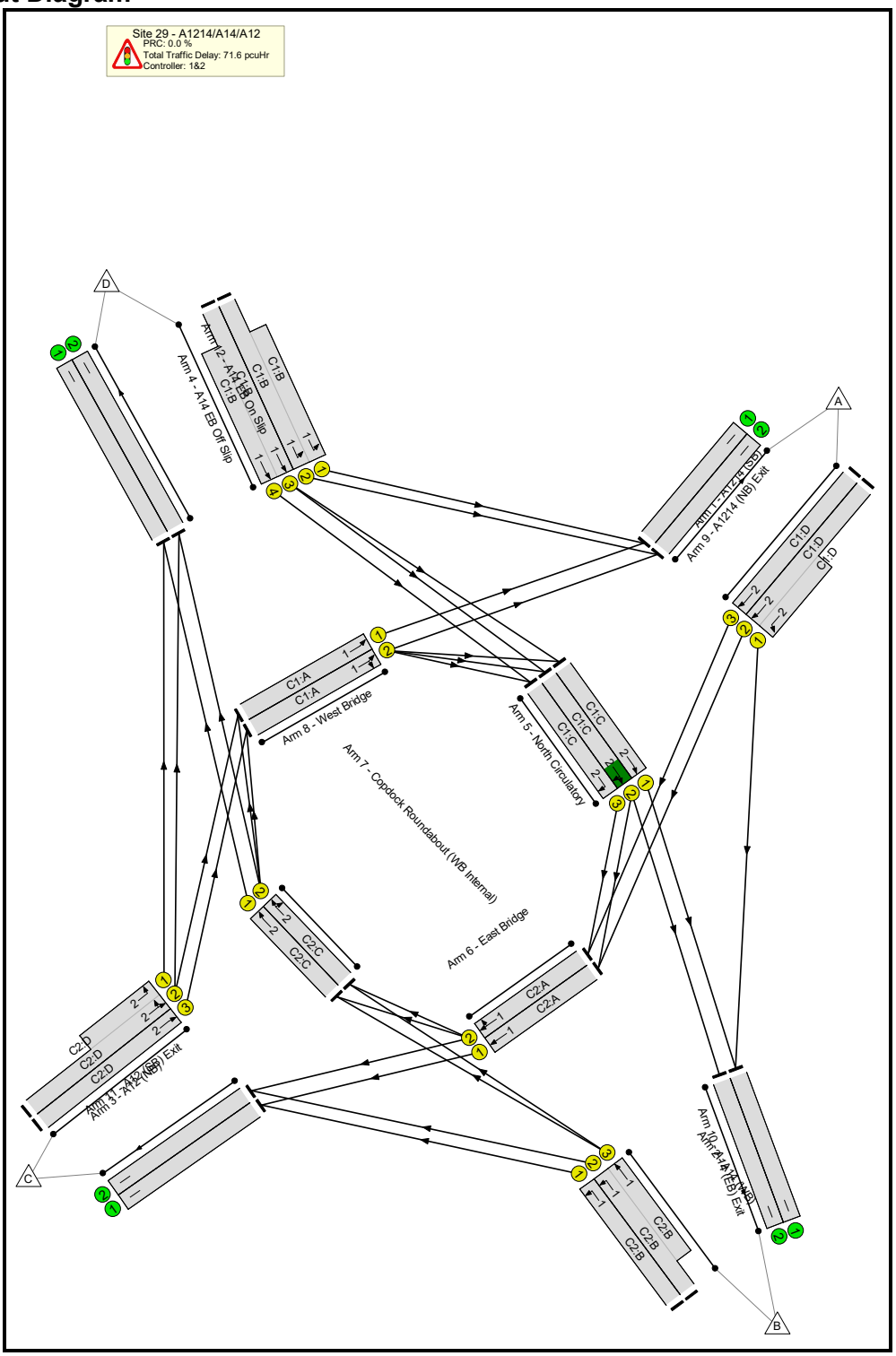
Stage	1	2
Duration	18	37
Change Point	42	0

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.0%**
Site 29 - A1214/A14/A12	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.0%**
1/2+1/1	A1214 (SB) Ahead Left	U	1:2	N/A	C1:D		1	16	-	796	2334:2334	334+550	90.0 : 90.0%
1/3	A1214 (SB) Ahead	U	1:2	N/A	C1:D		1	16	-	513	2230	583	88.0%
2/1	A14 (WB) Left	U	2:1	N/A	C2:B		1	21	-	428	2083	705	60.7%
2/2+2/3	A14 (WB) Ahead Left	U	2:1	N/A	C2:B		1	21	-	994	2083:2083	705+705	85.7 : 55.3%
3/2+3/1	A12 (NB) Ahead Left	U	2:2	N/A	C2:D		1	37	-	1365	2087:2087	628+900	89.3 : 89.3%
3/3	A12 (NB) Ahead	U	2:2	N/A	C2:D		1	37	-	968	2083	1218	79.5%
4/2+4/1	A14 EB Off Slip Left	U	1:1	N/A	C1:B		1	21	-	526	2083:2083	705+705	37.3 : 37.3%
4/3+4/4	A14 EB Off Slip Ahead	U	1:1	N/A	C1:B		1	21	-	1070	2083:2083	705+705	71.1 : 80.7%
5/1	North Circulatory Ahead	U	1:2	N/A	C1:C		1	39	-	486	2428	1494	32.5%
5/2	North Circulatory Right Ahead	U	1:2	N/A	C1:C		1	39	-	908	2428	1345	67.5%
5/3	North Circulatory Right	U	1:2	N/A	C1:C		1	39	-	569	2428	1494	38.1%
6/1	East Bridge Ahead	U	2:1	N/A	C2:A		1	34	-	801	2234	1203	66.6%
6/2	East Bridge Right Ahead	U	2:1	N/A	C2:A		1	34	-	1082	2234	1203	89.9%
7/1	Copdock Roundabout (WB Internal) Ahead	U	2:2	N/A	C2:C		1	18	-	268	2233	653	41.1%
7/2	Copdock Roundabout (WB Internal) Right Ahead	U	2:2	N/A	C2:C		1	18	-	442	2233	653	67.7%
8/1	West Bridge Ahead	U	1:1	N/A	C1:A		1	34	-	802	2234	1203	66.7%

Full Input Data And Results

8/2	West Bridge Right Ahead	U	1:1	N/A	C1:A		1	34	-	977	2234	1203	81.2%
9/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	1065	Inf	Inf	0.0%
9/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
10/1	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	981	Inf	Inf	0.0%
10/2	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	408	Inf	Inf	0.0%
11/1	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1229	Inf	Inf	0.0%
11/2	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1366	Inf	Inf	0.0%
12/1	A14 EB On Slip	U	N/A	N/A	-		-	-	-	1072	Inf	Inf	0.0%
12/2	A14 EB On Slip	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**43.2**	**28.4**	**0.0**	**71.6**	**-**	**-**	**-**	**-**
Site 29 - A1214/A14/A12	**-**	**-**	**0**	**0**	**0**	**43.2**	**28.4**	**0.0**	**71.6**	**-**	**-**	**-**	**-**
1/2+1/1	796	796	-	-	-	4.8	4.1	-	8.9	40.3	8.9	4.1	13.0
1/3	513	513	-	-	-	3.3	3.3	-	6.6	46.4	8.8	3.3	12.2
2/1	428	428	-	-	-	2.1	0.8	-	2.9	24.4	6.4	0.8	7.2
2/2+2/3	994	994	-	-	-	5.3	1.2	-	6.4	23.3	10.1	1.2	11.3
3/2+3/1	1365	1365	-	-	-	3.4	4.0	-	7.4	19.5	13.9	4.0	17.9
3/3	968	968	-	-	-	2.8	1.9	-	4.7	17.6	13.4	1.9	15.4
4/2+4/1	526	526	-	-	-	2.4	0.3	-	2.7	18.3	3.6	0.3	3.9
4/3+4/4	1070	1070	-	-	-	5.7	1.6	-	7.3	24.4	9.3	1.6	10.9
5/1	486	486	-	-	-	1.4	0.2	-	1.6	12.2	4.8	0.2	5.0
5/2	908	908	-	-	-	2.4	1.0	-	3.5	13.8	13.6	1.0	14.6
5/3	569	569	-	-	-	0.0	0.3	-	0.3	2.2	2.1	0.3	2.4
6/1	801	801	-	-	-	1.4	1.0	-	2.4	10.6	7.0	1.0	8.0
6/2	1082	1082	-	-	-	1.4	4.2	-	5.6	18.6	14.3	4.2	18.5
7/1	268	268	-	-	-	2.2	0.3	-	2.5	33.6	4.8	0.3	5.2
7/2	442	442	-	-	-	1.0	1.0	-	2.0	16.5	2.0	1.0	3.0
8/1	802	802	-	-	-	2.5	1.0	-	3.5	15.9	12.0	1.0	13.0
8/2	977	977	-	-	-	1.0	2.1	-	3.2	11.7	4.5	2.1	6.6
9/1	1065	1065	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	981	981	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1229	1229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1366	1366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1072	1072	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

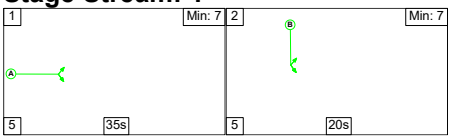
12/2	192	192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - North Controller Site 29 - A1214/A14/A12	Stream: 1 PRC for Signalled Lanes (%):	10.8	Total Delay for Signalled Lanes (pcuHr):	16.64	Cycle Time (s):	65
C1 - North Controller Site 29 - A1214/A14/A12	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	21.00	Cycle Time (s):	65
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 1 PRC for Signalled Lanes (%):	0.1	Total Delay for Signalled Lanes (pcuHr):	17.30	Cycle Time (s):	65
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 2 PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	16.63	Cycle Time (s):	65
	PRC Over All Lanes (%):	0.0	Total Delay Over All Lanes(pcuHr):	71.58		

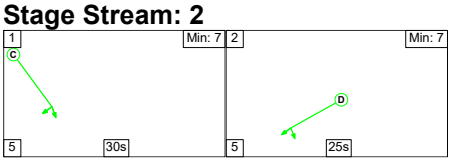
Full Input Data And Results
Scenario 3: 'FB WD AM ' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')
C1 - North Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

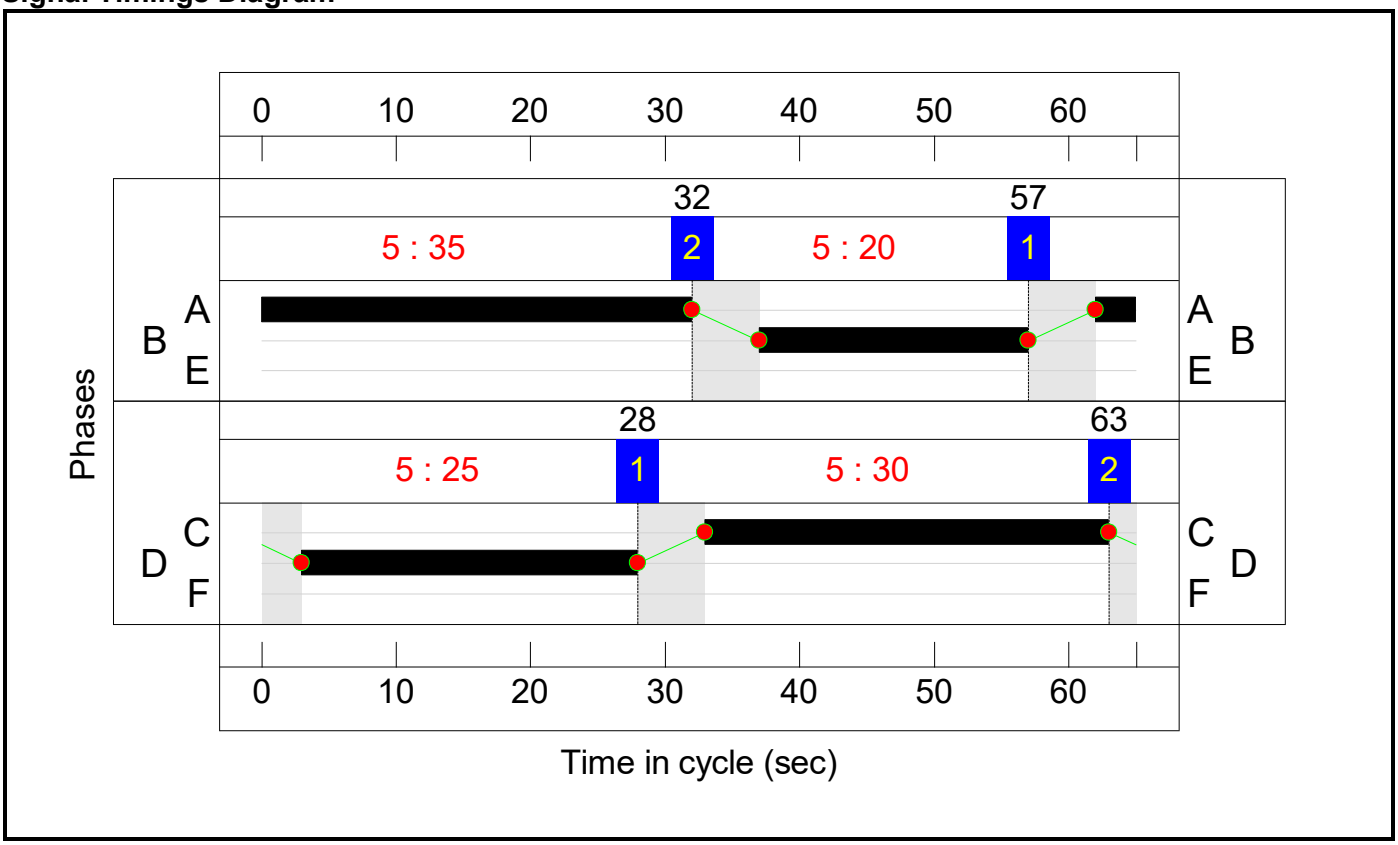
Stage Stream: 1

Stage	1	2
Duration	35	20
Change Point	57	32

Stage Stream: 2

Stage	1	2
Duration	30	25
Change Point	28	63

Signal Timings Diagram

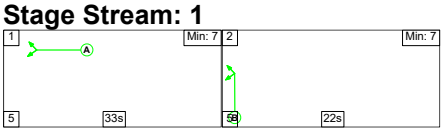


Full Input Data And Results

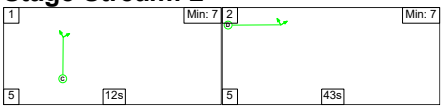
C2 - South Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

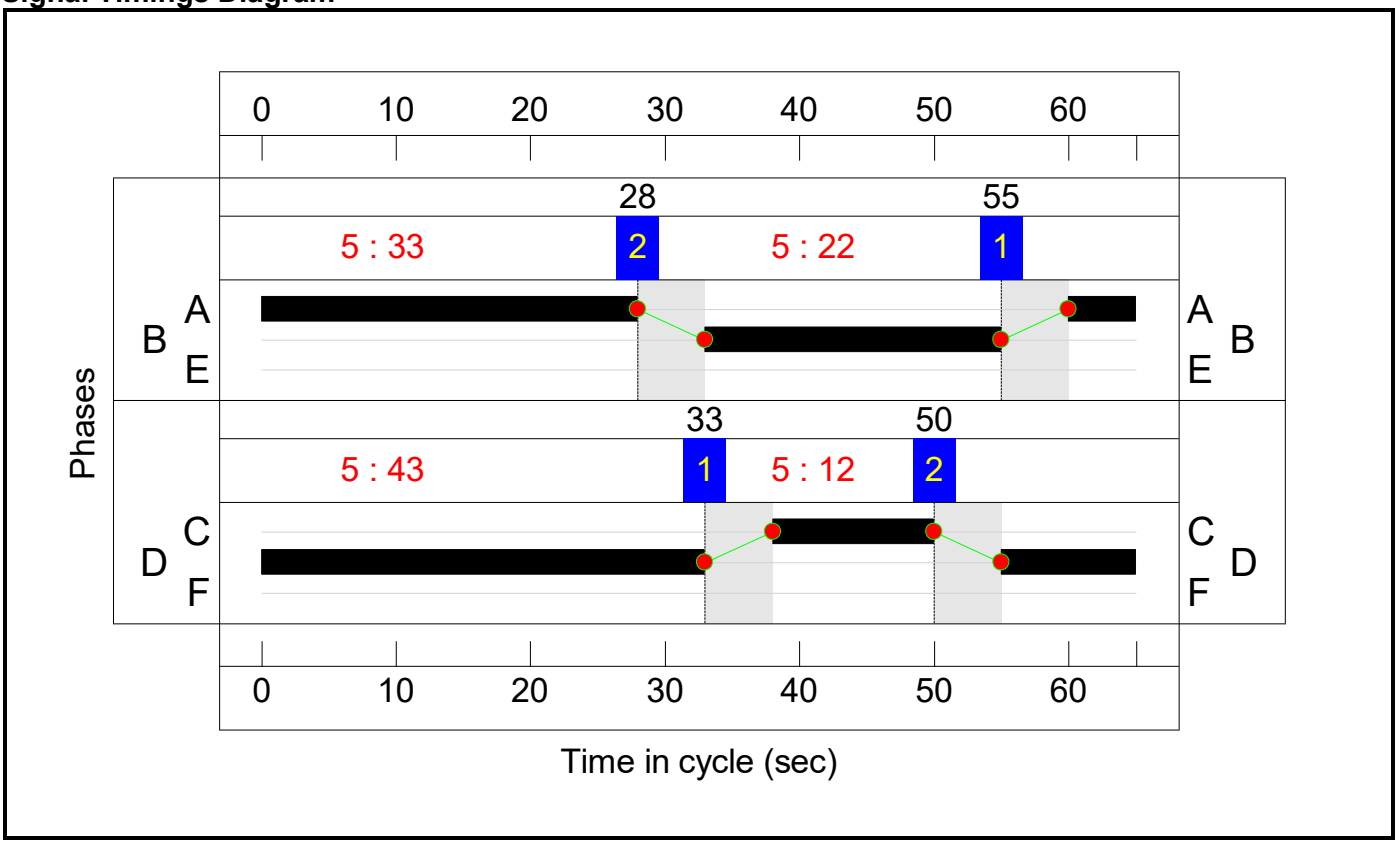
Stage Stream: 1

Stage	1	2
Duration	33	22
Change Point	55	28

Stage Stream: 2

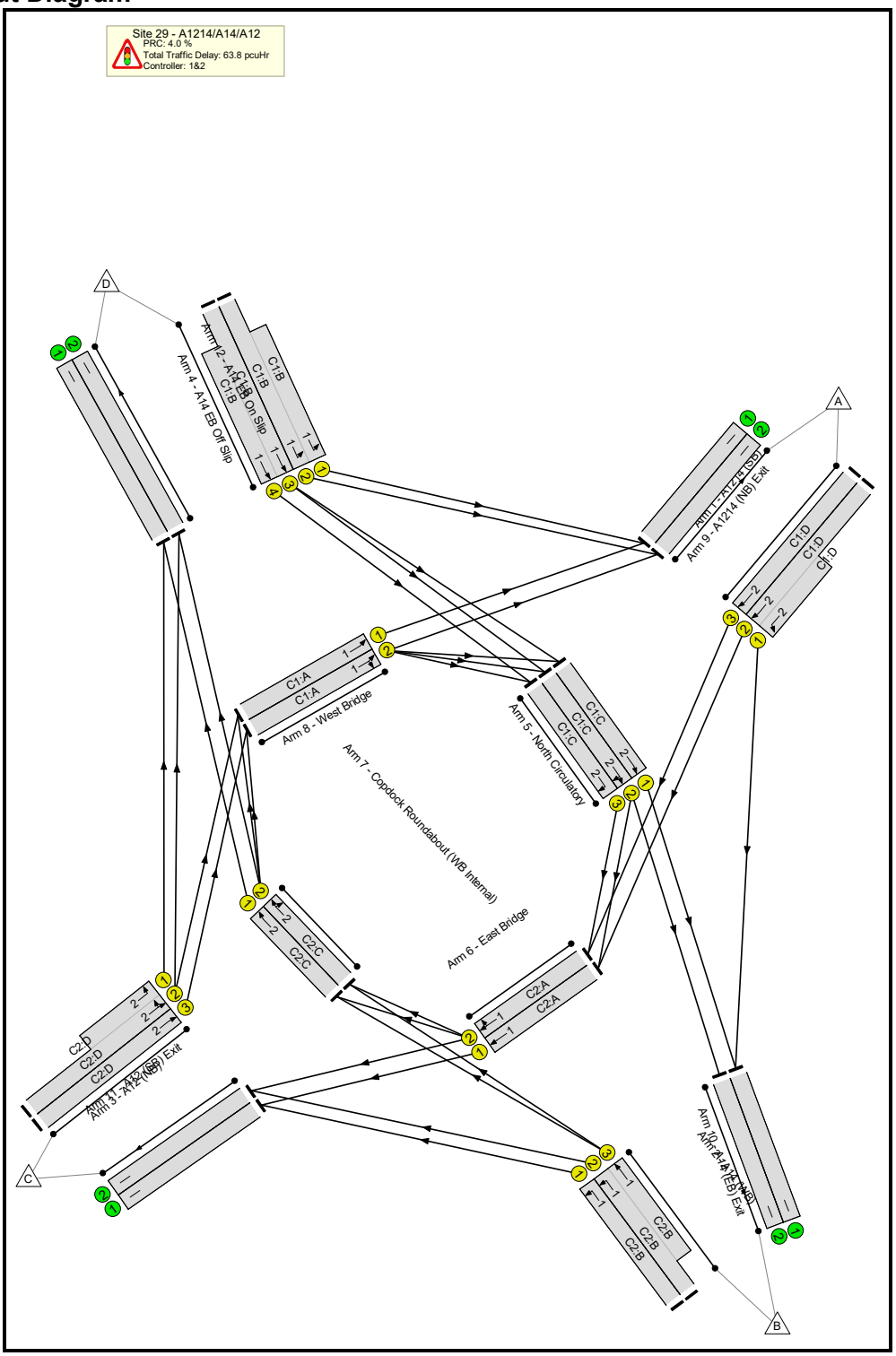
Stage	1	2
Duration	12	43
Change Point	33	50

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.6%**
Site 29 - A1214/A14/A12	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.6%**
1/2+1/1	A1214 (SB) Ahead Left	U	1:2	N/A	C1:D		1	25	-	935	2334:2334	529+730	74.3 : 74.3%
1/3	A1214 (SB) Ahead	U	1:2	N/A	C1:D		1	25	-	421	2230	892	47.2%
2/1	A14 (WB) Left	U	2:1	N/A	C2:B		1	22	-	445	2083	737	60.4%
2/2+2/3	A14 (WB) Ahead Left	U	2:1	N/A	C2:B		1	22	-	987	2083:2083	737+619	85.6 : 57.5%
3/2+3/1	A12 (NB) Ahead Left	U	2:2	N/A	C2:D		1	43	-	1404	2087:2087	513+1109	86.6 : 86.6%
3/3	A12 (NB) Ahead	U	2:2	N/A	C2:D		1	43	-	1019	2083	1410	72.3%
4/2+4/1	A14 EB Off Slip Left	U	1:1	N/A	C1:B		1	20	-	530	2083:2083	673+673	39.4 : 39.4%
4/3+4/4	A14 EB Off Slip Ahead	U	1:1	N/A	C1:B		1	20	-	1065	2083:2083	673+673	76.5 : 81.7%
5/1	North Circulatory Ahead	U	1:2	N/A	C1:C		1	30	-	663	2428	1158	57.3%
5/2	North Circulatory Right Ahead	U	1:2	N/A	C1:C		1	30	-	872	2428	1158	75.3%
5/3	North Circulatory Right	U	1:2	N/A	C1:C		1	30	-	551	2428	1158	47.6%
6/1	East Bridge Ahead	U	2:1	N/A	C2:A		1	33	-	909	2234	1169	77.8%
6/2	East Bridge Right Ahead	U	2:1	N/A	C2:A		1	33	-	972	2234	1169	83.2%
7/1	Copdock Roundabout (WB Internal) Ahead	U	2:2	N/A	C2:C		1	12	-	319	2233	447	71.4%
7/2	Copdock Roundabout (WB Internal) Right Ahead	U	2:2	N/A	C2:C		1	12	-	358	2233	447	80.2%
8/1	West Bridge Ahead	U	1:1	N/A	C1:A		1	35	-	661	2234	1237	53.4%

Full Input Data And Results

8/2	West Bridge Right Ahead	U	1:1	N/A	C1:A		1	35	-	1021	2234	1237	82.5%
9/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	926	Inf	Inf	0.0%
9/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	265	Inf	Inf	0.0%
10/1	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	1205	Inf	Inf	0.0%
10/2	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
11/1	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1354	Inf	Inf	0.0%
11/2	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1282	Inf	Inf	0.0%
12/1	A14 EB On Slip	U	N/A	N/A	-		-	-	-	1279	Inf	Inf	0.0%
12/2	A14 EB On Slip	U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**40.4**	**23.4**	**0.0**	**63.8**	**-**	**-**	**-**	**-**
Site 29 - A1214/A14/A12	**-**	**-**	**0**	**0**	**0**	**40.4**	**23.4**	**0.0**	**63.8**	**-**	**-**	**-**	**-**
1/2+1/1	935	935	-	-	-	3.8	1.4	-	5.3	20.3	7.5	1.4	9.0
1/3	421	421	-	-	-	1.7	0.4	-	2.1	18.2	5.6	0.4	6.1
2/1	445	445	-	-	-	2.1	0.8	-	2.9	23.4	6.6	0.8	7.3
2/2+2/3	987	987	-	-	-	5.0	1.3	-	6.4	23.2	10.5	1.3	11.8
3/2+3/1	1404	1404	-	-	-	2.3	3.1	-	5.5	14.0	14.1	3.1	17.3
3/3	1019	1019	-	-	-	1.9	1.3	-	3.2	11.2	11.6	1.3	12.9
4/2+4/1	530	530	-	-	-	2.5	0.3	-	2.8	19.3	3.7	0.3	4.0
4/3+4/4	1065	1065	-	-	-	5.9	1.9	-	7.8	26.3	9.0	1.9	10.9
5/1	663	663	-	-	-	3.2	0.7	-	3.8	20.9	11.9	0.7	12.6
5/2	872	872	-	-	-	1.9	1.5	-	3.4	14.2	7.2	1.5	8.7
5/3	551	551	-	-	-	0.6	0.5	-	1.0	6.7	1.2	0.5	1.6
6/1	909	909	-	-	-	1.3	1.7	-	3.0	12.0	10.1	1.7	11.8
6/2	972	972	-	-	-	1.5	2.4	-	3.9	14.6	11.3	2.4	13.7
7/1	319	319	-	-	-	1.7	1.2	-	2.9	32.5	5.7	1.2	7.0
7/2	358	358	-	-	-	1.4	1.9	-	3.4	33.7	2.1	1.9	4.1
8/1	661	661	-	-	-	1.2	0.6	-	1.8	9.8	9.0	0.6	9.5
8/2	1021	1021	-	-	-	2.3	2.3	-	4.6	16.2	6.9	2.3	9.2
9/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1205	1205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1354	1354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1282	1282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1279	1279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

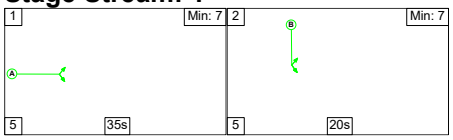
12/2	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - North Controller Site 29 - A1214/A14/A12	Stream: 1 PRC for Signalled Lanes (%):	9.1	Total Delay for Signalled Lanes (pcuHr):	17.02	Cycle Time (s):	65
C1 - North Controller Site 29 - A1214/A14/A12	Stream: 2 PRC for Signalled Lanes (%):	19.5	Total Delay for Signalled Lanes (pcuHr):	15.70	Cycle Time (s):	65
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 1 PRC for Signalled Lanes (%):	5.1	Total Delay for Signalled Lanes (pcuHr):	16.22	Cycle Time (s):	65
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 2 PRC for Signalled Lanes (%):	4.0	Total Delay for Signalled Lanes (pcuHr):	14.87	Cycle Time (s):	65
	PRC Over All Lanes (%):	4.0	Total Delay Over All Lanes(pcuHr):	63.82		

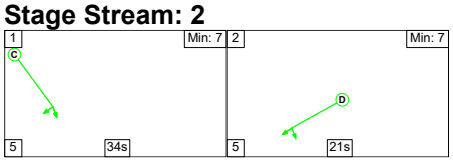
Full Input Data And Results
Scenario 4: 'FB WD PM ' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')
C1 - North Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

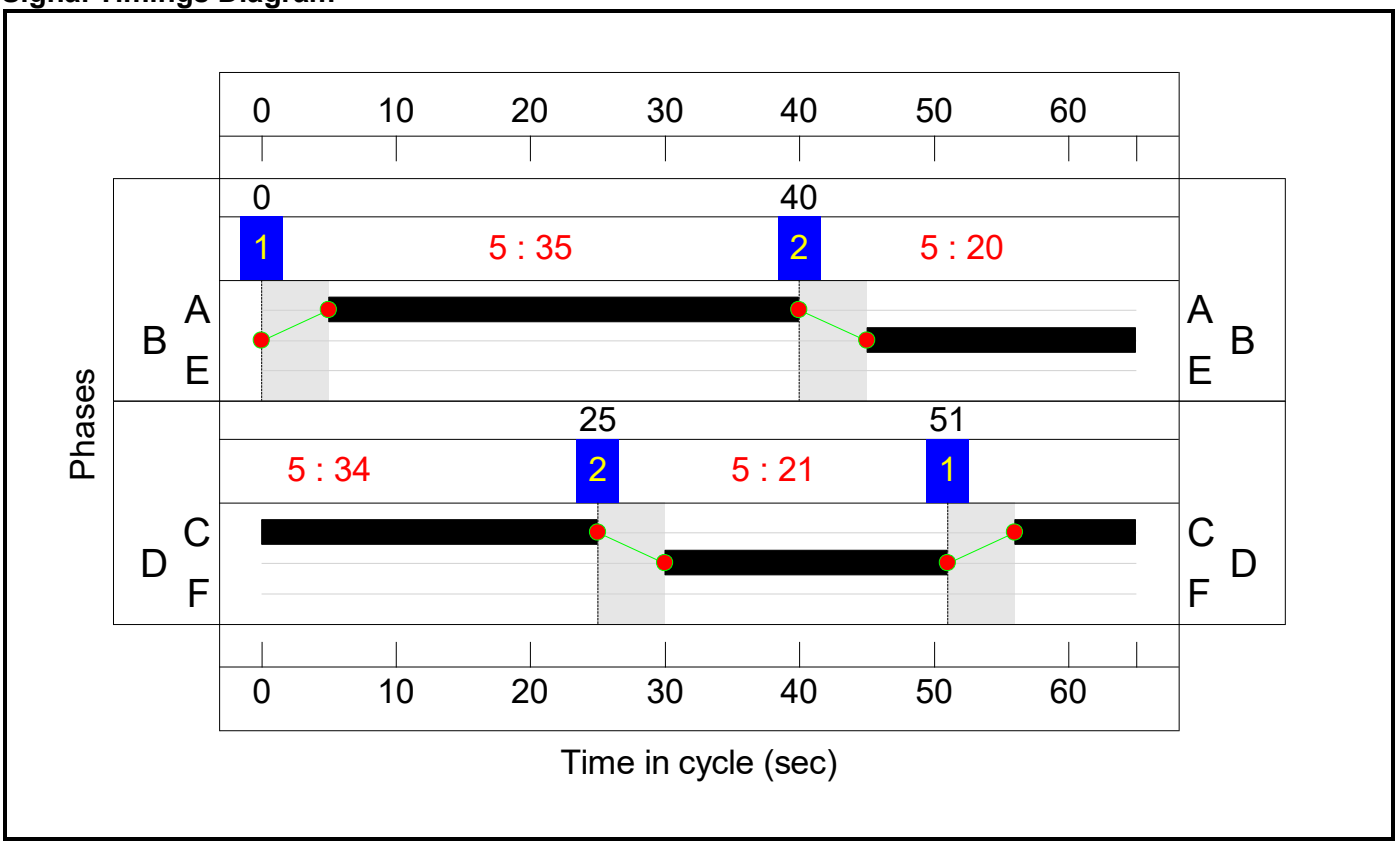
Stage Stream: 1

Stage	1	2
Duration	35	20
Change Point	0	40

Stage Stream: 2

Stage	1	2
Duration	34	21
Change Point	51	25

Signal Timings Diagram

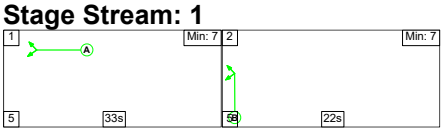


Full Input Data And Results

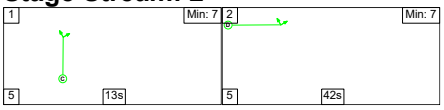
C2 - South Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

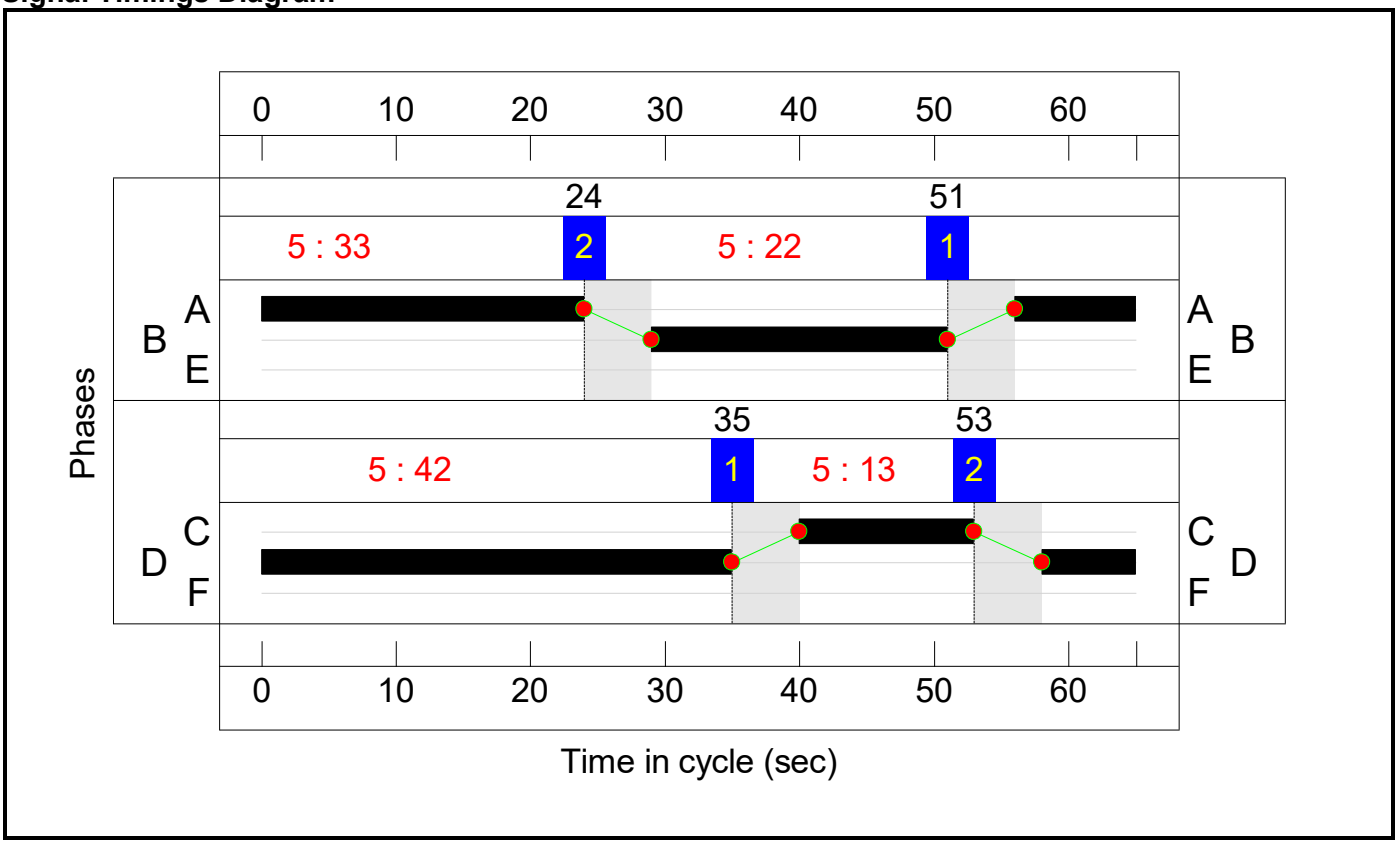
Stage Stream: 1

Stage	1	2
Duration	33	22
Change Point	51	24

Stage Stream: 2

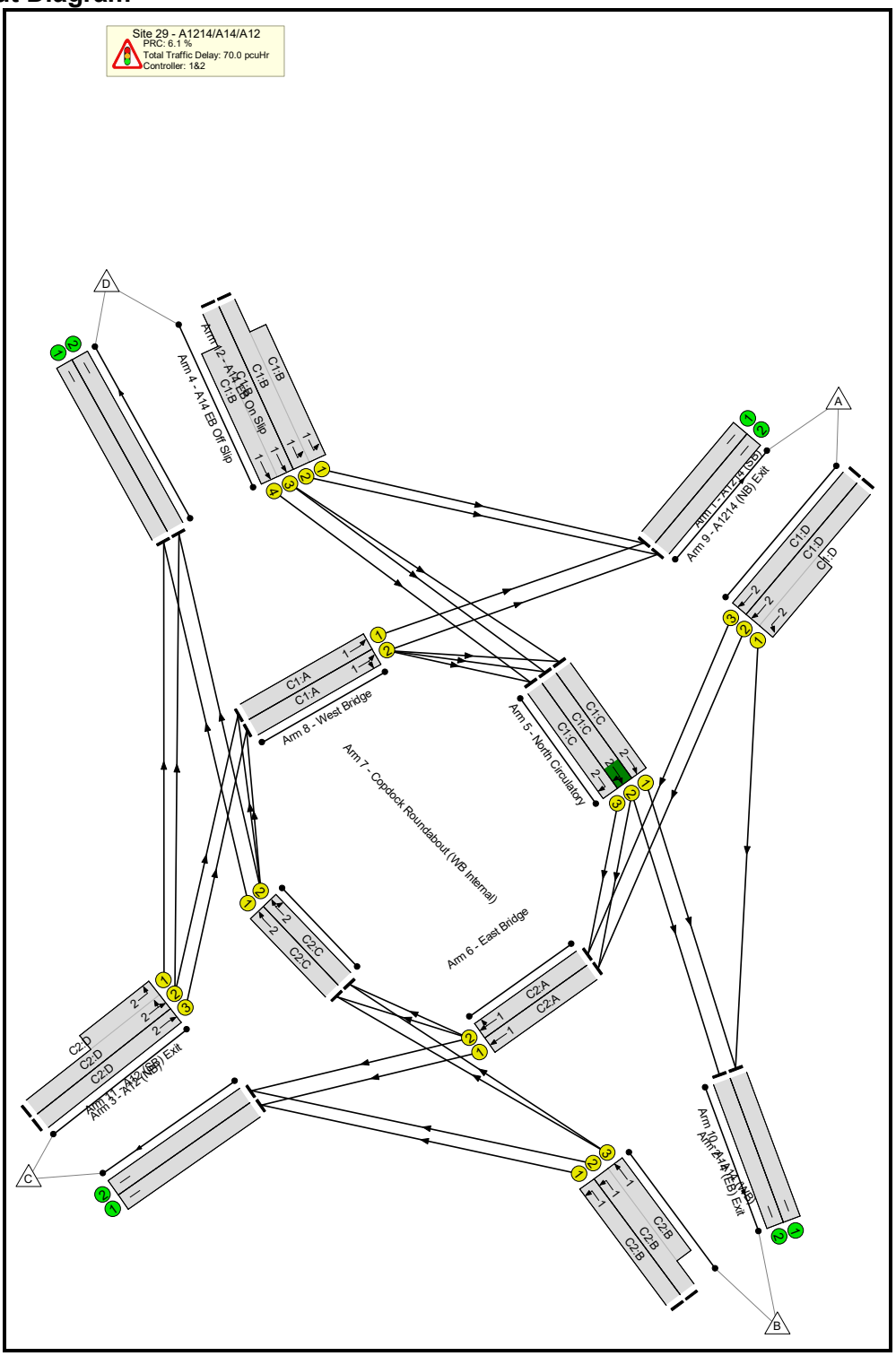
Stage	1	2
Duration	13	42
Change Point	35	53

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.8%**
Site 29 - A1214/A14/A12	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.8%**
1/2+1/1	A1214 (SB) Ahead Left	U	1:2	N/A	C1:D		1	21	-	938	2334:2334	526+635	80.8 : 80.8%
1/3	A1214 (SB) Ahead	U	1:2	N/A	C1:D		1	21	-	420	2230	755	55.6%
2/1	A14 (WB) Left	U	2:1	N/A	C2:B		1	22	-	445	2083	737	60.4%
2/2+2/3	A14 (WB) Ahead Left	U	2:1	N/A	C2:B		1	22	-	1028	2083:2083	737+737	84.5 : 54.9%
3/2+3/1	A12 (NB) Ahead Left	U	2:2	N/A	C2:D		1	42	-	1385	2087:2087	697+993	81.9 : 81.9%
3/3	A12 (NB) Ahead	U	2:2	N/A	C2:D		1	42	-	1030	2083	1378	74.7%
4/2+4/1	A14 EB Off Slip Left	U	1:1	N/A	C1:B		1	20	-	545	2083:2083	673+673	40.6 : 40.4%
4/3+4/4	A14 EB Off Slip Ahead	U	1:1	N/A	C1:B		1	20	-	1109	2083:2083	673+673	79.9 : 84.8%
5/1	North Circulatory Ahead	U	1:2	N/A	C1:C		1	34	-	611	2428	1307	46.7%
5/2	North Circulatory Right Ahead	U	1:2	N/A	C1:C		1	34	-	852	2428	1158	73.6%
5/3	North Circulatory Right	U	1:2	N/A	C1:C		1	34	-	571	2428	1307	43.7%
6/1	East Bridge Ahead	U	2:1	N/A	C2:A		1	33	-	961	2234	1169	82.2%
6/2	East Bridge Right Ahead	U	2:1	N/A	C2:A		1	33	-	991	2234	1169	84.8%
7/1	Copdock Roundabout (WB Internal) Ahead	U	2:2	N/A	C2:C		1	13	-	331	2233	481	68.8%
7/2	Copdock Roundabout (WB Internal) Right Ahead	U	2:2	N/A	C2:C		1	13	-	407	2233	481	84.6%
8/1	West Bridge Ahead	U	1:1	N/A	C1:A		1	35	-	812	2234	1237	65.6%

Full Input Data And Results

8/2	West Bridge Right Ahead	U	1:1	N/A	C1:A		1	35	-	1032	2234	1237	83.4%
9/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
9/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
10/1	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	1124	Inf	Inf	0.0%
10/2	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
11/1	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1406	Inf	Inf	0.0%
11/2	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1281	Inf	Inf	0.0%
12/1	A14 EB On Slip	U	N/A	N/A	-		-	-	-	1145	Inf	Inf	0.0%
12/2	A14 EB On Slip	U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**44.8**	**25.2**	**0.0**	**70.0**	**-**	**-**	**-**	**-**
Site 29 - A1214/A14/A12	**-**	**-**	**0**	**0**	**0**	**44.8**	**25.2**	**0.0**	**70.0**	**-**	**-**	**-**	**-**
1/2+1/1	938	938	-	-	-	4.7	2.1	-	6.7	25.8	7.8	2.1	9.9
1/3	420	420	-	-	-	2.0	0.6	-	2.7	22.9	6.1	0.6	6.7
2/1	445	445	-	-	-	2.1	0.8	-	2.9	23.4	6.6	0.8	7.3
2/2+2/3	1028	1028	-	-	-	5.2	1.1	-	6.4	22.4	10.2	1.1	11.4
3/2+3/1	1385	1385	-	-	-	2.2	2.2	-	4.4	11.5	9.0	2.2	11.3
3/3	1030	1030	-	-	-	2.1	1.5	-	3.6	12.5	12.3	1.5	13.8
4/2+4/1	545	545	-	-	-	2.6	0.3	-	2.9	19.4	3.8	0.3	4.1
4/3+4/4	1109	1109	-	-	-	6.3	2.3	-	8.6	27.8	9.5	2.3	11.8
5/1	611	611	-	-	-	2.6	0.4	-	3.1	18.0	7.3	0.4	7.7
5/2	852	852	-	-	-	2.5	1.4	-	3.8	16.2	13.8	1.4	15.2
5/3	571	571	-	-	-	0.0	0.4	-	0.4	2.7	2.1	0.4	2.5
6/1	961	961	-	-	-	2.3	2.3	-	4.5	17.0	9.2	2.3	11.5
6/2	991	991	-	-	-	1.8	2.7	-	4.5	16.3	10.0	2.7	12.7
7/1	331	331	-	-	-	3.4	1.1	-	4.5	48.5	6.0	1.1	7.1
7/2	407	407	-	-	-	1.0	2.6	-	3.5	31.2	6.9	2.6	9.4
8/1	812	812	-	-	-	2.3	1.0	-	3.3	14.4	12.6	1.0	13.5
8/2	1032	1032	-	-	-	1.8	2.5	-	4.2	14.7	6.9	2.5	9.4
9/1	1084	1084	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1124	1124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1406	1406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1281	1281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1145	1145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/2	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - North Controller Site 29 - A1214/A14/A12	Stream: 1 PRC for Signalled Lanes (%):	6.1	Total Delay for Signalled Lanes (pcuHr):	18.95	Cycle Time (s):	65
C1 - North Controller Site 29 - A1214/A14/A12	Stream: 2 PRC for Signalled Lanes (%):	11.3	Total Delay for Signalled Lanes (pcuHr):	16.72	Cycle Time (s):	65
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 1 PRC for Signalled Lanes (%):	6.1	Total Delay for Signalled Lanes (pcuHr):	18.31	Cycle Time (s):	65
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 2 PRC for Signalled Lanes (%):	6.4	Total Delay for Signalled Lanes (pcuHr):	15.99	Cycle Time (s):	65
	PRC Over All Lanes (%):	6.1	Total Delay Over All Lanes(pcuHr):	69.98		

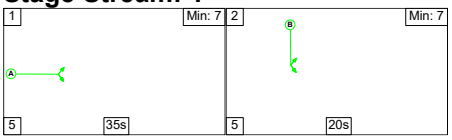
Full Input Data And Results

Scenario 5: 'FB+CD WD AM ' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

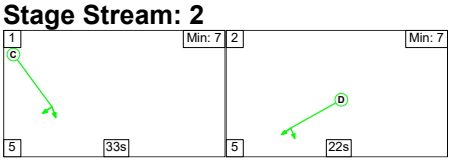
C1 - North Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

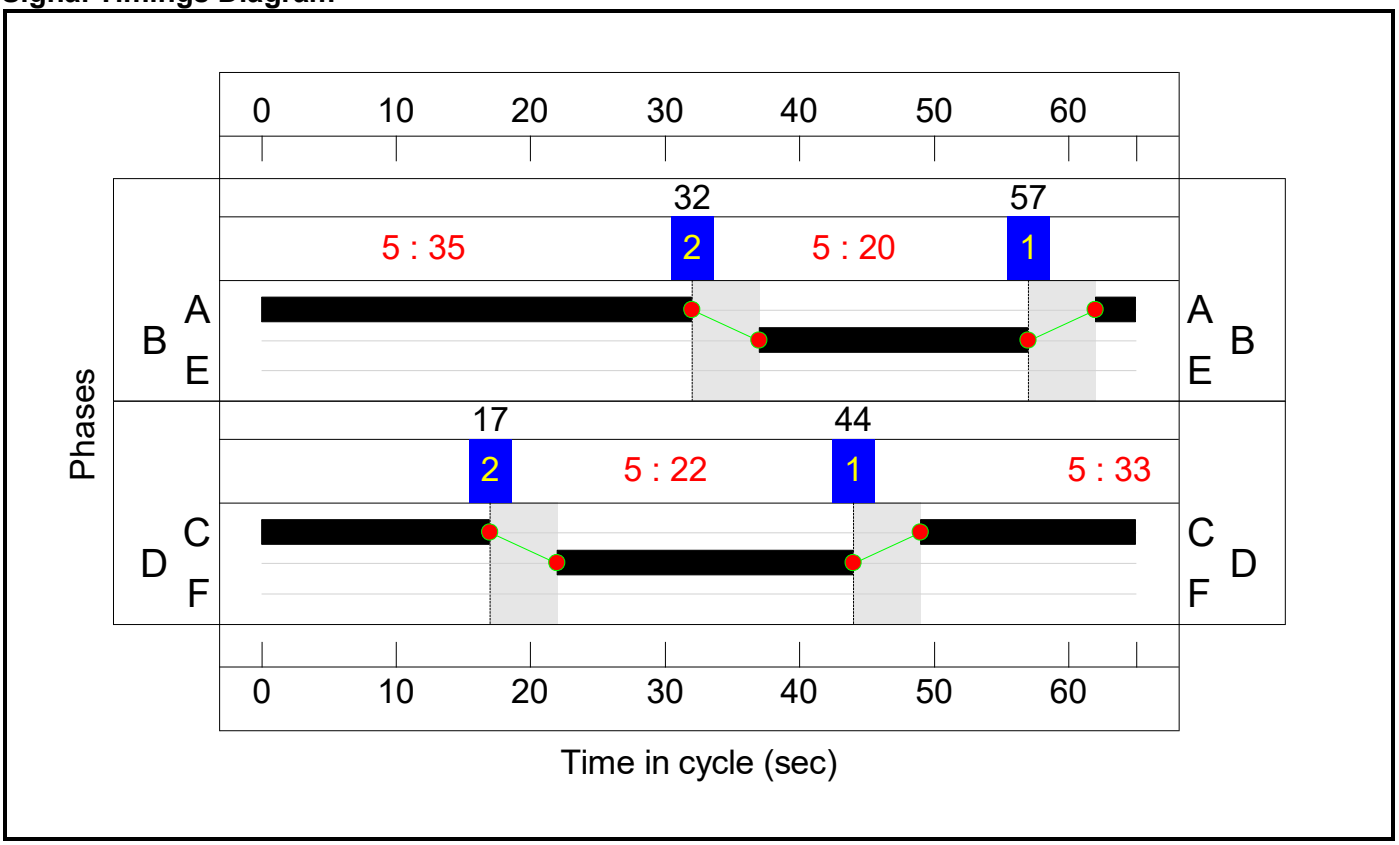
Stage Stream: 1

Stage	1	2
Duration	35	20
Change Point	57	32

Stage Stream: 2

Stage	1	2
Duration	33	22
Change Point	44	17

Signal Timings Diagram

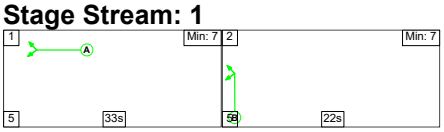


Full Input Data And Results

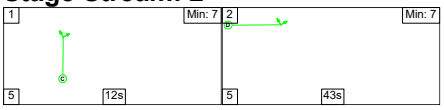
C2 - South Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

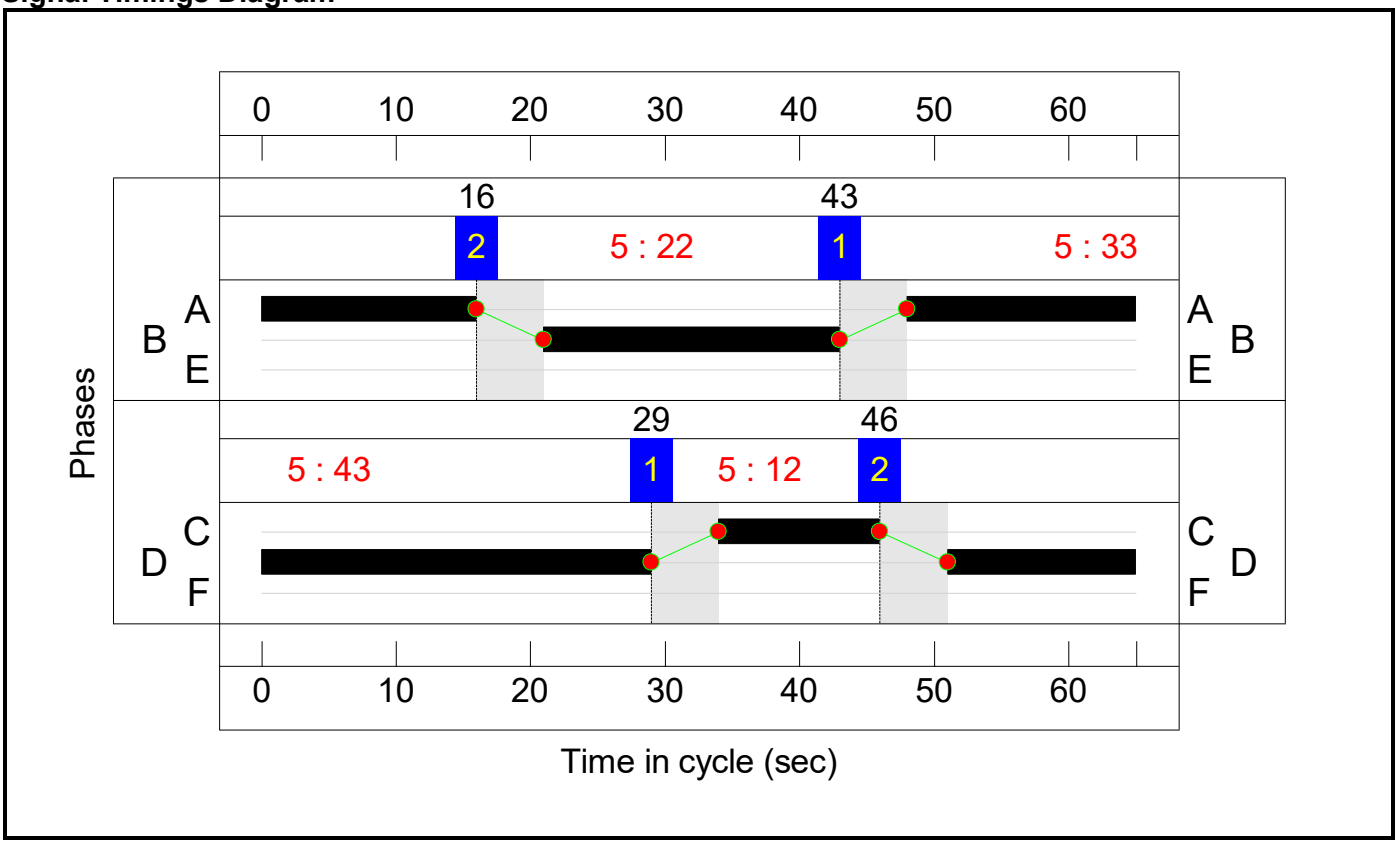
Stage Stream: 1

Stage	1	2
Duration	33	22
Change Point	43	16

Stage Stream: 2

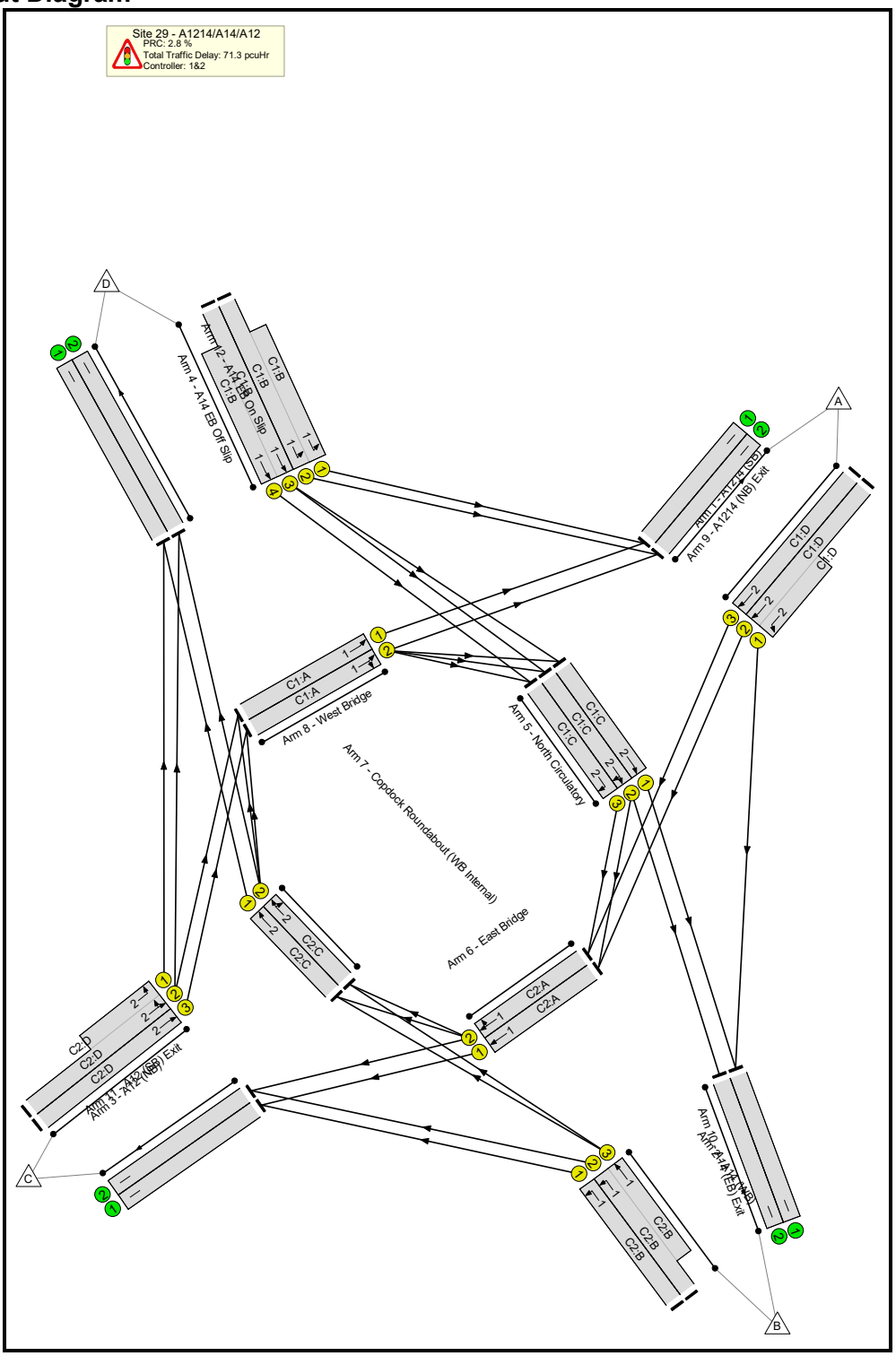
Stage	1	2
Duration	12	43
Change Point	29	46

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.5%**
Site 29 - A1214/A14/A12	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.5%**
1/2+1/1	A1214 (SB) Ahead Left	U	1:2	N/A	C1:D		1	22	-	950	2334:2334	480+668	82.8 : 82.8%
1/3	A1214 (SB) Ahead	U	1:2	N/A	C1:D		1	22	-	446	2230	789	56.5%
2/1	A14 (WB) Left	U	2:1	N/A	C2:B		1	22	-	450	2083	737	61.1%
2/2+2/3	A14 (WB) Ahead Left	U	2:1	N/A	C2:B		1	22	-	1043	2083:2083	737+737	84.9 : 56.6%
3/2+3/1	A12 (NB) Ahead Left	U	2:2	N/A	C2:D		1	43	-	1428	2087:2087	532+1099	87.5 : 87.5%
3/3	A12 (NB) Ahead	U	2:2	N/A	C2:D		1	43	-	1026	2083	1410	72.8%
4/2+4/1	A14 EB Off Slip Left	U	1:1	N/A	C1:B		1	20	-	546	2083:2083	673+673	40.6 : 40.6%
4/3+4/4	A14 EB Off Slip Ahead	U	1:1	N/A	C1:B		1	20	-	1102	2083:2083	673+673	84.1 : 79.6%
5/1	North Circulatory Ahead	U	1:2	N/A	C1:C		1	33	-	869	2428	1270	68.4%
5/2	North Circulatory Right Ahead	U	1:2	N/A	C1:C		1	33	-	717	2428	1270	56.5%
5/3	North Circulatory Right	U	1:2	N/A	C1:C		1	33	-	537	2428	1270	42.3%
6/1	East Bridge Ahead	U	2:1	N/A	C2:A		1	33	-	937	2234	1169	80.2%
6/2	East Bridge Right Ahead	U	2:1	N/A	C2:A		1	33	-	983	2234	1169	84.1%
7/1	Copdock Roundabout (WB Internal) Ahead	U	2:2	N/A	C2:C		1	12	-	376	2233	447	84.2%
7/2	Copdock Roundabout (WB Internal) Right Ahead	U	2:2	N/A	C2:C		1	12	-	374	2233	447	83.7%
8/1	West Bridge Ahead	U	1:1	N/A	C1:A		1	35	-	699	2234	1237	56.5%

Full Input Data And Results

8/2	West Bridge Right Ahead	U	1:1	N/A	C1:A		1	35	-	1028	2234	1237	83.1%
9/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	972	Inf	Inf	0.0%
9/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
10/1	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	1422	Inf	Inf	0.0%
10/2	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	177	Inf	Inf	0.0%
11/1	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1387	Inf	Inf	0.0%
11/2	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1276	Inf	Inf	0.0%
12/1	A14 EB On Slip	U	N/A	N/A	-		-	-	-	1338	Inf	Inf	0.0%
12/2	A14 EB On Slip	U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**44.4**	**26.9**	**0.0**	**71.3**	**-**	**-**	**-**	**-**
Site 29 - A1214/A14/A12	**-**	**-**	**0**	**0**	**0**	**44.4**	**26.9**	**0.0**	**71.3**	**-**	**-**	**-**	**-**
1/2+1/1	950	950	-	-	-	4.6	2.3	-	6.9	26.1	9.1	2.3	11.5
1/3	446	446	-	-	-	2.1	0.6	-	2.7	22.2	6.4	0.6	7.1
2/1	450	450	-	-	-	2.2	0.8	-	2.9	23.6	6.6	0.8	7.4
2/2+2/3	1043	1043	-	-	-	5.3	1.2	-	6.5	22.6	10.4	1.2	11.6
3/2+3/1	1428	1428	-	-	-	2.4	3.4	-	5.8	14.6	14.2	3.4	17.6
3/3	1026	1026	-	-	-	1.9	1.3	-	3.2	11.3	11.7	1.3	13.0
4/2+4/1	546	546	-	-	-	2.6	0.3	-	2.9	19.4	3.8	0.3	4.1
4/3+4/4	1102	1102	-	-	-	6.2	2.2	-	8.4	27.5	9.4	2.2	11.7
5/1	869	869	-	-	-	4.1	1.1	-	5.2	21.6	10.4	1.1	11.5
5/2	717	717	-	-	-	1.1	0.6	-	1.7	8.8	10.9	0.6	11.6
5/3	537	537	-	-	-	0.1	0.4	-	0.5	3.1	4.8	0.4	5.2
6/1	937	937	-	-	-	1.8	2.0	-	3.8	14.5	8.1	2.0	10.1
6/2	983	983	-	-	-	1.8	2.6	-	4.4	15.9	9.5	2.6	12.0
7/1	376	376	-	-	-	3.7	2.5	-	6.2	59.3	6.7	2.5	9.2
7/2	374	374	-	-	-	0.9	2.4	-	3.3	32.0	6.3	2.4	8.8
8/1	699	699	-	-	-	1.7	0.6	-	2.4	12.3	10.2	0.6	10.9
8/2	1028	1028	-	-	-	1.9	2.4	-	4.3	15.1	7.5	2.4	9.9
9/1	972	972	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1422	1422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1387	1387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1276	1276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1338	1338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

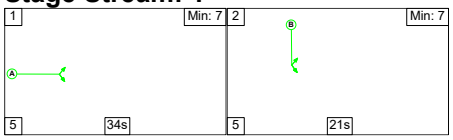
12/2	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - North Controller Site 29 - A1214/A14/A12	Stream: 1	PRC for Signalled Lanes (%):	7.0	Total Delay for Signalled Lanes (pcuHr):	18.08	Cycle Time (s):	65
C1 - North Controller Site 29 - A1214/A14/A12	Stream: 2	PRC for Signalled Lanes (%):	8.7	Total Delay for Signalled Lanes (pcuHr):	17.06	Cycle Time (s):	65
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 1	PRC for Signalled Lanes (%):	6.0	Total Delay for Signalled Lanes (pcuHr):	17.60	Cycle Time (s):	65
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 2	PRC for Signalled Lanes (%):	2.8	Total Delay for Signalled Lanes (pcuHr):	18.54	Cycle Time (s):	65
		PRC Over All Lanes (%):	2.8	Total Delay Over All Lanes(pcuHr):	71.28		

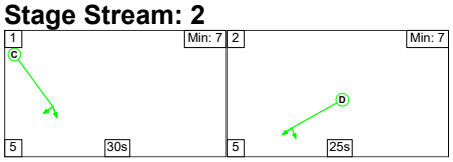
Full Input Data And Results
Scenario 6: 'FB+CD WD PM ' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')
C1 - North Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

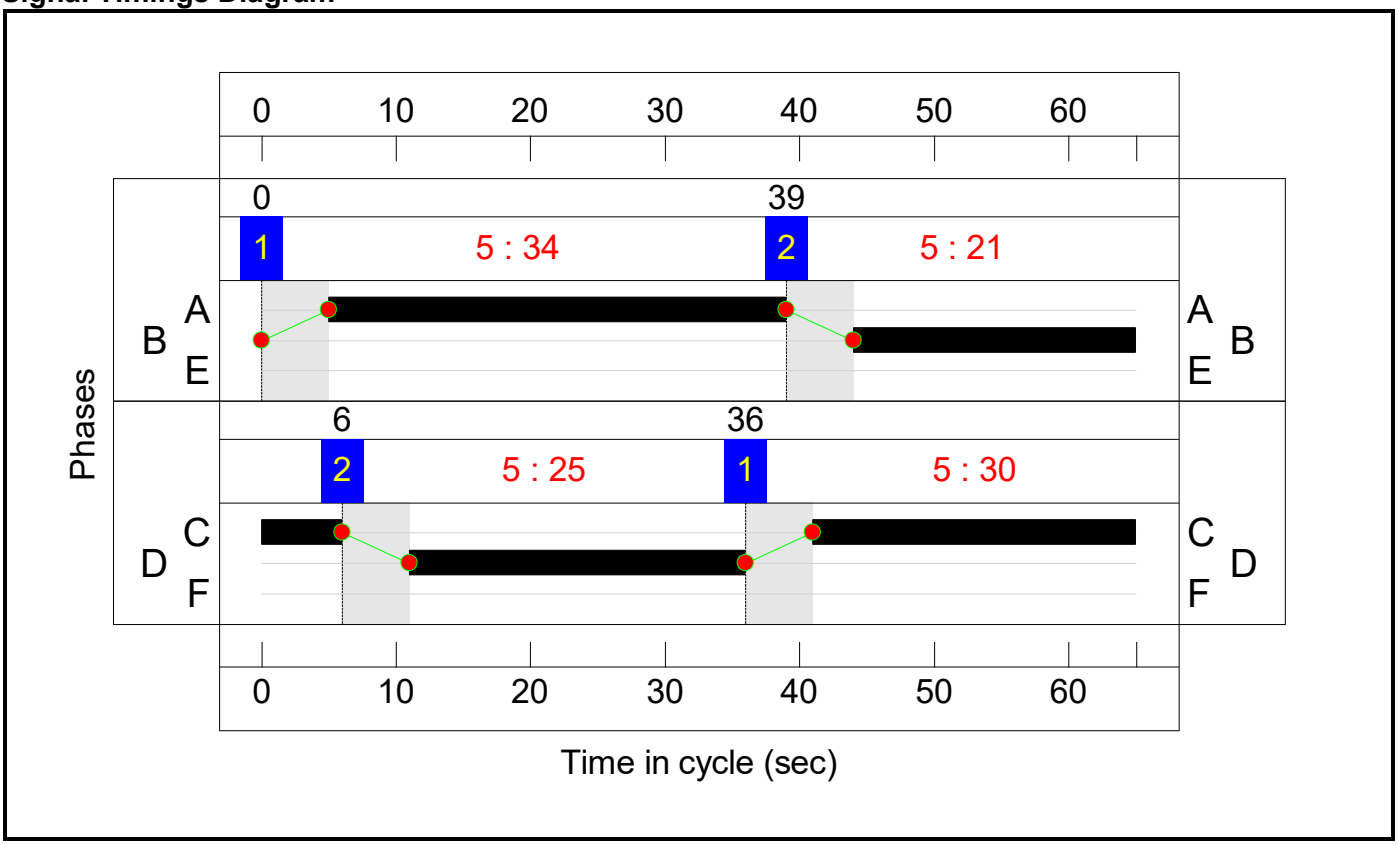
Stage Stream: 1

Stage	1	2
Duration	34	21
Change Point	0	39

Stage Stream: 2

Stage	1	2
Duration	30	25
Change Point	36	6

Signal Timings Diagram

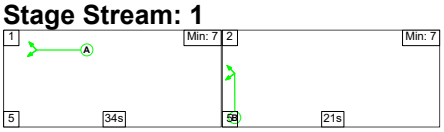


Full Input Data And Results

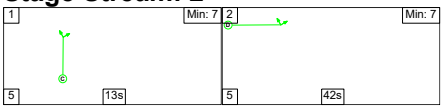
C2 - South Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

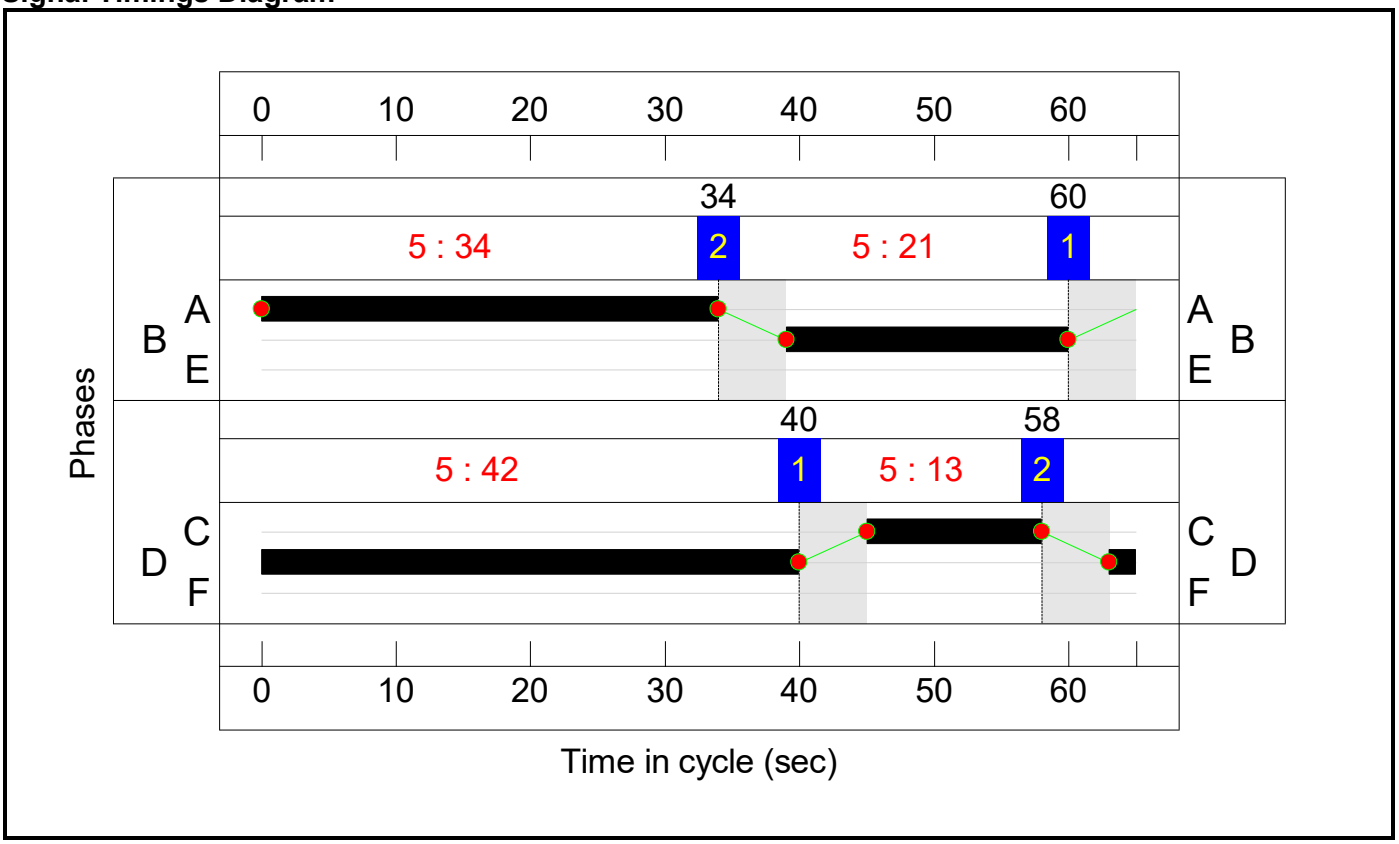
Stage Stream: 1

Stage	1	2
Duration	34	21
Change Point	60	34

Stage Stream: 2

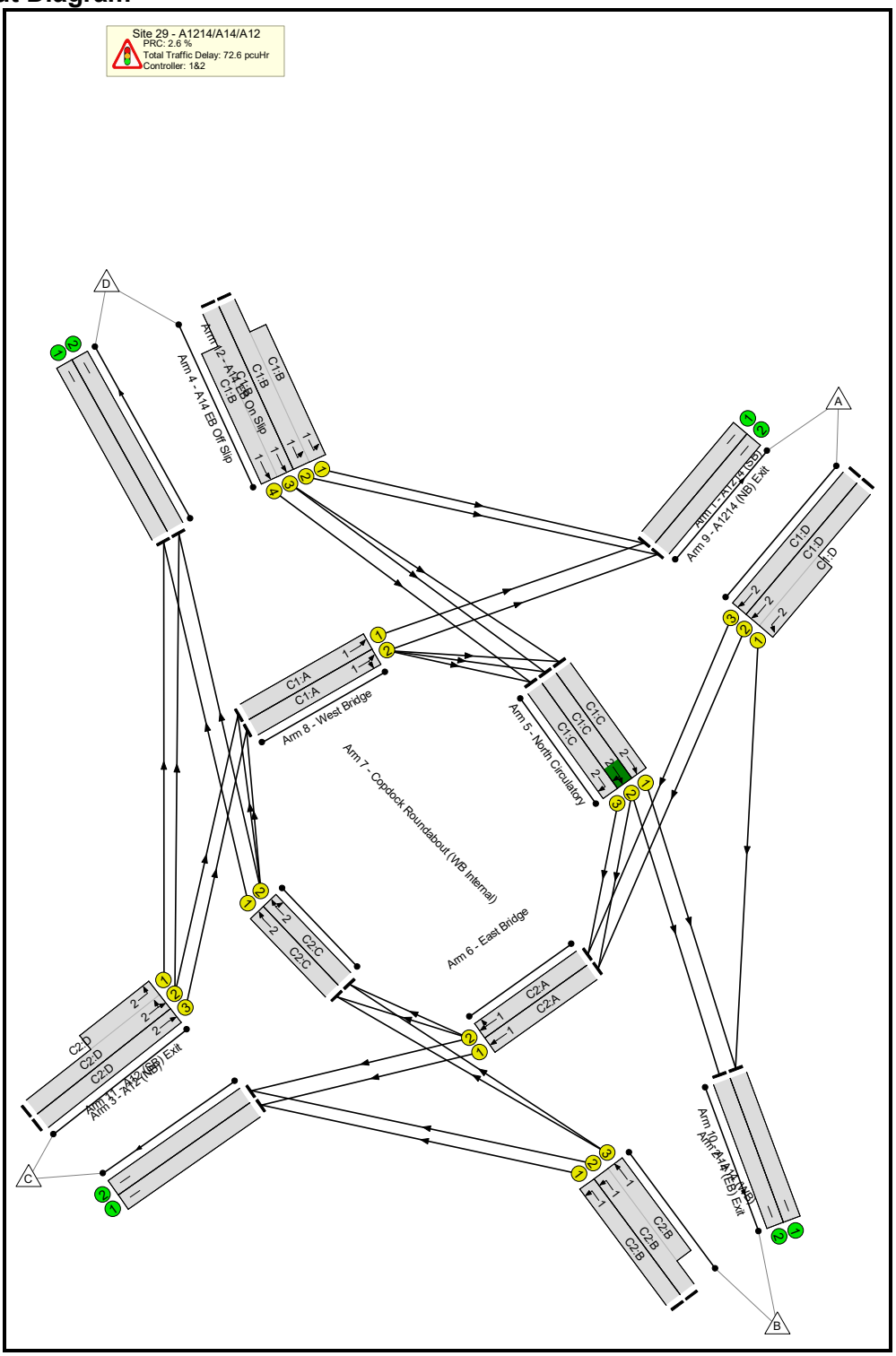
Stage	1	2
Duration	13	42
Change Point	40	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.7%**
Site 29 - A1214/A14/A12	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.7%**
1/2+1/1	A1214 (SB) Ahead Left	U	1:2	N/A	C1:D		1	25	-	978	2334:2334	617+706	73.9 : 73.9%
1/3	A1214 (SB) Ahead	U	1:2	N/A	C1:D		1	25	-	415	2230	892	46.5%
2/1	A14 (WB) Left	U	2:1	N/A	C2:B		1	21	-	452	2083	705	64.1%
2/2+2/3	A14 (WB) Ahead Left	U	2:1	N/A	C2:B		1	21	-	1063	2083:2083	705+705	87.4 : 63.4%
3/2+3/1	A12 (NB) Ahead Left	U	2:2	N/A	C2:D		1	42	-	1423	2087:2087	716+985	83.7 : 83.7%
3/3	A12 (NB) Ahead	U	2:2	N/A	C2:D		1	42	-	1025	2083	1378	74.4%
4/2+4/1	A14 EB Off Slip Left	U	1:1	N/A	C1:B		1	21	-	560	2083:2083	705+705	39.7 : 39.7%
4/3+4/4	A14 EB Off Slip Ahead	U	1:1	N/A	C1:B		1	21	-	1157	2083:2083	705+705	80.1 : 84.0%
5/1	North Circulatory Ahead	U	1:2	N/A	C1:C		1	30	-	654	2428	1158	56.5%
5/2	North Circulatory Right Ahead	U	1:2	N/A	C1:C		1	30	-	836	2428	1009	82.9%
5/3	North Circulatory Right	U	1:2	N/A	C1:C		1	30	-	592	2428	1158	51.1%
6/1	East Bridge Ahead	U	2:1	N/A	C2:A		1	34	-	974	2234	1203	81.0%
6/2	East Bridge Right Ahead	U	2:1	N/A	C2:A		1	34	-	1007	2234	1203	83.7%
7/1	Copdock Roundabout (WB Internal) Ahead	U	2:2	N/A	C2:C		1	13	-	370	2233	481	76.9%
7/2	Copdock Roundabout (WB Internal) Right Ahead	U	2:2	N/A	C2:C		1	13	-	422	2233	481	87.7%
8/1	West Bridge Ahead	U	1:1	N/A	C1:A		1	34	-	855	2234	1203	71.1%

Full Input Data And Results

8/2	West Bridge Right Ahead	U	1:1	N/A	C1:A		1	34	-	1027	2234	1203	85.4%
9/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	1135	Inf	Inf	0.0%
9/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
10/1	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	1176	Inf	Inf	0.0%
10/2	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
11/1	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1426	Inf	Inf	0.0%
11/2	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1278	Inf	Inf	0.0%
12/1	A14 EB On Slip	U	N/A	N/A	-		-	-	-	1194	Inf	Inf	0.0%
12/2	A14 EB On Slip	U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**44.8**	**27.8**	**0.0**	**72.6**	**-**	**-**	**-**	**-**
Site 29 - A1214/A14/A12	**-**	**-**	**0**	**0**	**0**	**44.8**	**27.8**	**0.0**	**72.6**	**-**	**-**	**-**	**-**
1/2+1/1	978	978	-	-	-	4.0	1.4	-	5.4	20.0	7.3	1.4	8.7
1/3	415	415	-	-	-	1.7	0.4	-	2.1	18.1	5.4	0.4	5.9
2/1	452	452	-	-	-	2.3	0.9	-	3.2	25.2	6.8	0.9	7.7
2/2+2/3	1063	1063	-	-	-	5.7	1.5	-	7.2	24.5	10.4	1.5	12.0
3/2+3/1	1423	1423	-	-	-	2.3	2.5	-	4.8	12.2	9.5	2.5	12.0
3/3	1025	1025	-	-	-	2.1	1.4	-	3.5	12.4	12.2	1.4	13.7
4/2+4/1	560	560	-	-	-	2.6	0.3	-	2.9	18.6	3.8	0.3	4.1
4/3+4/4	1157	1157	-	-	-	6.3	2.2	-	8.6	26.7	9.9	2.2	12.1
5/1	654	654	-	-	-	2.9	0.6	-	3.5	19.5	11.1	0.6	11.8
5/2	836	836	-	-	-	2.7	2.4	-	5.1	21.9	8.1	2.4	10.5
5/3	592	592	-	-	-	0.6	0.5	-	1.1	6.9	1.3	0.5	1.8
6/1	974	974	-	-	-	2.0	2.1	-	4.1	15.1	11.5	2.1	13.6
6/2	1007	1007	-	-	-	1.5	2.5	-	4.0	14.3	11.9	2.5	14.4
7/1	370	370	-	-	-	2.1	1.6	-	3.7	36.4	6.5	1.6	8.2
7/2	422	422	-	-	-	1.5	3.2	-	4.7	40.3	3.2	3.2	6.5
8/1	855	855	-	-	-	2.0	1.2	-	3.2	13.6	13.1	1.2	14.3
8/2	1027	1027	-	-	-	2.5	2.8	-	5.3	18.7	7.1	2.8	9.9
9/1	1135	1135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1176	1176	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1426	1426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1278	1278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1194	1194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

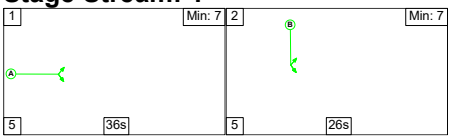
12/2	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - North Controller Site 29 - A1214/A14/A12	Stream: 1	PRC for Signalled Lanes (%):	5.4	Total Delay for Signalled Lanes (pcuHr):	20.03	Cycle Time (s):	65
C1 - North Controller Site 29 - A1214/A14/A12	Stream: 2	PRC for Signalled Lanes (%):	8.6	Total Delay for Signalled Lanes (pcuHr):	17.28	Cycle Time (s):	65
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 1	PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	18.48	Cycle Time (s):	65
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 2	PRC for Signalled Lanes (%):	2.6	Total Delay for Signalled Lanes (pcuHr):	16.79	Cycle Time (s):	65
		PRC Over All Lanes (%):	2.6	Total Delay Over All Lanes(pcuHr):	72.58		

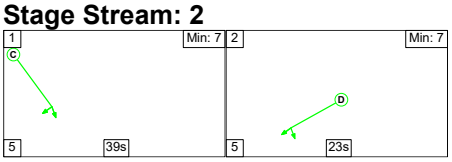
Full Input Data And Results
Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')
C1 - North Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

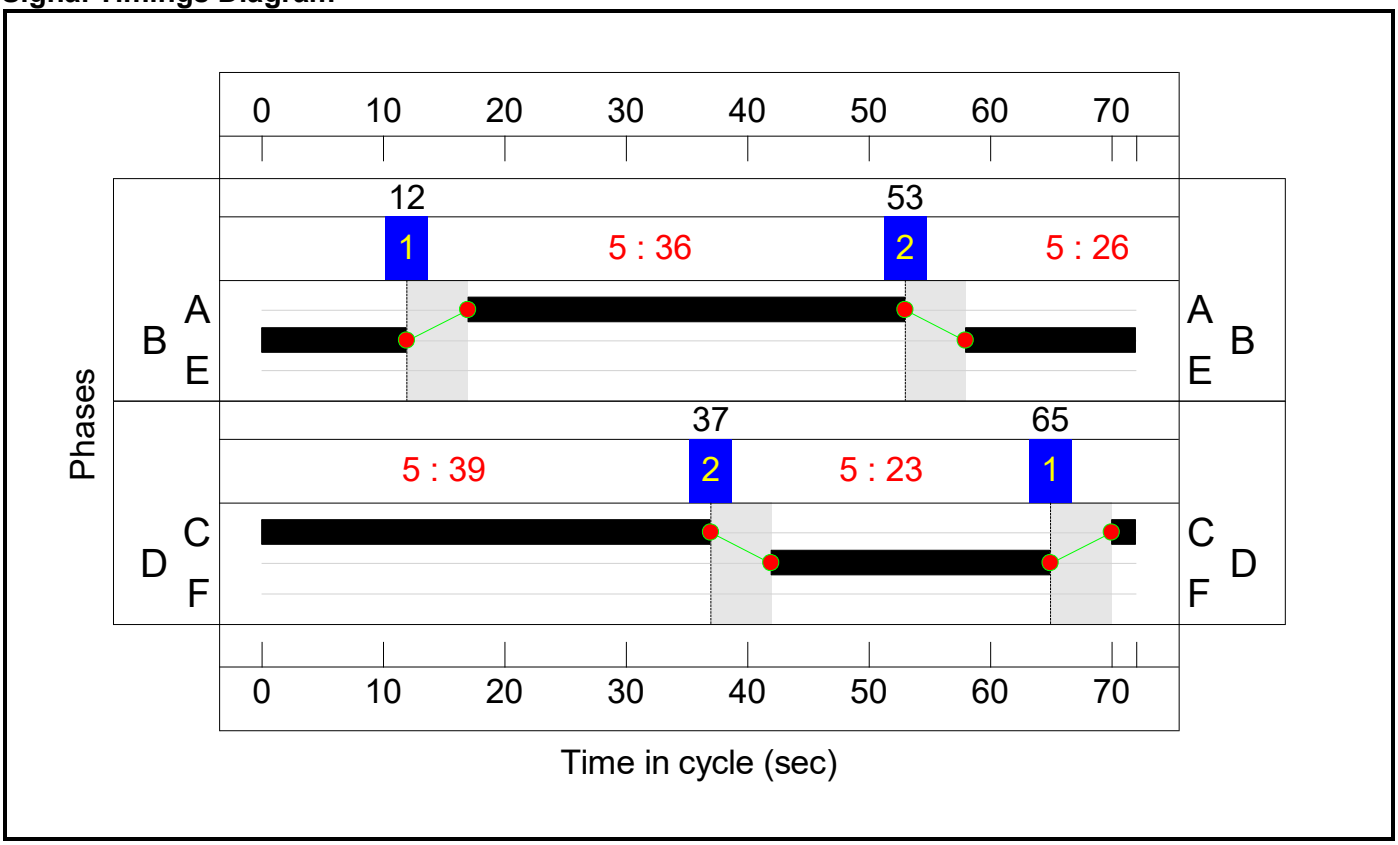
Stage Stream: 1

Stage	1	2
Duration	36	26
Change Point	12	53

Stage Stream: 2

Stage	1	2
Duration	39	23
Change Point	65	37

Signal Timings Diagram

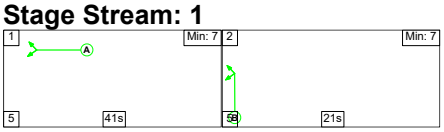


Full Input Data And Results

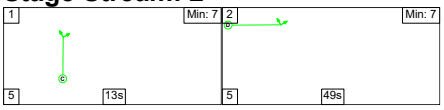
C2 - South Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

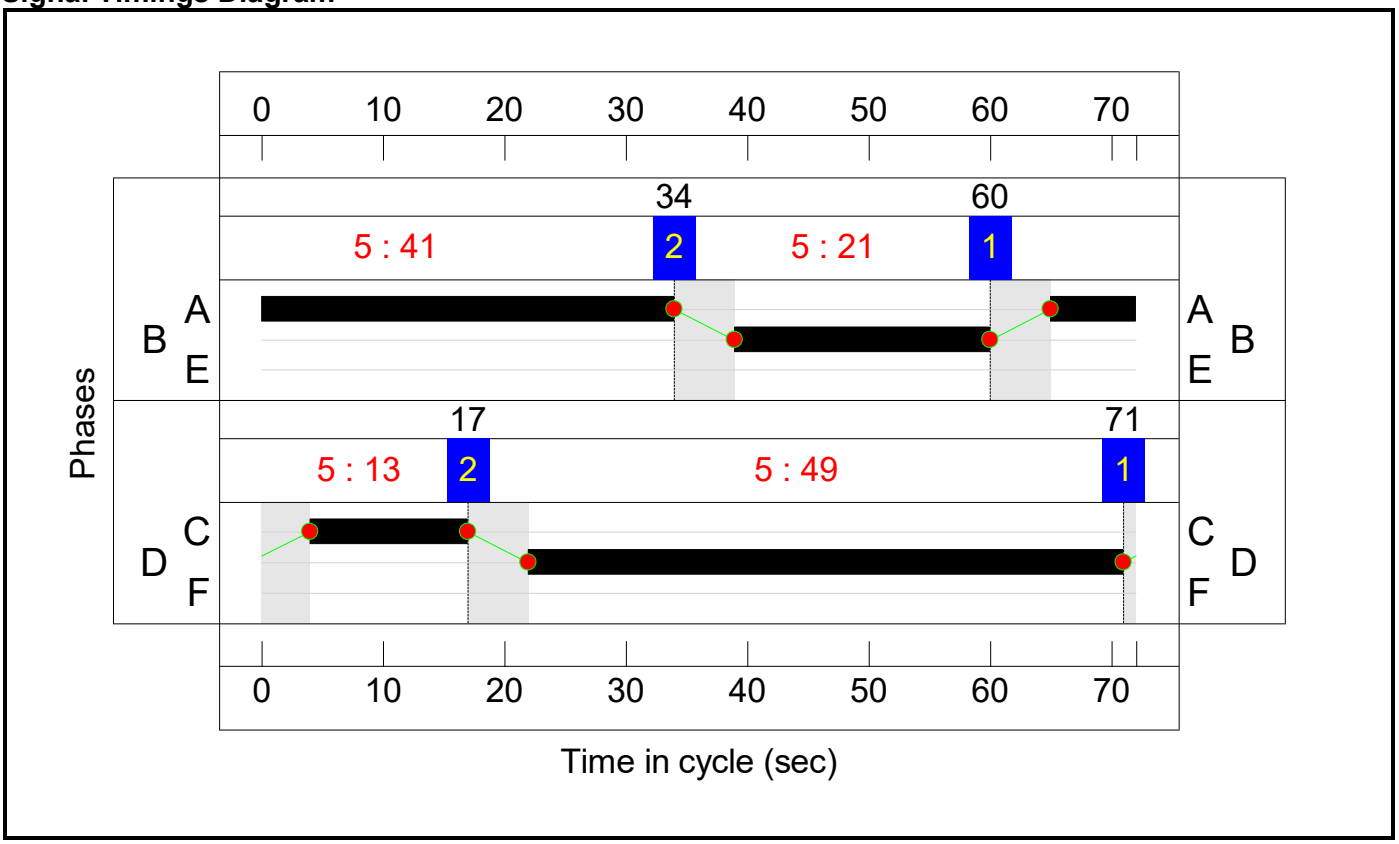
Stage Stream: 1

Stage	1	2
Duration	41	21
Change Point	60	34

Stage Stream: 2

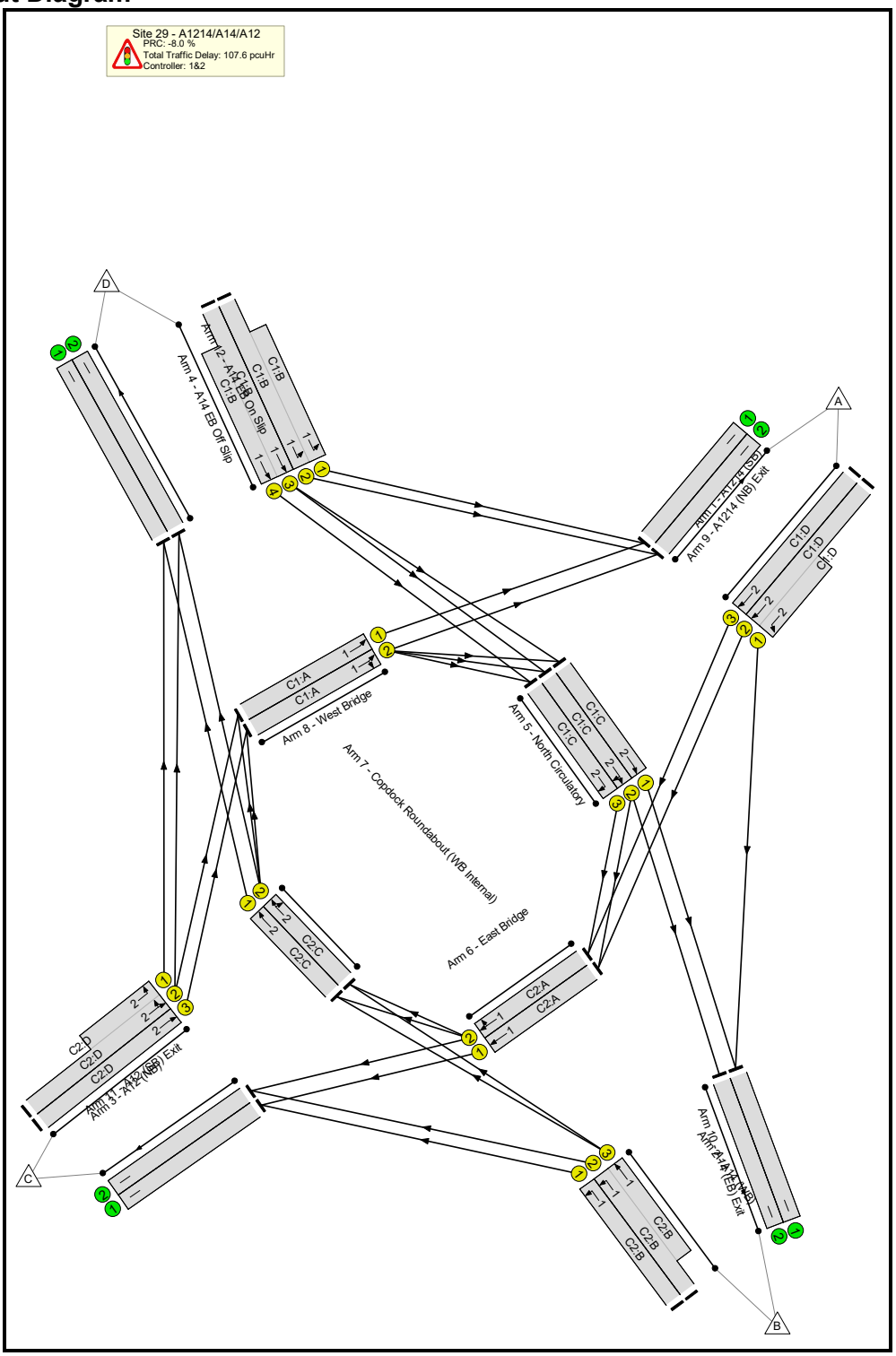
Stage	1	2
Duration	13	49
Change Point	71	17

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.2%**
Site 29 - A1214/A14/A12	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.2%**
1/2+1/1	A1214 (SB) Ahead Left	U	1:2	N/A	C1:D		1	23	-	934	2334:2334	431+626	88.3 : 88.3%
1/3	A1214 (SB) Ahead	U	1:2	N/A	C1:D		1	23	-	498	2230	743	67.0%
2/1	A14 (WB) Left	U	2:1	N/A	C2:B		1	21	-	537	2083	636	84.4%
2/2+2/3	A14 (WB) Ahead Left	U	2:1	N/A	C2:B		1	21	-	956	2083:2083	636+636	84.7 : 65.5%
3/2+3/1	A12 (NB) Ahead Left	U	2:2	N/A	C2:D		1	49	-	1540	2087:2087	418+1179	96.4 : 96.4%
3/3	A12 (NB) Ahead	U	2:2	N/A	C2:D		1	49	-	1114	2083	1447	77.0%
4/2+4/1	A14 EB Off Slip Left	U	1:1	N/A	C1:B		1	26	-	582	2083:2083	781+781	37.3 : 37.3%
4/3+4/4	A14 EB Off Slip Ahead	U	1:1	N/A	C1:B		1	26	-	1395	2083:2083	781+781	94.1 : 84.5%
5/1	North Circulatory Ahead	U	1:2	N/A	C1:C		1	39	-	942	2428	1349	69.8%
5/2	North Circulatory Right Ahead	U	1:2	N/A	C1:C		1	39	-	813	2428	1349	60.3%
5/3	North Circulatory Right	U	1:2	N/A	C1:C		1	39	-	661	2428	1349	49.0%
6/1	East Bridge Ahead	U	2:1	N/A	C2:A		1	41	-	1090	2234	1303	83.6%
6/2	East Bridge Right Ahead	U	2:1	N/A	C2:A		1	41	-	1159	2234	1303	88.9%
7/1	Copdock Roundabout (WB Internal) Ahead	U	2:2	N/A	C2:C		1	13	-	388	2233	434	89.4%
7/2	Copdock Roundabout (WB Internal) Right Ahead	U	2:2	N/A	C2:C		1	13	-	398	2233	434	91.7%
8/1	West Bridge Ahead	U	1:1	N/A	C1:A		1	36	-	611	2234	1148	53.2%

Full Input Data And Results

8/2	West Bridge Right Ahead	U	1:1	N/A	C1:A		1	36	-	1116	2234	1148	97.2%
9/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	902	Inf	Inf	0.0%
9/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
10/1	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	1495	Inf	Inf	0.0%
10/2	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	104	Inf	Inf	0.0%
11/1	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1627	Inf	Inf	0.0%
11/2	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1329	Inf	Inf	0.0%
12/1	A14 EB On Slip	U	N/A	N/A	-		-	-	-	1525	Inf	Inf	0.0%
12/2	A14 EB On Slip	U	N/A	N/A	-		-	-	-	188	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**55.2**	**52.4**	**0.0**	**107.6**	**-**	**-**	**-**	**-**
Site 29 - A1214/A14/A12	**-**	**-**	**0**	**0**	**0**	**55.2**	**52.4**	**0.0**	**107.6**	**-**	**-**	**-**	**-**
1/2+1/1	934	934	-	-	-	5.3	3.6	-	8.9	34.4	11.5	3.6	15.1
1/3	498	498	-	-	-	2.9	1.0	-	3.9	27.9	8.4	1.0	9.4
2/1	537	537	-	-	-	3.5	2.6	-	6.1	40.6	10.0	2.6	12.6
2/2+2/3	956	956	-	-	-	6.0	1.5	-	7.5	28.3	10.0	1.5	11.5
3/2+3/1	1540	1540	-	-	-	3.5	10.0	-	13.5	31.5	24.7	10.0	34.7
3/3	1114	1114	-	-	-	2.2	1.7	-	3.9	12.6	14.5	1.7	16.2
4/2+4/1	582	582	-	-	-	2.6	0.3	-	2.9	18.2	4.2	0.3	4.5
4/3+4/4	1395	1395	-	-	-	8.2	4.0	-	12.2	31.5	14.1	4.0	18.1
5/1	942	942	-	-	-	5.2	1.2	-	6.4	24.4	13.5	1.2	14.7
5/2	813	813	-	-	-	0.7	0.8	-	1.5	6.5	12.2	0.8	13.0
5/3	661	661	-	-	-	0.1	0.5	-	0.6	3.1	4.8	0.5	5.3
6/1	1090	1090	-	-	-	1.7	2.5	-	4.2	13.8	9.1	2.5	11.6
6/2	1159	1159	-	-	-	1.8	3.8	-	5.6	17.4	11.8	3.8	15.6
7/1	388	388	-	-	-	1.2	3.6	-	4.8	44.8	5.6	3.6	9.3
7/2	398	398	-	-	-	2.8	4.4	-	7.2	65.4	7.9	4.4	12.3
8/1	611	611	-	-	-	0.9	0.6	-	1.4	8.4	3.9	0.6	4.5
8/2	1116	1116	-	-	-	6.5	10.5	-	17.1	55.0	18.6	10.5	29.2
9/1	902	902	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1495	1495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	104	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1627	1627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1329	1329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1525	1525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

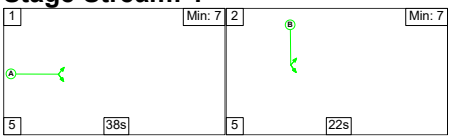
12/2	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - North Controller Site 29 - A1214/A14/A12	Stream: 1	PRC for Signalled Lanes (%):	-8.0	Total Delay for Signalled Lanes (pcuHr):	33.62	Cycle Time (s):	72
C1 - North Controller Site 29 - A1214/A14/A12	Stream: 2	PRC for Signalled Lanes (%):	1.9	Total Delay for Signalled Lanes (pcuHr):	21.21	Cycle Time (s):	72
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 1	PRC for Signalled Lanes (%):	1.2	Total Delay for Signalled Lanes (pcuHr):	23.37	Cycle Time (s):	72
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 2	PRC for Signalled Lanes (%):	-7.1	Total Delay for Signalled Lanes (pcuHr):	29.43	Cycle Time (s):	72
		PRC Over All Lanes (%):	-8.0	Total Delay Over All Lanes(pcuHr):	107.63		

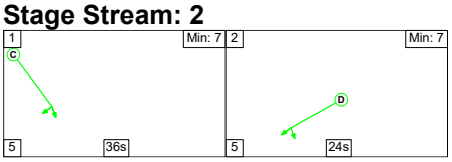
Full Input Data And Results
Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')
C1 - North Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

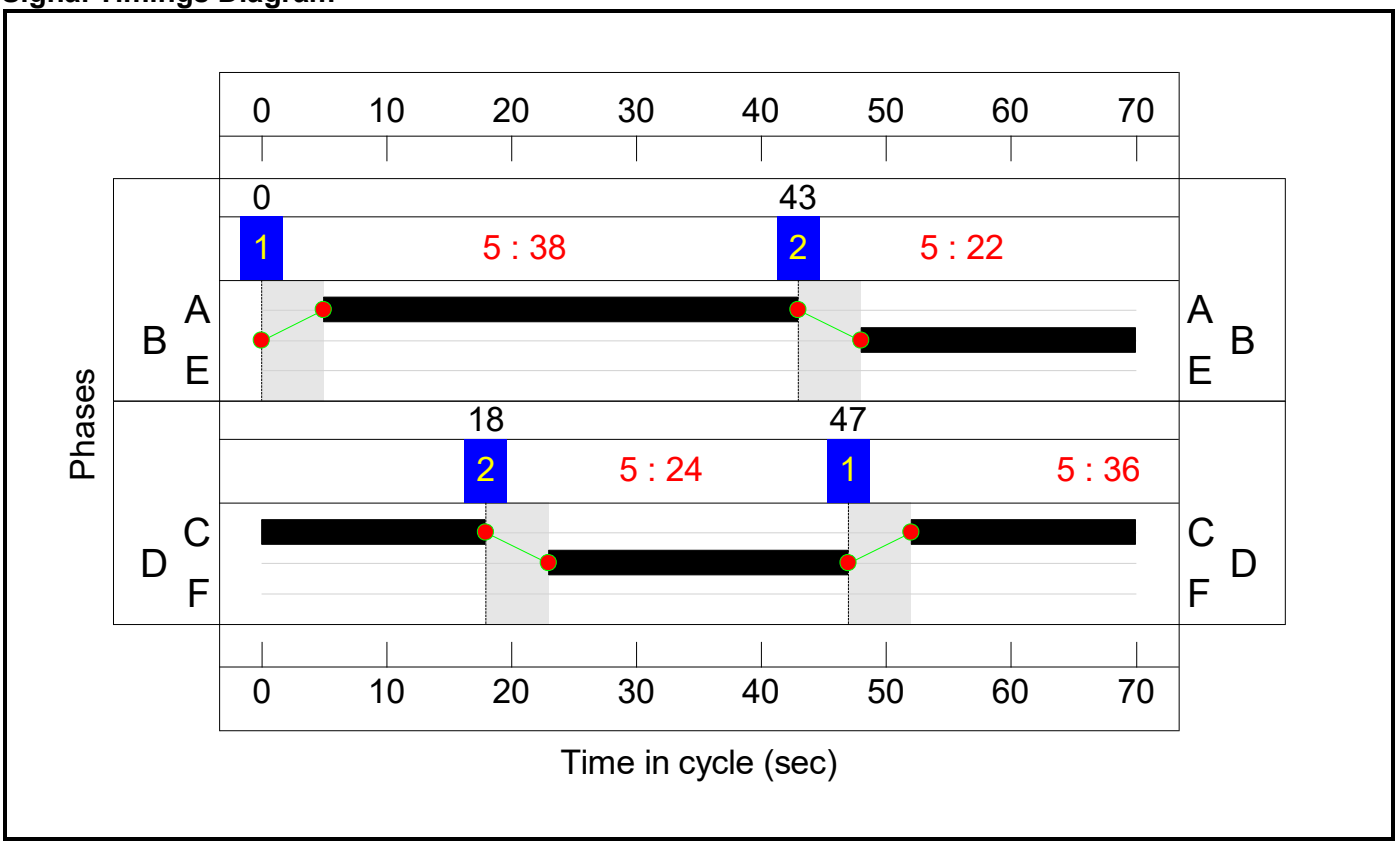
Stage Stream: 1

Stage	1	2
Duration	38	22
Change Point	0	43

Stage Stream: 2

Stage	1	2
Duration	36	24
Change Point	47	18

Signal Timings Diagram

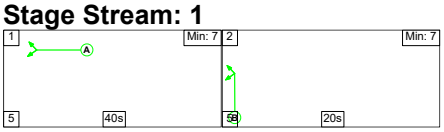


Full Input Data And Results

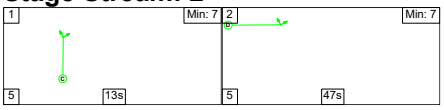
C2 - South Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

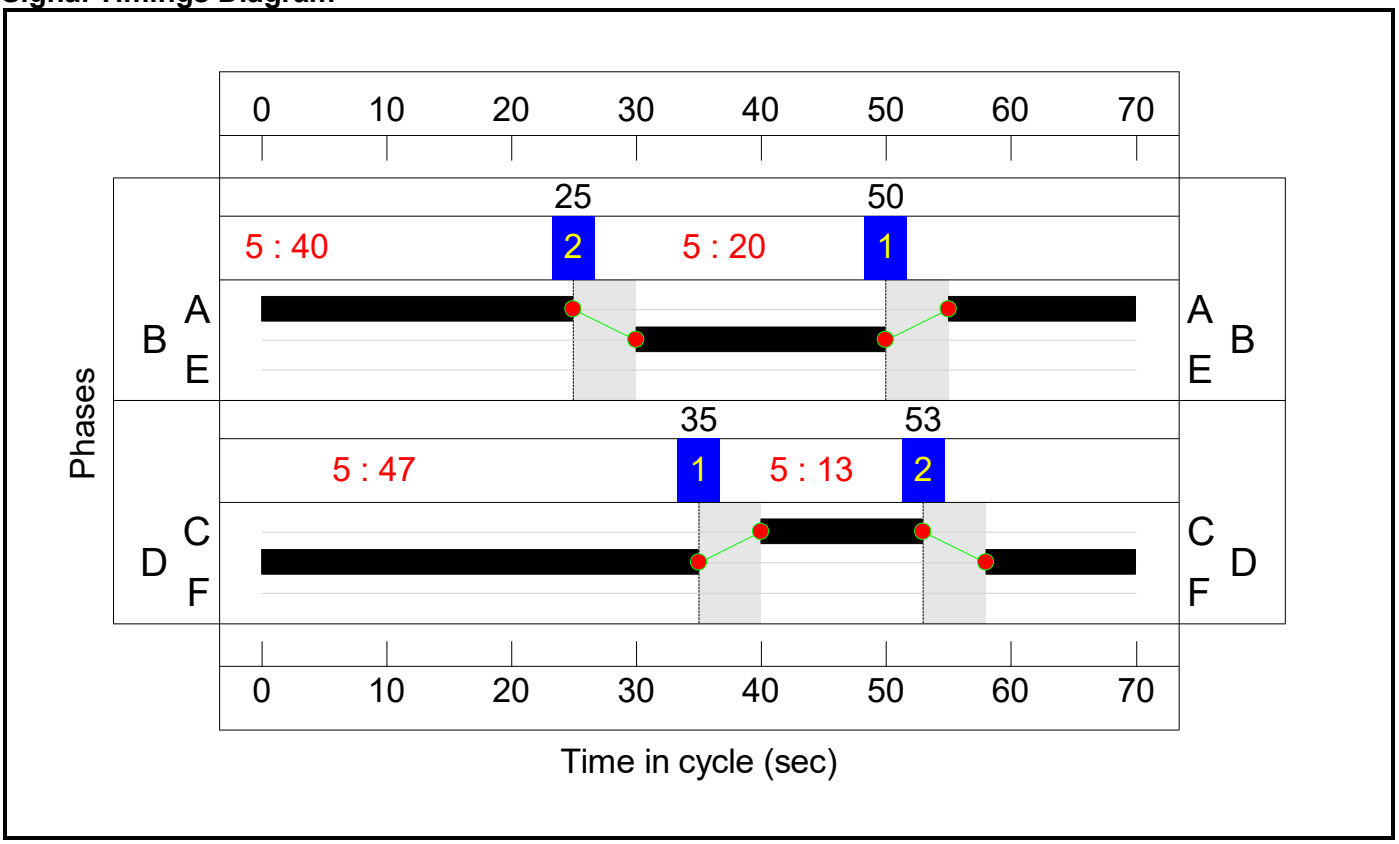
Stage Stream: 1

Stage	1	2
Duration	40	20
Change Point	50	25

Stage Stream: 2

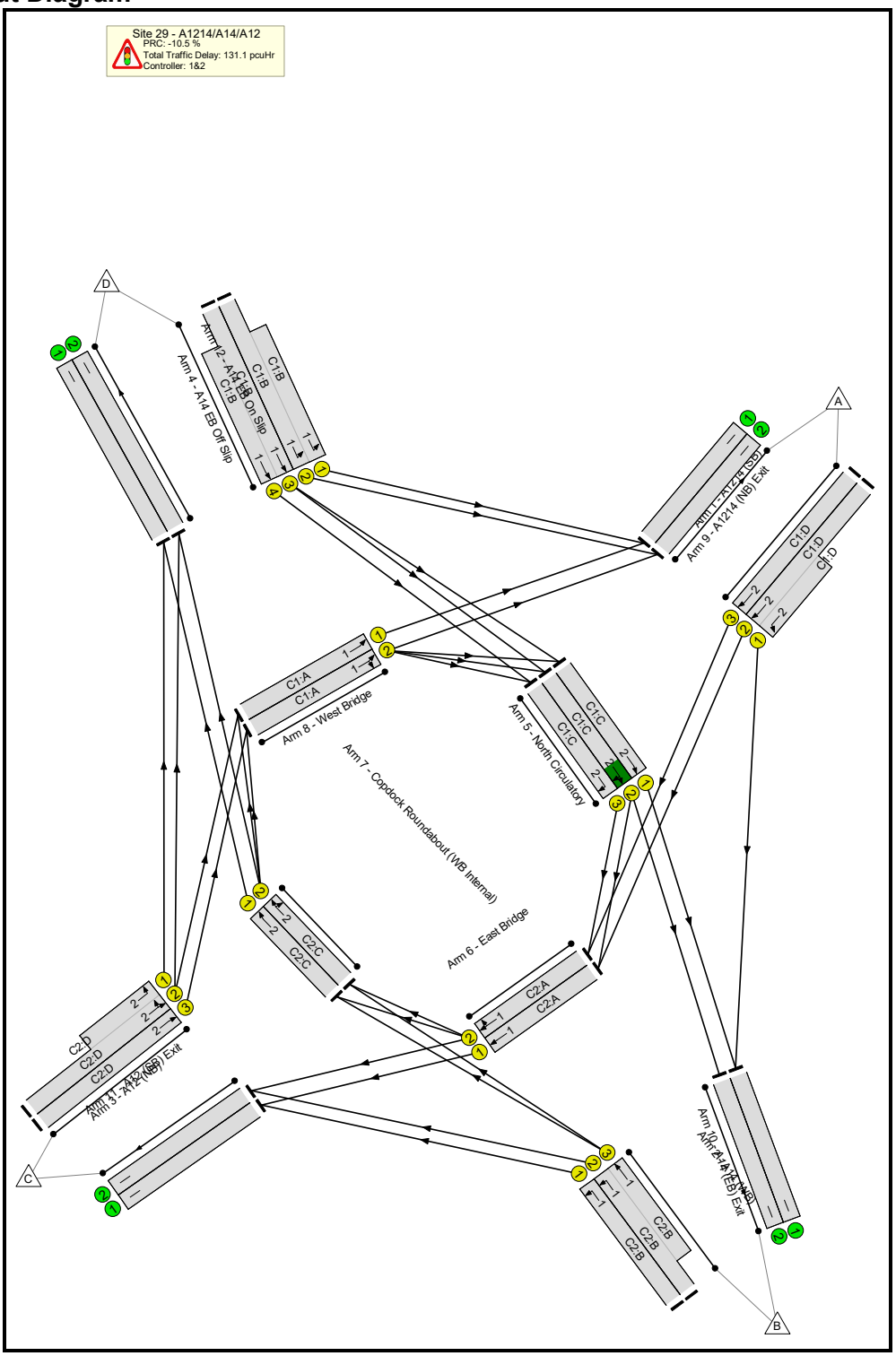
Stage	1	2
Duration	13	47
Change Point	35	53

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.5%**
Site 29 - A1214/A14/A12	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.5%**
1/2+1/1	A1214 (SB) Ahead Left	U	1:2	N/A	C1:D		1	24	-	976	2334:2334	555+639	81.7 : 81.7%
1/3	A1214 (SB) Ahead	U	1:2	N/A	C1:D		1	24	-	453	2230	796	56.9%
2/1	A14 (WB) Left	U	2:1	N/A	C2:B		1	20	-	513	2083	625	82.1%
2/2+2/3	A14 (WB) Ahead Left	U	2:1	N/A	C2:B		1	20	-	1002	2083:2083	625+625	88.8 : 71.5%
3/2+3/1	A12 (NB) Ahead Left	U	2:2	N/A	C2:D		1	47	-	1587	2087:2087	444+1151	99.5 : 99.5%
3/3	A12 (NB) Ahead	U	2:2	N/A	C2:D		1	47	-	1212	2083	1428	84.9%
4/2+4/1	A14 EB Off Slip Left	U	1:1	N/A	C1:B		1	22	-	596	2083:2083	684+684	43.5 : 43.5%
4/3+4/4	A14 EB Off Slip Ahead	U	1:1	N/A	C1:B		1	22	-	1355	2083:2083	684+684	98.8 : 99.2%
5/1	North Circulatory Ahead	U	1:2	N/A	C1:C		1	36	-	659	2428	1283	51.3%
5/2	North Circulatory Right Ahead	U	1:2	N/A	C1:C		1	36	-	942	2428	1145	82.3%
5/3	North Circulatory Right	U	1:2	N/A	C1:C		1	36	-	679	2428	1283	52.9%
6/1	East Bridge Ahead	U	2:1	N/A	C2:A		1	40	-	1083	2234	1308	82.8%
6/2	East Bridge Right Ahead	U	2:1	N/A	C2:A		1	40	-	1132	2234	1308	86.5%
7/1	Copdock Roundabout (WB Internal) Ahead	U	2:2	N/A	C2:C		1	13	-	406	2233	447	90.9%
7/2	Copdock Roundabout (WB Internal) Right Ahead	U	2:2	N/A	C2:C		1	13	-	422	2233	447	94.5%
8/1	West Bridge Ahead	U	1:1	N/A	C1:A		1	38	-	668	2234	1245	53.7%

Full Input Data And Results

8/2	West Bridge Right Ahead	U	1:1	N/A	C1:A		1	38	-	1214	2234	1245	97.5%
9/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	966	Inf	Inf	0.0%
9/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
10/1	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	1181	Inf	Inf	0.0%
10/2	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	313	Inf	Inf	0.0%
11/1	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1596	Inf	Inf	0.0%
11/2	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1306	Inf	Inf	0.0%
12/1	A14 EB On Slip	U	N/A	N/A	-		-	-	-	1551	Inf	Inf	0.0%
12/2	A14 EB On Slip	U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**57.0**	**74.1**	**0.0**	**131.1**	**-**	**-**	**-**	**-**
Site 29 - A1214/A14/A12	**-**	**-**	**0**	**0**	**0**	**57.0**	**74.1**	**0.0**	**131.1**	**-**	**-**	**-**	**-**
1/2+1/1	976	976	-	-	-	5.0	2.2	-	7.2	26.5	9.2	2.2	11.3
1/3	453	453	-	-	-	2.3	0.7	-	2.9	23.4	7.0	0.7	7.7
2/1	513	513	-	-	-	3.2	2.2	-	5.4	38.2	9.3	2.2	11.5
2/2+2/3	1002	1002	-	-	-	6.3	2.0	-	8.3	29.8	10.2	2.0	12.2
3/2+3/1	1587	1587	-	-	-	3.9	17.9	-	21.8	49.4	27.1	17.9	45.0
3/3	1212	1212	-	-	-	2.8	2.7	-	5.5	16.4	17.5	2.7	20.2
4/2+4/1	596	596	-	-	-	3.0	0.4	-	3.4	20.7	4.5	0.4	4.9
4/3+4/4	1355	1355	-	-	-	8.8	15.3	-	24.1	64.0	13.0	15.3	28.3
5/1	659	659	-	-	-	3.6	0.5	-	4.1	22.6	11.1	0.5	11.7
5/2	942	942	-	-	-	2.1	2.3	-	4.4	16.7	12.2	2.3	14.5
5/3	679	679	-	-	-	0.0	0.6	-	0.6	3.1	0.1	0.6	0.6
6/1	1083	1083	-	-	-	2.6	2.4	-	5.0	16.5	10.0	2.4	12.3
6/2	1132	1132	-	-	-	2.7	3.1	-	5.8	18.6	10.8	3.1	13.9
7/1	406	406	-	-	-	4.6	4.2	-	8.7	77.3	7.9	4.2	12.0
7/2	422	422	-	-	-	1.0	5.8	-	6.8	58.2	7.7	5.8	13.5
8/1	668	668	-	-	-	2.6	0.6	-	3.1	16.9	11.0	0.6	11.6
8/2	1214	1214	-	-	-	2.5	11.4	-	13.9	41.1	22.5	11.4	33.8
9/1	966	966	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1181	1181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1596	1596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1306	1306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1551	1551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/2	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - North Controller Site 29 - A1214/A14/A12	Stream: 1	PRC for Signalled Lanes (%):	-10.2	Total Delay for Signalled Lanes (pcuHr):	44.52	Cycle Time (s):	70
C1 - North Controller Site 29 - A1214/A14/A12	Stream: 2	PRC for Signalled Lanes (%):	9.4	Total Delay for Signalled Lanes (pcuHr):	19.20	Cycle Time (s):	70
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 1	PRC for Signalled Lanes (%):	1.3	Total Delay for Signalled Lanes (pcuHr):	24.56	Cycle Time (s):	70
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 2	PRC for Signalled Lanes (%):	-10.5	Total Delay for Signalled Lanes (pcuHr):	42.84	Cycle Time (s):	70
		PRC Over All Lanes (%):	-10.5	Total Delay Over All Lanes(pcuHr):	131.12		

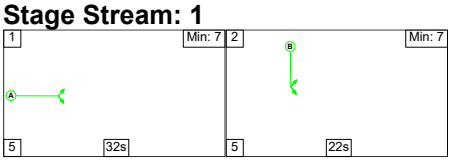
Full Input Data And Results

Scenario 9: '64s 85th Percentile - FB+CD+N2T WD AM' (FG9: '85th Percentile - FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

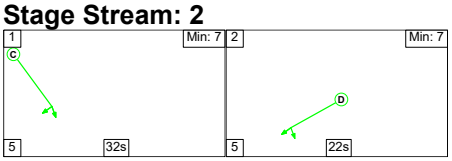
C1 - North Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

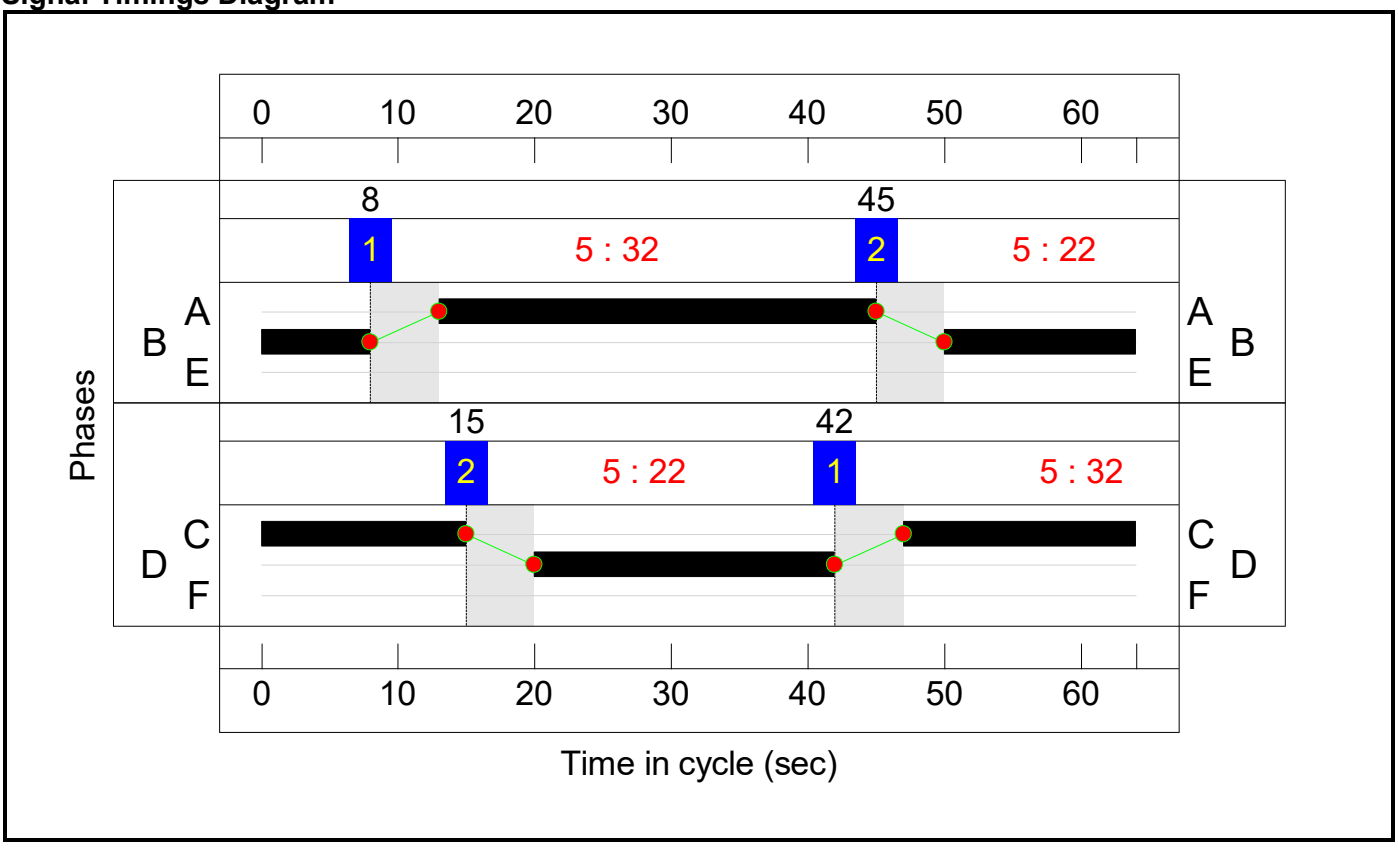
Stage Stream: 1

Stage	1	2
Duration	32	22
Change Point	8	45

Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	42	15

Signal Timings Diagram

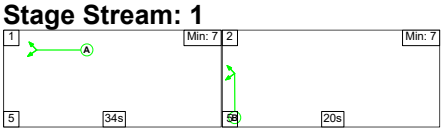


Full Input Data And Results

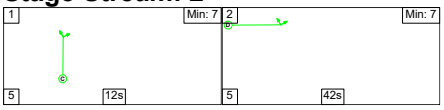
C2 - South Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

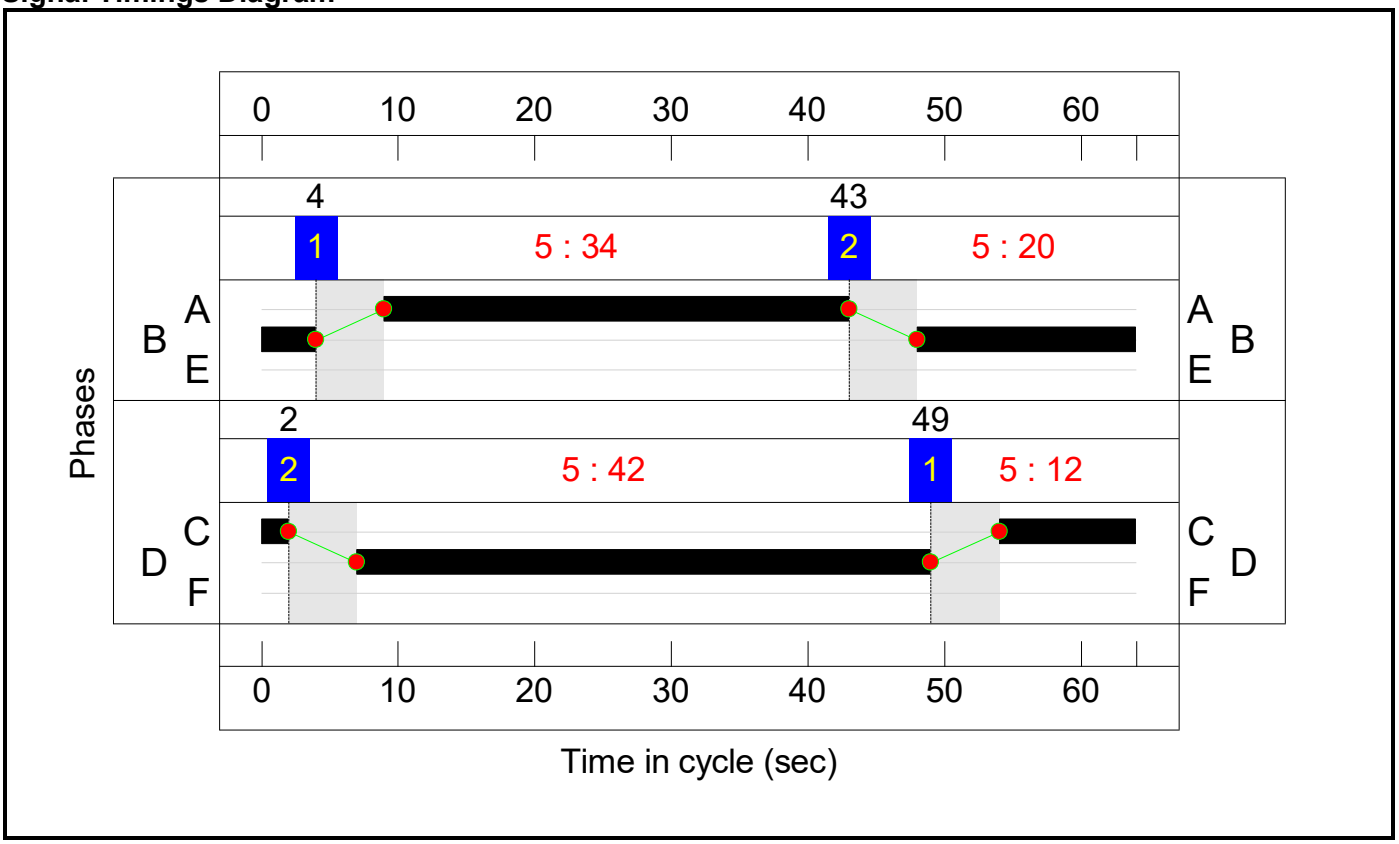
Stage Stream: 1

Stage	1	2
Duration	34	20
Change Point	4	43

Stage Stream: 2

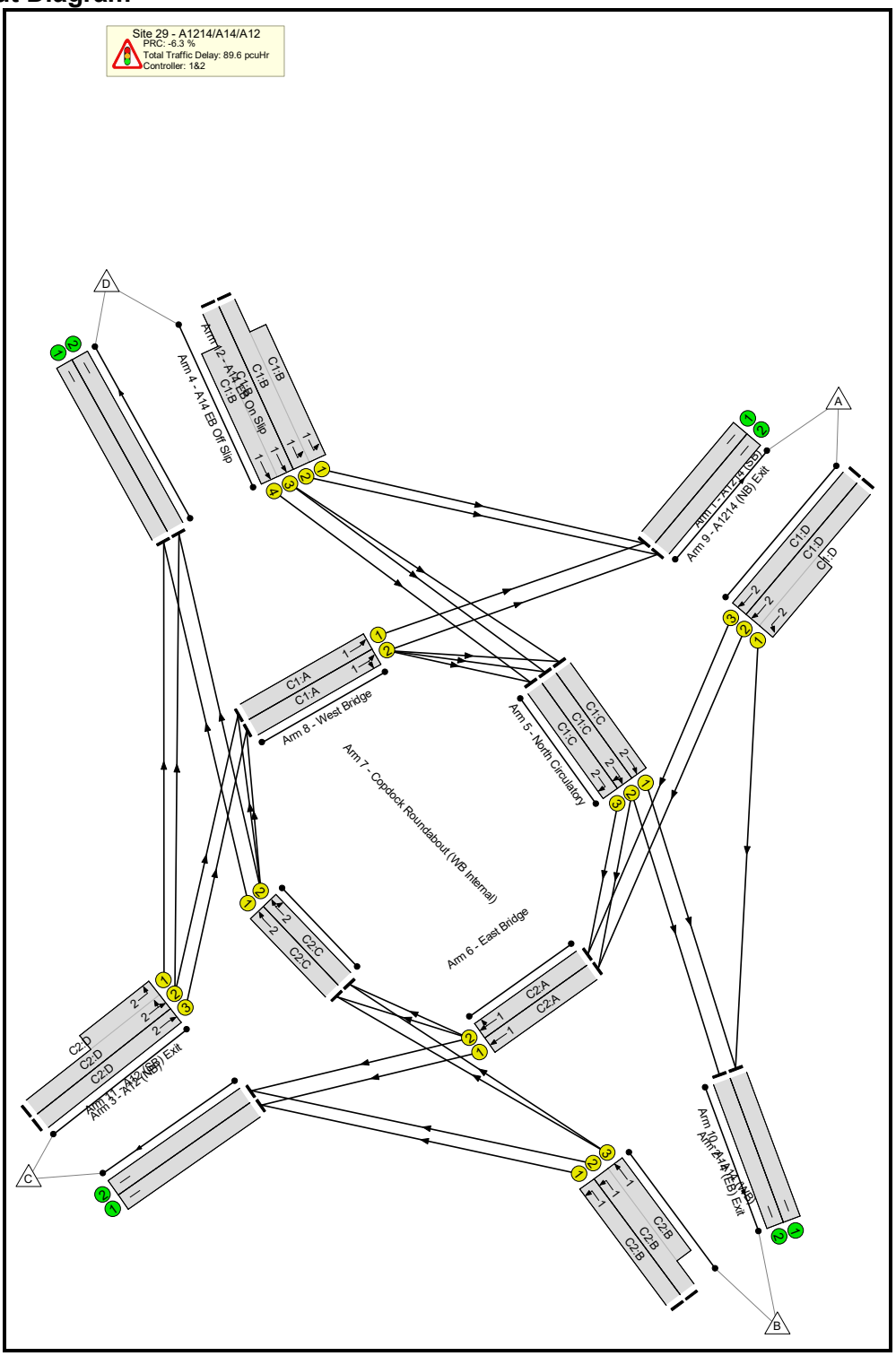
Stage	1	2
Duration	12	42
Change Point	49	2

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.7%**
Site 29 - A1214/A14/A12	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.7%**
1/2+1/1	A1214 (SB) Ahead Left	U	1:2	N/A	C1:D		1	22	-	984	2334:2334	523+671	82.5 : 82.5%
1/3	A1214 (SB) Ahead	U	1:2	N/A	C1:D		1	22	-	436	2230	801	54.4%
2/1	A14 (WB) Left	U	2:1	N/A	C2:B		1	20	-	553	2083	683	80.9%
2/2+2/3	A14 (WB) Ahead Left	U	2:1	N/A	C2:B		1	20	-	940	2083:2083	683+683	76.5 : 61.0%
3/2+3/1	A12 (NB) Ahead Left	U	2:2	N/A	C2:D		1	42	-	1471	2087:2087	437+1143	93.1 : 93.1%
3/3	A12 (NB) Ahead	U	2:2	N/A	C2:D		1	42	-	1100	2083	1400	78.6%
4/2+4/1	A14 EB Off Slip Left	U	1:1	N/A	C1:B		1	22	-	570	2083:2083	749+749	38.1 : 38.1%
4/3+4/4	A14 EB Off Slip Ahead	U	1:1	N/A	C1:B		1	22	-	1325	2083:2083	749+749	88.7 : 88.3%
5/1	North Circulatory Ahead	U	1:2	N/A	C1:C		1	32	-	678	2428	1252	54.2%
5/2	North Circulatory Right Ahead	U	1:2	N/A	C1:C		1	32	-	1007	2428	1252	80.4%
5/3	North Circulatory Right	U	1:2	N/A	C1:C		1	32	-	661	2428	1252	52.8%
6/1	East Bridge Ahead	U	2:1	N/A	C2:A		1	34	-	1070	2234	1222	87.6%
6/2	East Bridge Right Ahead	U	2:1	N/A	C2:A		1	34	-	1097	2234	1222	89.8%
7/1	Copdock Roundabout (WB Internal) Ahead	U	2:2	N/A	C2:C		1	12	-	367	2233	454	80.9%
7/2	Copdock Roundabout (WB Internal) Right Ahead	U	2:2	N/A	C2:C		1	12	-	407	2233	454	89.7%
8/1	West Bridge Ahead	U	1:1	N/A	C1:A		1	32	-	625	2234	1152	54.3%

Full Input Data And Results

8/2	West Bridge Right Ahead	U	1:1	N/A	C1:A		1	32	-	1102	2234	1152	95.7%
9/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	910	Inf	Inf	0.0%
9/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
10/1	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	1231	Inf	Inf	0.0%
10/2	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	368	Inf	Inf	0.0%
11/1	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1623	Inf	Inf	0.0%
11/2	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1263	Inf	Inf	0.0%
12/1	A14 EB On Slip	U	N/A	N/A	-		-	-	-	1431	Inf	Inf	0.0%
12/2	A14 EB On Slip	U	N/A	N/A	-		-	-	-	187	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**46.4**	**43.2**	**0.0**	**89.6**	**-**	**-**	**-**	**-**
Site 29 - A1214/A14/A12	**-**	**-**	**0**	**0**	**0**	**46.4**	**43.2**	**0.0**	**89.6**	**-**	**-**	**-**	**-**
1/2+1/1	984	984	-	-	-	4.6	2.3	-	6.9	25.2	8.9	2.3	11.2
1/3	436	436	-	-	-	2.0	0.6	-	2.6	21.2	6.1	0.6	6.7
2/1	553	553	-	-	-	3.0	2.1	-	5.1	33.0	8.9	2.1	11.0
2/2+2/3	940	940	-	-	-	4.9	1.1	-	6.0	22.9	8.3	1.1	9.4
3/2+3/1	1471	1471	-	-	-	2.9	6.1	-	9.0	22.0	18.4	6.1	24.4
3/3	1100	1100	-	-	-	2.2	1.8	-	4.0	13.2	13.4	1.8	15.3
4/2+4/1	570	570	-	-	-	2.4	0.3	-	2.7	17.2	3.7	0.3	4.0
4/3+4/4	1325	1325	-	-	-	7.1	3.7	-	10.8	29.3	11.1	3.7	14.8
5/1	678	678	-	-	-	2.9	0.6	-	3.5	18.4	11.7	0.6	12.3
5/2	1007	1007	-	-	-	1.9	2.0	-	3.9	14.1	7.5	2.0	9.6
5/3	661	661	-	-	-	0.5	0.6	-	1.1	5.8	1.1	0.6	1.7
6/1	1070	1070	-	-	-	1.7	3.4	-	5.1	17.0	12.7	3.4	16.1
6/2	1097	1097	-	-	-	1.8	4.1	-	5.9	19.4	13.4	4.1	17.5
7/1	367	367	-	-	-	2.0	2.0	-	4.0	39.4	6.4	2.0	8.4
7/2	407	407	-	-	-	1.6	3.8	-	5.3	47.1	4.4	3.8	8.2
8/1	625	625	-	-	-	1.3	0.6	-	1.9	10.7	8.9	0.6	9.5
8/2	1102	1102	-	-	-	3.7	8.3	-	11.9	39.0	12.5	8.3	20.8
9/1	910	910	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1231	1231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1623	1623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1263	1263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1431	1431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/2	187	187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - North Controller Site 29 - A1214/A14/A12	Stream: 1	PRC for Signalled Lanes (%):	-6.3	Total Delay for Signalled Lanes (pcuHr):	27.30	Cycle Time (s):	64
C1 - North Controller Site 29 - A1214/A14/A12	Stream: 2	PRC for Signalled Lanes (%):	9.1	Total Delay for Signalled Lanes (pcuHr):	17.93	Cycle Time (s):	64
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 1	PRC for Signalled Lanes (%):	0.2	Total Delay for Signalled Lanes (pcuHr):	22.03	Cycle Time (s):	64
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 2	PRC for Signalled Lanes (%):	-3.4	Total Delay for Signalled Lanes (pcuHr):	22.36	Cycle Time (s):	64
		PRC Over All Lanes (%):	-6.3	Total Delay Over All Lanes(pcuHr):	89.63		

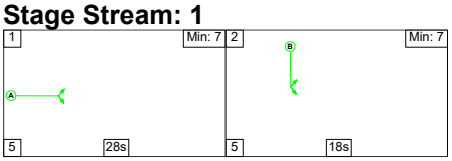
Full Input Data And Results

Scenario 10: '56s 85th Percentile - FB+CD+N2T WD PM' (FG10: '85th Percentile - FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

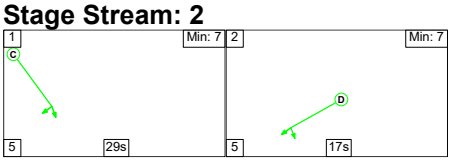
C1 - North Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

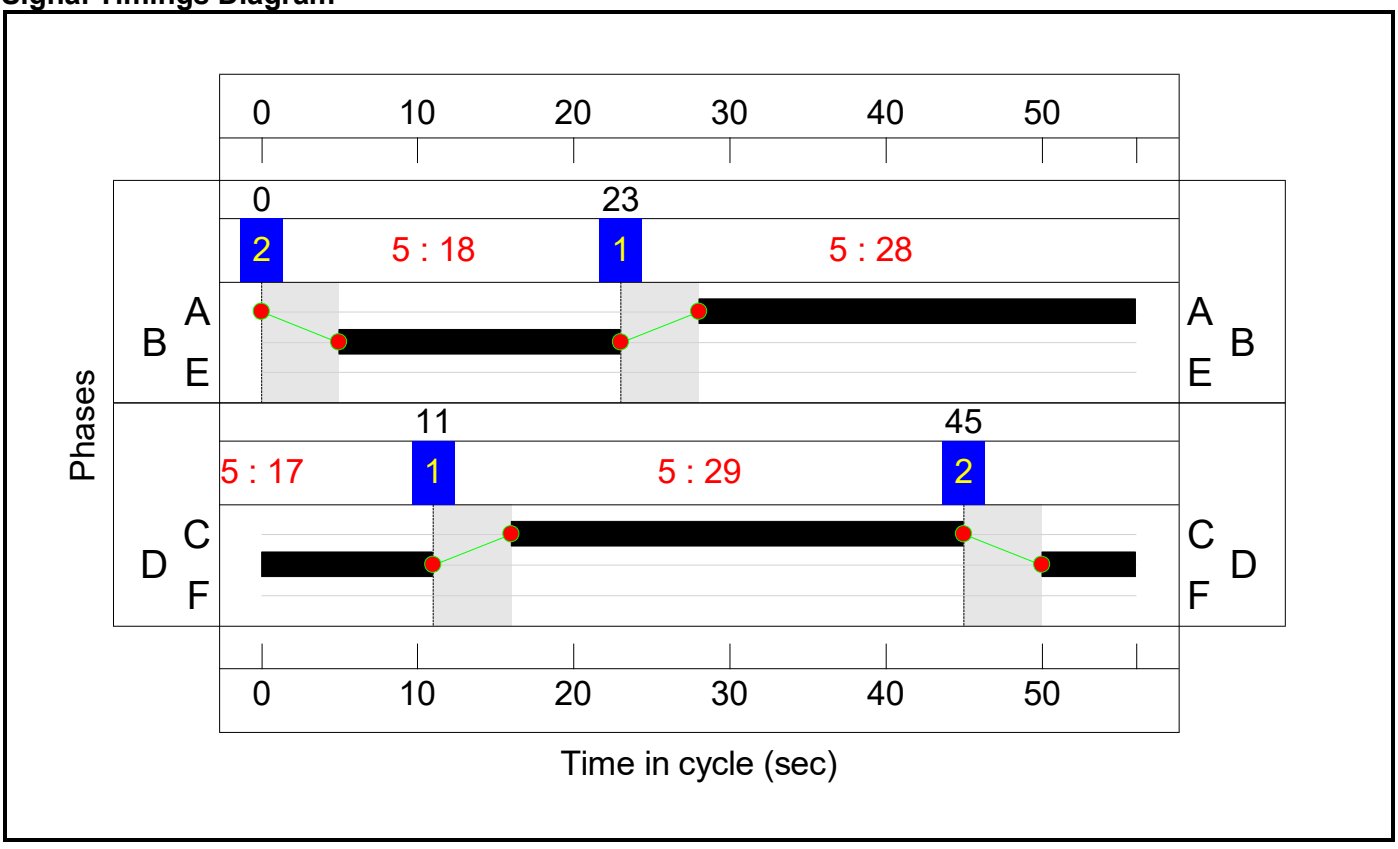
Stage Stream: 1

Stage	1	2
Duration	28	18
Change Point	23	0

Stage Stream: 2

Stage	1	2
Duration	29	17
Change Point	11	45

Signal Timings Diagram

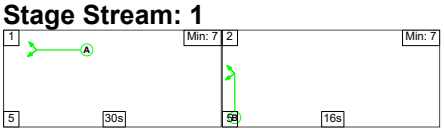


Full Input Data And Results

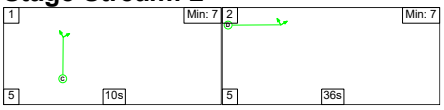
C2 - South Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

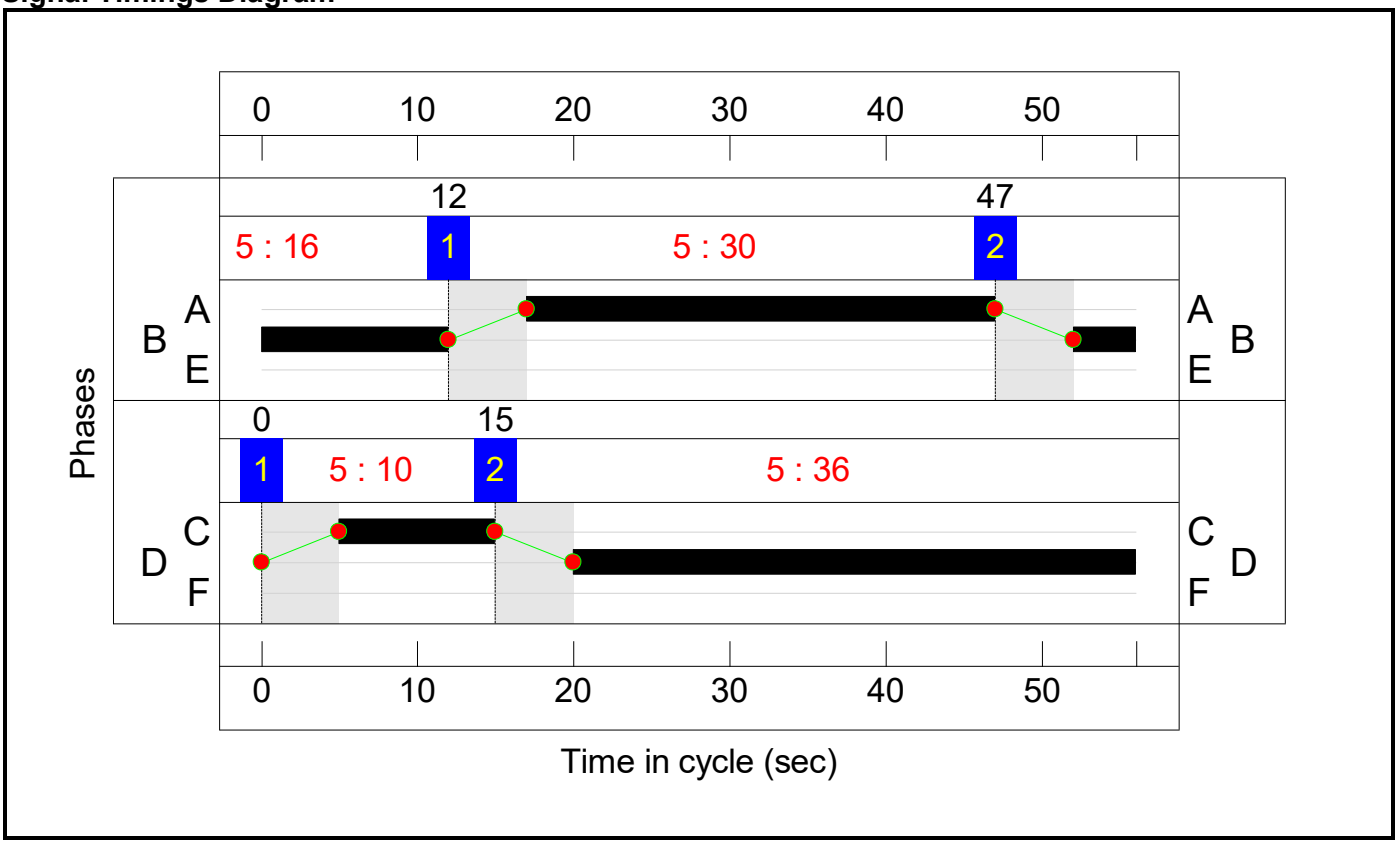
Stage Stream: 1

Stage	1	2
Duration	30	16
Change Point	12	47

Stage Stream: 2

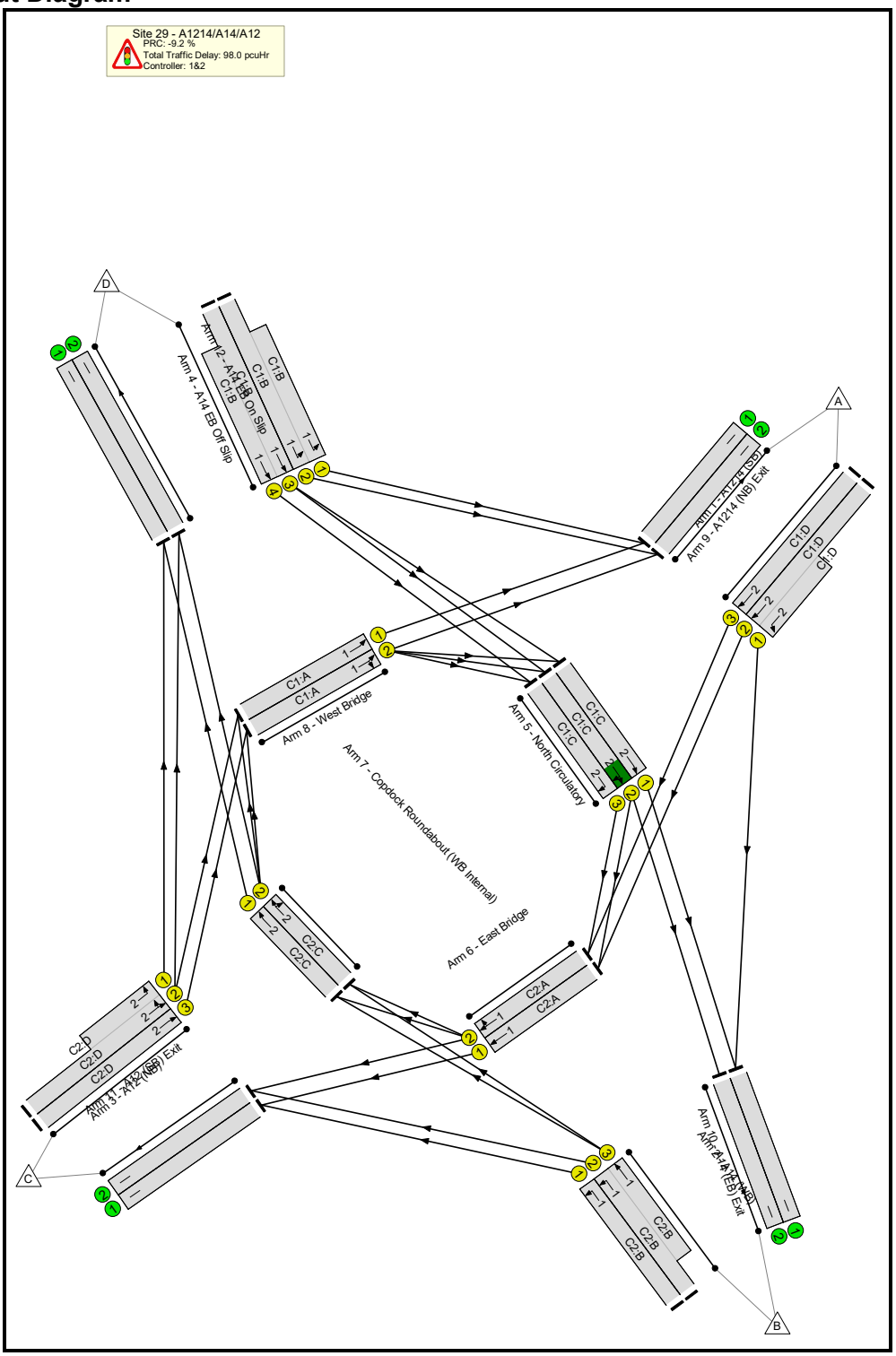
Stage	1	2
Duration	10	36
Change Point	0	15

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.3%**
Site 29 - A1214/A14/A12	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.3%**
1/2+1/1	A1214 (SB) Ahead Left	U	1:2	N/A	C1:D		1	17	-	1007	2334:2334	593+638	81.8 : 81.8%
1/3	A1214 (SB) Ahead	U	1:2	N/A	C1:D		1	17	-	410	2230	717	57.2%
2/1	A14 (WB) Left	U	2:1	N/A	C2:B		1	16	-	539	2083	632	85.2%
2/2+2/3	A14 (WB) Ahead Left	U	2:1	N/A	C2:B		1	16	-	976	2083:2083	632+632	83.7 : 70.7%
3/2+3/1	A12 (NB) Ahead Left	U	2:2	N/A	C2:D		1	36	-	1649	2087:2087	613+1064	98.3 : 98.3%
3/3	A12 (NB) Ahead	U	2:2	N/A	C2:D		1	36	-	1039	2083	1376	75.5%
4/2+4/1	A14 EB Off Slip Left	U	1:1	N/A	C1:B		1	18	-	584	2083:2083	707+707	41.3 : 41.3%
4/3+4/4	A14 EB Off Slip Ahead	U	1:1	N/A	C1:B		1	18	-	1266	2083:2083	707+707	89.3 : 89.9%
5/1	North Circulatory Ahead	U	1:2	N/A	C1:C		1	29	-	637	2428	1301	49.0%
5/2	North Circulatory Right Ahead	U	1:2	N/A	C1:C		1	29	-	919	2428	1127	81.5%
5/3	North Circulatory Right	U	1:2	N/A	C1:C		1	29	-	635	2428	1301	48.8%
6/1	East Bridge Ahead	U	2:1	N/A	C2:A		1	30	-	1069	2234	1237	86.4%
6/2	East Bridge Right Ahead	U	2:1	N/A	C2:A		1	30	-	1045	2234	1237	84.5%
7/1	Copdock Roundabout (WB Internal) Ahead	U	2:2	N/A	C2:C		1	10	-	394	2233	439	89.8%
7/2	Copdock Roundabout (WB Internal) Right Ahead	U	2:2	N/A	C2:C		1	10	-	422	2233	439	96.2%
8/1	West Bridge Ahead	U	1:1	N/A	C1:A		1	28	-	841	2234	1157	72.7%

Full Input Data And Results

8/2	West Bridge Right Ahead	U	1:1	N/A	C1:A		1	28	-	1041	2234	1157	90.0%
9/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	1133	Inf	Inf	0.0%
9/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	408	Inf	Inf	0.0%
10/1	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	1159	Inf	Inf	0.0%
10/2	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
11/1	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1608	Inf	Inf	0.0%
11/2	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1205	Inf	Inf	0.0%
12/1	A14 EB On Slip	U	N/A	N/A	-		-	-	-	1440	Inf	Inf	0.0%
12/2	A14 EB On Slip	U	N/A	N/A	-		-	-	-	182	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**45.3**	**52.7**	**0.0**	**98.0**	**-**	**-**	**-**	**-**
Site 29 - A1214/A14/A12	**-**	**-**	**0**	**0**	**0**	**45.3**	**52.7**	**0.0**	**98.0**	**-**	**-**	**-**	**-**
1/2+1/1	1007	1007	-	-	-	4.6	2.2	-	6.8	24.3	7.0	2.2	9.2
1/3	410	410	-	-	-	1.8	0.7	-	2.5	21.6	5.2	0.7	5.9
2/1	539	539	-	-	-	2.7	2.7	-	5.5	36.5	7.8	2.7	10.5
2/2+2/3	976	976	-	-	-	4.8	1.7	-	6.5	24.0	7.6	1.7	9.3
3/2+3/1	1649	1649	-	-	-	3.1	14.4	-	17.5	38.1	19.9	14.4	34.3
3/3	1039	1039	-	-	-	1.9	1.5	-	3.4	11.7	10.7	1.5	12.2
4/2+4/1	584	584	-	-	-	2.3	0.4	-	2.7	16.4	3.5	0.4	3.8
4/3+4/4	1266	1266	-	-	-	6.2	4.1	-	10.2	29.1	9.3	4.1	13.4
5/1	637	637	-	-	-	2.4	0.5	-	2.9	16.4	7.0	0.5	7.5
5/2	919	919	-	-	-	2.5	2.2	-	4.7	18.3	13.3	2.2	15.4
5/3	635	635	-	-	-	0.0	0.5	-	0.5	3.0	2.1	0.5	2.6
6/1	1069	1069	-	-	-	2.4	3.1	-	5.4	18.3	9.5	3.1	12.6
6/2	1045	1045	-	-	-	1.5	2.7	-	4.2	14.3	8.1	2.7	10.8
7/1	394	394	-	-	-	3.4	3.8	-	7.1	65.3	6.1	3.8	9.9
7/2	422	422	-	-	-	1.1	6.9	-	8.0	68.1	6.3	6.9	13.2
8/1	841	841	-	-	-	2.0	1.3	-	3.3	14.2	11.4	1.3	12.7
8/2	1041	1041	-	-	-	2.7	4.2	-	6.9	23.7	8.2	4.2	12.4
9/1	1133	1133	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1159	1159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1608	1608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1205	1205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1440	1440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/2	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - North Controller Site 29 - A1214/A14/A12	Stream: 1 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	23.08	Cycle Time (s):	56
C1 - North Controller Site 29 - A1214/A14/A12	Stream: 2 PRC for Signalled Lanes (%):	10.0	Total Delay for Signalled Lanes (pcuHr):	17.36	Cycle Time (s):	56
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 1 PRC for Signalled Lanes (%):	4.1	Total Delay for Signalled Lanes (pcuHr):	21.56	Cycle Time (s):	56
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 2 PRC for Signalled Lanes (%):	-9.2	Total Delay for Signalled Lanes (pcuHr):	35.98	Cycle Time (s):	56
	PRC Over All Lanes (%):	-9.2	Total Delay Over All Lanes(pcuHr):	97.98		

Full Input Data And Results

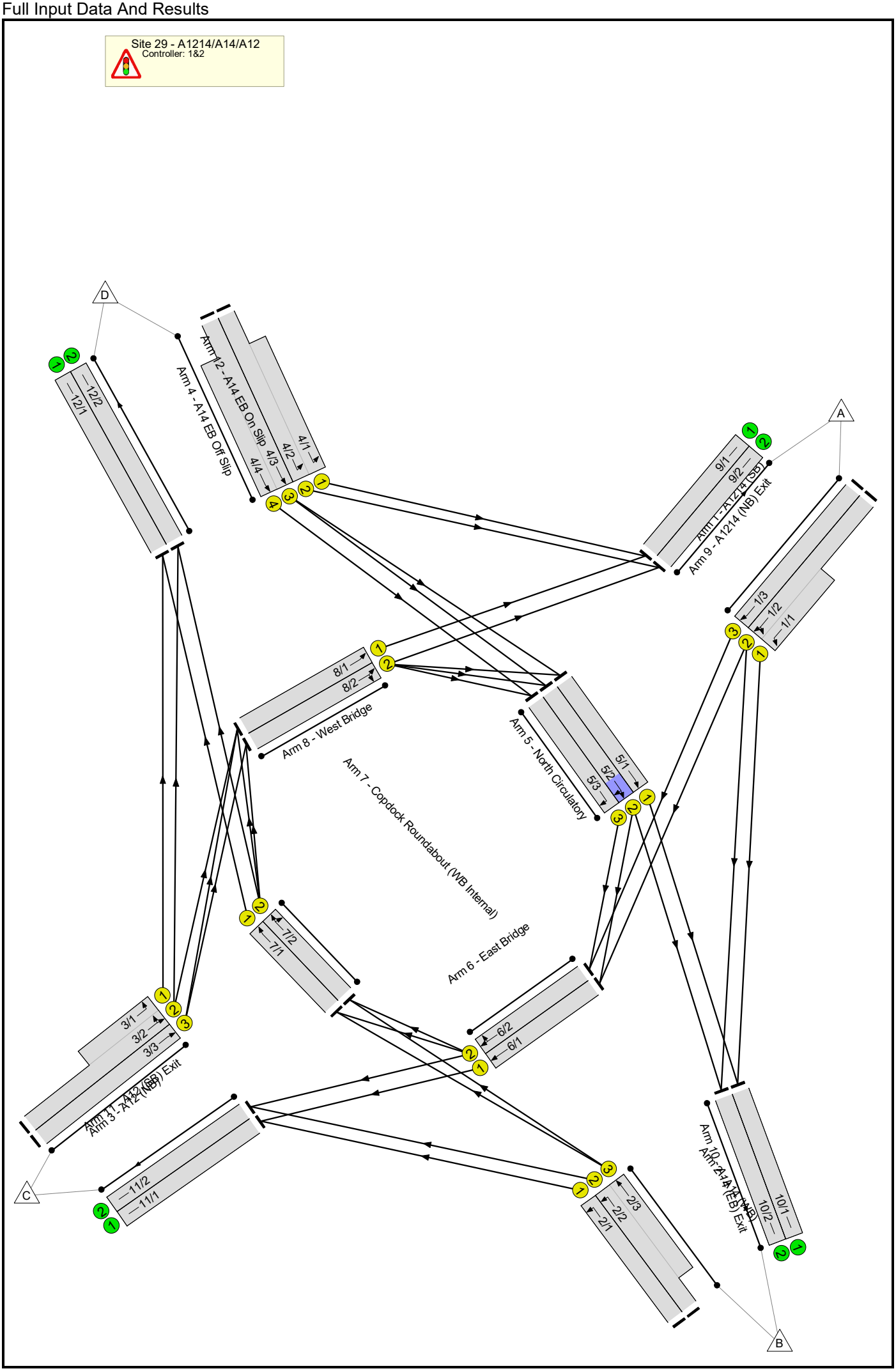
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Site 29_DS_with_MM.lsg3x
Author:	
Company:	
Address:	

Full Input Data And Results

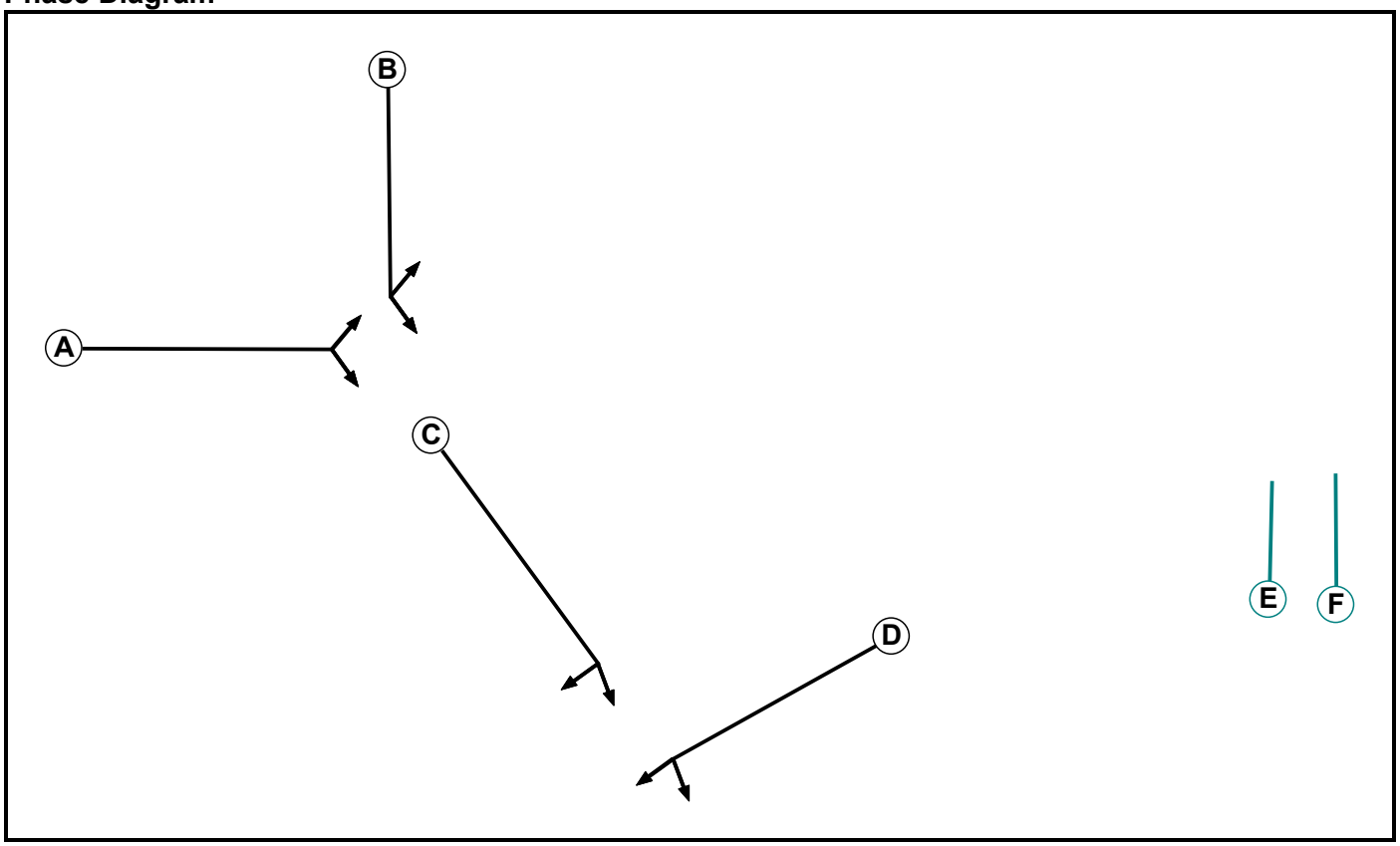
Network Layout Diagram

Full Input Data And Results



C1 - North Controller Site 29 - A1214/A14/A12

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	2		-9999	7
D	Traffic	2		-9999	7
E	Dummy	1		-9999	3
F	Dummy	2		-9999	3

Full Input Data And Results

Phase Intergreens Matrix

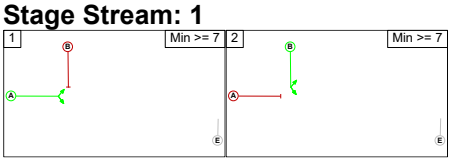
Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		5	-	-	-	-
	B	5		-	-	-	-
	C	-	-		5	-	-
	D	-	-	5		-	-
	E	-	-	-	-		-
	F	-	-	-	-	-	

Phases in Stage

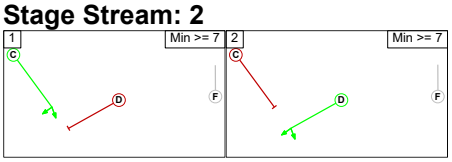
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage		
		1	2
	1		5
	2	5	

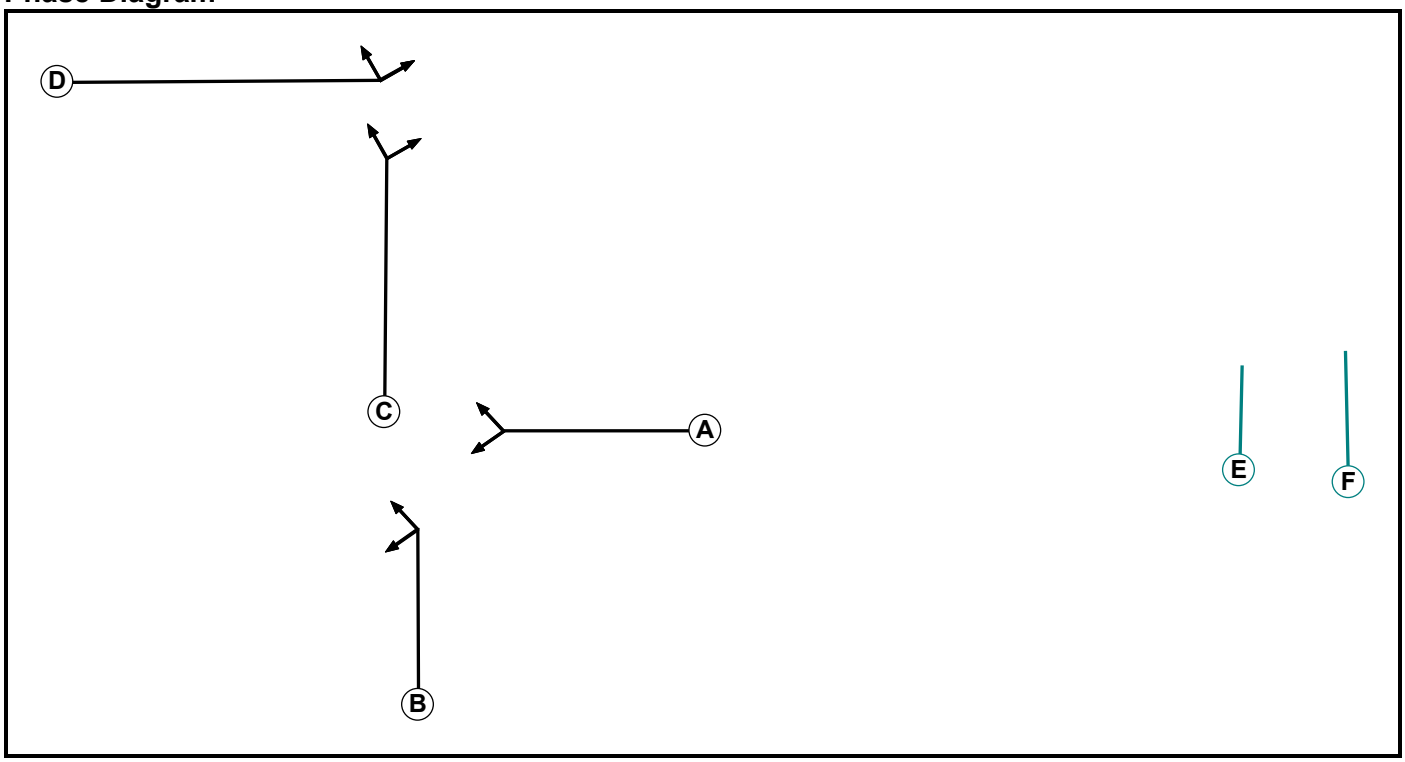
Full Input Data And Results

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	5	

C2 - South Controller Site 29 - A1214/A14/A12

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	2		-9999	7
D	Traffic	2		-9999	7
E	Dummy	1		-9999	3
F	Dummy	2		-9999	3

Full Input Data And Results

Phase Intergreens Matrix

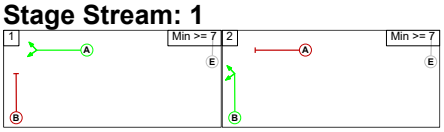
Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		5	-	-	-	-
	B	5		-	-	-	-
	C	-	-		5	-	-
	D	-	-	5		-	-
	E	-	-	-	-		-
	F	-	-	-	-	-	

Phases in Stage

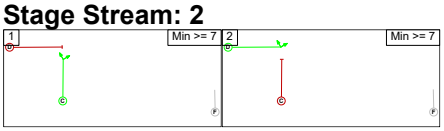
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage		
		1	2
	1		5
	2	5	

Full Input Data And Results

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Site 29 - A1214/A14/A12
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Site 29 - A1214/A14/A12												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A1214 (SB))	U	D	2	3	7.8	User	2334	-	-	-	-	-
1/2 (A1214 (SB))	U	D	2	3	60.0	User	2334	-	-	-	-	-
1/3 (A1214 (SB))	U	D	2	3	60.0	User	2230	-	-	-	-	-
2/1 (A14 (WB))	U	B	2	3	60.0	User	2083	-	-	-	-	-
2/2 (A14 (WB))	U	B	2	3	60.0	User	2083	-	-	-	-	-
2/3 (A14 (WB))	U	B	2	3	30.1	User	2083	-	-	-	-	-
3/1 (A12 (NB))	U	D	2	3	7.5	User	2087	-	-	-	-	-
3/2 (A12 (NB))	U	D	2	3	60.0	User	2087	-	-	-	-	-
3/3 (A12 (NB))	U	D	2	3	60.0	User	2083	-	-	-	-	-
4/1 (A14 EB Off Slip)	U	B	2	3	19.5	User	2083	-	-	-	-	-
4/2 (A14 EB Off Slip)	U	B	2	3	60.0	User	2083	-	-	-	-	-
4/3 (A14 EB Off Slip)	U	B	2	3	60.0	User	2083	-	-	-	-	-
4/4 (A14 EB Off Slip)	U	B	2	3	19.5	User	2083	-	-	-	-	-
5/1 (North Circulatory)	U	C	2	3	16.3	User	2428	-	-	-	-	-
5/2 (North Circulatory)	U	C	2	3	16.3	User	2428	-	-	-	-	-
5/3 (North Circulatory)	U	C	2	3	16.3	User	2428	-	-	-	-	-
6/1 (East Bridge)	U	A	2	3	24.3	User	2234	-	-	-	-	-
6/2 (East Bridge)	U	A	2	3	24.3	User	2234	-	-	-	-	-
7/1 (Copdock Roundabout (WB Internal))	U	C	2	3	14.7	User	2233	-	-	-	-	-
7/2 (Copdock Roundabout (WB Internal))	U	C	2	3	14.7	User	2233	-	-	-	-	-
8/1 (West Bridge)	U	A	2	3	32.3	User	2234	-	-	-	-	-

Full Input Data And Results

8/2 (West Bridge)	U	A	2	3	32.3	User	2234	-	-	-	-	-
9/1 (A1214 (NB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (A1214 (NB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A14 (EB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A14 (EB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A12 (SB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (A12 (SB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A14 EB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (A14 EB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base AM Peak'	07:30	08:30	01:00	
2: '2024 Base PM Peak'	16:15	17:15	01:00	
3: 'FB WD AM '	07:30	08:30	01:00	
4: 'FB WD PM '	16:15	17:15	01:00	
5: 'FB+CD WD AM '	07:30	08:30	01:00	
6: 'FB+CD WD PM '	16:15	17:15	01:00	
7: 'FB+CD+N2T WD AM'	07:30	08:30	01:00	
8: 'FB+CD+N2T WD PM'	16:15	17:15	01:00	
9: '85th Percentile - FB+CD+N2T WD AM'	07:30	08:30	01:00	
10: '85th Percentile - FB+CD+N2T WD PM'	16:15	17:15	01:00	
11: 'MM1 FB+CD+N2T WD AM'	07:30	08:30	01:00	
12: 'MM1 FB+CD+N2T WD PM'	16:15	17:15	01:00	
13: 'MM2 FB+CD+N2T WD AM'	07:30	08:30	01:00	
14: 'MM2 FB+CD+N2T WD PM'	16:15	17:15	01:00	

Scenario 1: 'FB+CD+N2T WD AM with mitigation' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	2	553	510	367	1432
	B	370	2	1076	45	1493
	C	334	1017	2	1301	2654
	D	582	27	1368	0	1977
	Tot.	1288	1599	2956	1713	7556

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: FB+CD+N2T WD AM with mitigation
Junction: Site 29 - A1214/A14/A12	
1/1 (short)	496
1/2 (with short)	991(In) 495(Out)
1/3	441
2/1	540
2/2 (with short)	953(In) 536(Out)
2/3 (short)	417
3/1 (short)	800
3/2 (with short)	1597(In) 797(Out)
3/3	1057
4/1 (short)	291
4/2 (with short)	582(In) 291(Out)
4/3 (with short)	1395(In) 697(Out)
4/4 (short)	698
5/1	740
5/2	976
5/3	700
6/1	1108
6/2	1141
7/1	388
7/2	398
8/1	706
8/2	1021
9/1	997
9/2	291
10/1	1236
10/2	363
11/1	1648
11/2	1308
12/1	1188
12/2	525

Lane Saturation Flows

Junction: Site 29 - A1214/A14/A12								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2334	2334
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2334	2334
1/3 (A1214 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						2230	2230
2/1 (A14 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A14 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
2/3 (A14 (WB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
3/1 (A12 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2087	2087
3/2 (A12 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2087	2087
3/3 (A12 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/1 (A14 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
4/2 (A14 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
4/3 (A14 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/4 (A14 EB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						2083	2083
5/1 (North Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						2428	2428
5/2 (North Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						2428	2428
5/3 (North Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						2428	2428
6/1 (East Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
6/2 (East Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
7/1 (Copdock Roundabout (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2233	2233
7/2 (Copdock Roundabout (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2233	2233
8/1 (West Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
8/2 (West Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
9/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (A14 (EB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A14 (EB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A12 (SB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A12 (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A14 EB On Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A14 EB On Slip Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 2: 'FB+CD+N2T WD PM with mitigation' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	2	522	528	377	1429
	B	418	2	1068	27	1515
	C	537	923	0	1339	2799
	D	596	47	1306	2	1951
	Tot.	1553	1494	2902	1745	7694

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: FB+CD+N2T WD PM with mitigation
Junction: Site 29 - A1214/A14/A12	
1/1 (short)	459
1/2 (with short)	1007(In) 548(Out)
1/3	422
2/1	531
2/2 (with short)	984(In) 537(Out)
2/3 (short)	447
3/1 (short)	825
3/2 (with short)	1643(In) 818(Out)
3/3	1156
4/1 (short)	298
4/2 (with short)	596(In) 298(Out)
4/3 (with short)	1355(In) 673(Out)
4/4 (short)	682
5/1	663
5/2	935
5/3	682
6/1	1111
6/2	1104
7/1	406
7/2	422
8/1	931
8/2	951
9/1	1229
9/2	324
10/1	1122
10/2	372
11/1	1642
11/2	1260
12/1	1231
12/2	514

Lane Saturation Flows

Junction: Site 29 - A1214/A14/A12								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2334	2334
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2334	2334
1/3 (A1214 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						2230	2230
2/1 (A14 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A14 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
2/3 (A14 (WB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
3/1 (A12 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2087	2087
3/2 (A12 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2087	2087
3/3 (A12 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/1 (A14 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
4/2 (A14 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
4/3 (A14 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/4 (A14 EB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						2083	2083
5/1 (North Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						2428	2428
5/2 (North Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						2428	2428
5/3 (North Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						2428	2428
6/1 (East Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
6/2 (East Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
7/1 (Copdock Roundabout (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2233	2233
7/2 (Copdock Roundabout (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2233	2233
8/1 (West Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
8/2 (West Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
9/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (A14 (EB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A14 (EB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A12 (SB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A12 (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A14 EB On Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A14 EB On Slip Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 3: '85th Percentile - FB+CD+N2T WD AM' (FG9: '85th Percentile - FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	2	553	510	355	1420
	B	370	2	1076	45	1493
	C	334	1017	2	1218	2571
	D	570	27	1298	0	1895
	Tot.	1276	1599	2886	1618	7379

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 85th Percentile - FB+CD+N2T WD AM
Junction: Site 29 - A1214/A14/A12	
1/1 (short)	464
1/2 (with short)	1008(In) 544(Out)
1/3	412
2/1	536
2/2 (with short)	957(In) 540(Out)
2/3 (short)	417
3/1 (short)	771
3/2 (with short)	1547(In) 776(Out)
3/3	1024
4/1 (short)	285
4/2 (with short)	570(In) 285(Out)
4/3 (with short)	1325(In) 655(Out)
4/4 (short)	670
5/1	740
5/2	935
5/3	671
6/1	1084
6/2	1083
7/1	379
7/2	395
8/1	706
8/2	1021
9/1	991
9/2	285
10/1	1204
10/2	395
11/1	1620
11/2	1266
12/1	1150
12/2	468

Lane Saturation Flows

Junction: Site 29 - A1214/A14/A12								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2334	2334
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2334	2334
1/3 (A1214 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						2230	2230
2/1 (A14 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A14 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
2/3 (A14 (WB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
3/1 (A12 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2087	2087
3/2 (A12 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2087	2087
3/3 (A12 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/1 (A14 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
4/2 (A14 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
4/3 (A14 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/4 (A14 EB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						2083	2083
5/1 (North Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						2428	2428
5/2 (North Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						2428	2428
5/3 (North Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						2428	2428
6/1 (East Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
6/2 (East Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
7/1 (Copdock Roundabout (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2233	2233
7/2 (Copdock Roundabout (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2233	2233
8/1 (West Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
8/2 (West Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
9/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (A14 (EB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A14 (EB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A12 (SB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A12 (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A14 EB On Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A14 EB On Slip Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 4: '85th Percentile - FB+CD+N2T WD PM' (FG10: '85th Percentile - FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	2	522	528	365	1417
	B	418	2	1068	27	1515
	C	537	923	0	1228	2688
	D	584	47	1217	2	1850
	Tot.	1541	1494	2813	1622	7470

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 85th Percentile - FB+CD+N2T WD PM
Junction: Site 29 - A1214/A14/A12	
1/1 (short)	477
1/2 (with short)	971(In) 494(Out)
1/3	446
2/1	559
2/2 (with short)	956(In) 509(Out)
2/3 (short)	447
3/1 (short)	794
3/2 (with short)	1587(In) 793(Out)
3/3	1101
4/1 (short)	292
4/2 (with short)	584(In) 292(Out)
4/3 (with short)	1266(In) 630(Out)
4/4 (short)	636
5/1	644
5/2	911
5/3	636
6/1	1032
6/2	1082
7/1	394
7/2	422
8/1	929
8/2	953
9/1	1221
9/2	320
10/1	1121
10/2	373
11/1	1591
11/2	1222
12/1	1188
12/2	434

Lane Saturation Flows

Junction: Site 29 - A1214/A14/A12								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2334	2334
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2334	2334
1/3 (A1214 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						2230	2230
2/1 (A14 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A14 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
2/3 (A14 (WB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
3/1 (A12 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2087	2087
3/2 (A12 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2087	2087
3/3 (A12 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/1 (A14 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
4/2 (A14 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
4/3 (A14 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/4 (A14 EB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						2083	2083
5/1 (North Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						2428	2428
5/2 (North Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						2428	2428
5/3 (North Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						2428	2428
6/1 (East Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
6/2 (East Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
7/1 (Copdock Roundabout (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2233	2233
7/2 (Copdock Roundabout (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2233	2233
8/1 (West Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
8/2 (West Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
9/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (A14 (EB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A14 (EB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A12 (SB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A12 (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A14 EB On Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A14 EB On Slip Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 5: 'MM1 FB+CD+N2T WD AM' (FG11: 'MM1 FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	2	571	510	331	1414
	B	388	2	1080	45	1515
	C	334	1021	2	1101	2458
	D	546	27	1265	0	1838
	Tot.	1270	1621	2857	1477	7225

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: MM1 FB+CD+N2T WD AM
Junction: Site 29 - A1214/A14/A12	
1/1 (short)	534
1/2 (with short)	1033(In) 499(Out)
1/3	381
2/1	535
2/2 (with short)	980(In) 545(Out)
2/3 (short)	435
3/1 (short)	717
3/2 (with short)	1435(In) 718(Out)
3/3	1023
4/1 (short)	273
4/2 (with short)	546(In) 273(Out)
4/3 (with short)	1292(In) 641(Out)
4/4 (short)	651
5/1	774
5/2	891
5/3	652
6/1	1077
6/2	1033
7/1	364
7/2	404
8/1	724
8/2	1025
9/1	997
9/2	273
10/1	1308
10/2	313
11/1	1612
11/2	1245
12/1	1081
12/2	396

Lane Saturation Flows

Junction: Site 29 - A1214/A14/A12								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2334	2334
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2334	2334
1/3 (A1214 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						2230	2230
2/1 (A14 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A14 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
2/3 (A14 (WB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
3/1 (A12 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2087	2087
3/2 (A12 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2087	2087
3/3 (A12 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/1 (A14 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
4/2 (A14 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
4/3 (A14 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/4 (A14 EB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						2083	2083
5/1 (North Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						2428	2428
5/2 (North Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						2428	2428
5/3 (North Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						2428	2428
6/1 (East Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
6/2 (East Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
7/1 (Copdock Roundabout (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2233	2233
7/2 (Copdock Roundabout (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2233	2233
8/1 (West Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
8/2 (West Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
9/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (A14 (EB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A14 (EB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A12 (SB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A12 (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A14 EB On Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A14 EB On Slip Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 6: 'MM1 FB+CD+N2T WD PM' (FG12: 'MM1 FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	2	540	528	341	1411
	B	436	2	1072	27	1537
	C	537	927	0	1188	2652
	D	560	47	1108	2	1717
	Tot.	1535	1516	2708	1558	7317

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: MM1 FB+CD+N2T WD PM
Junction: Site 29 - A1214/A14/A12	
1/1 (short)	477
1/2 (with short)	970(In) 493(Out)
1/3	441
2/1	524
2/2 (with short)	1013(In) 548(Out)
2/3 (short)	465
3/1 (short)	794
3/2 (with short)	1596(In) 802(Out)
3/3	1056
4/1 (short)	280
4/2 (with short)	560(In) 280(Out)
4/3 (with short)	1157(In) 585(Out)
4/4 (short)	572
5/1	650
5/2	864
5/3	572
6/1	968
6/2	1013
7/1	370
7/2	440
8/1	953
8/2	951
9/1	1233
9/2	302
10/1	1127
10/2	389
11/1	1492
11/2	1216
12/1	1164
12/2	394

Lane Saturation Flows

Junction: Site 29 - A1214/A14/A12								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2334	2334
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2334	2334
1/3 (A1214 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						2230	2230
2/1 (A14 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A14 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
2/3 (A14 (WB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
3/1 (A12 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2087	2087
3/2 (A12 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2087	2087
3/3 (A12 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/1 (A14 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
4/2 (A14 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
4/3 (A14 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/4 (A14 EB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						2083	2083
5/1 (North Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						2428	2428
5/2 (North Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						2428	2428
5/3 (North Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						2428	2428
6/1 (East Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
6/2 (East Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
7/1 (Copdock Roundabout (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2233	2233
7/2 (Copdock Roundabout (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2233	2233
8/1 (West Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
8/2 (West Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
9/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (A14 (EB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A14 (EB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A12 (SB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A12 (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A14 EB On Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A14 EB On Slip Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 7: 'MM2 FB+CD+N2T WD AM' (FG13: 'MM2 FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	2	571	510	331	1414
	B	388	2	1094	45	1529
	C	334	1035	2	1101	2472
	D	546	27	1255	0	1828
	Tot.	1270	1635	2861	1477	7243

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: MM2 FB+CD+N2T WD AM
Junction: Site 29 - A1214/A14/A12	
1/1 (short)	493
1/2 (with short)	1025(In) 532(Out)
1/3	389
2/1	552
2/2 (with short)	977(In) 542(Out)
2/3 (short)	435
3/1 (short)	717
3/2 (with short)	1435(In) 718(Out)
3/3	1037
4/1 (short)	273
4/2 (with short)	546(In) 273(Out)
4/3 (with short)	1282(In) 642(Out)
4/4 (short)	640
5/1	784
5/2	896
5/3	641
6/1	1070
6/2	1030
7/1	364
7/2	404
8/1	724
8/2	1039
9/1	997
9/2	273
10/1	1277
10/2	358
11/1	1622
11/2	1239
12/1	1081
12/2	396

Lane Saturation Flows

Junction: Site 29 - A1214/A14/A12								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2334	2334
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2334	2334
1/3 (A1214 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						2230	2230
2/1 (A14 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A14 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
2/3 (A14 (WB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
3/1 (A12 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2087	2087
3/2 (A12 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2087	2087
3/3 (A12 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/1 (A14 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
4/2 (A14 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
4/3 (A14 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/4 (A14 EB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						2083	2083
5/1 (North Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						2428	2428
5/2 (North Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						2428	2428
5/3 (North Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						2428	2428
6/1 (East Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
6/2 (East Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
7/1 (Copdock Roundabout (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2233	2233
7/2 (Copdock Roundabout (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2233	2233
8/1 (West Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
8/2 (West Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
9/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (A14 (EB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A14 (EB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A12 (SB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A12 (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A14 EB On Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A14 EB On Slip Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 8: 'MM2 FB+CD+N2T WD PM' (FG14: 'MM2 FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	2	540	528	341	1411
	B	436	2	1086	27	1551
	C	537	941	0	1164	2642
	D	560	47	1108	2	1717
	Tot.	1535	1530	2722	1534	7321

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: MM2 FB+CD+N2T WD PM
Junction: Site 29 - A1214/A14/A12	
1/1 (short)	471
1/2 (with short)	974(In) 503(Out)
1/3	437
2/1	540
2/2 (with short)	1011(In) 546(Out)
2/3 (short)	465
3/1 (short)	781
3/2 (with short)	1564(In) 783(Out)
3/3	1078
4/1 (short)	280
4/2 (with short)	560(In) 280(Out)
4/3 (with short)	1157(In) 540(Out)
4/4 (short)	617
5/1	633
5/2	850
5/3	617
6/1	927
6/2	1054
7/1	370
7/2	440
8/1	930
8/2	988
9/1	1210
9/2	325
10/1	1104
10/2	426
11/1	1467
11/2	1255
12/1	1151
12/2	383

Lane Saturation Flows

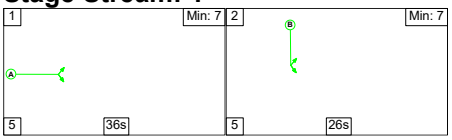
Junction: Site 29 - A1214/A14/A12								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2334	2334
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2334	2334
1/3 (A1214 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						2230	2230
2/1 (A14 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
2/2 (A14 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
2/3 (A14 (WB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
3/1 (A12 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2087	2087
3/2 (A12 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2087	2087
3/3 (A12 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/1 (A14 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2083	2083
4/2 (A14 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2083	2083
4/3 (A14 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						2083	2083
4/4 (A14 EB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						2083	2083
5/1 (North Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						2428	2428
5/2 (North Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						2428	2428
5/3 (North Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						2428	2428
6/1 (East Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
6/2 (East Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
7/1 (Copdock Roundabout (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2233	2233
7/2 (Copdock Roundabout (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2233	2233
8/1 (West Bridge Lane 1)	This lane uses a directly entered Saturation Flow						2234	2234
8/2 (West Bridge Lane 2)	This lane uses a directly entered Saturation Flow						2234	2234
9/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (A14 (EB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A14 (EB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A12 (SB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A12 (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A14 EB On Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A14 EB On Slip Lane 2)	Infinite Saturation Flow	Inf	Inf

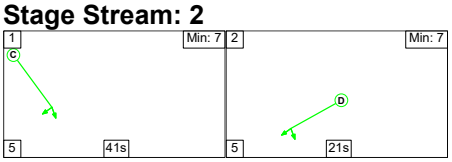
Scenario 1: 'FB+CD+N2T WD AM with mitigation' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')
C1 - North Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

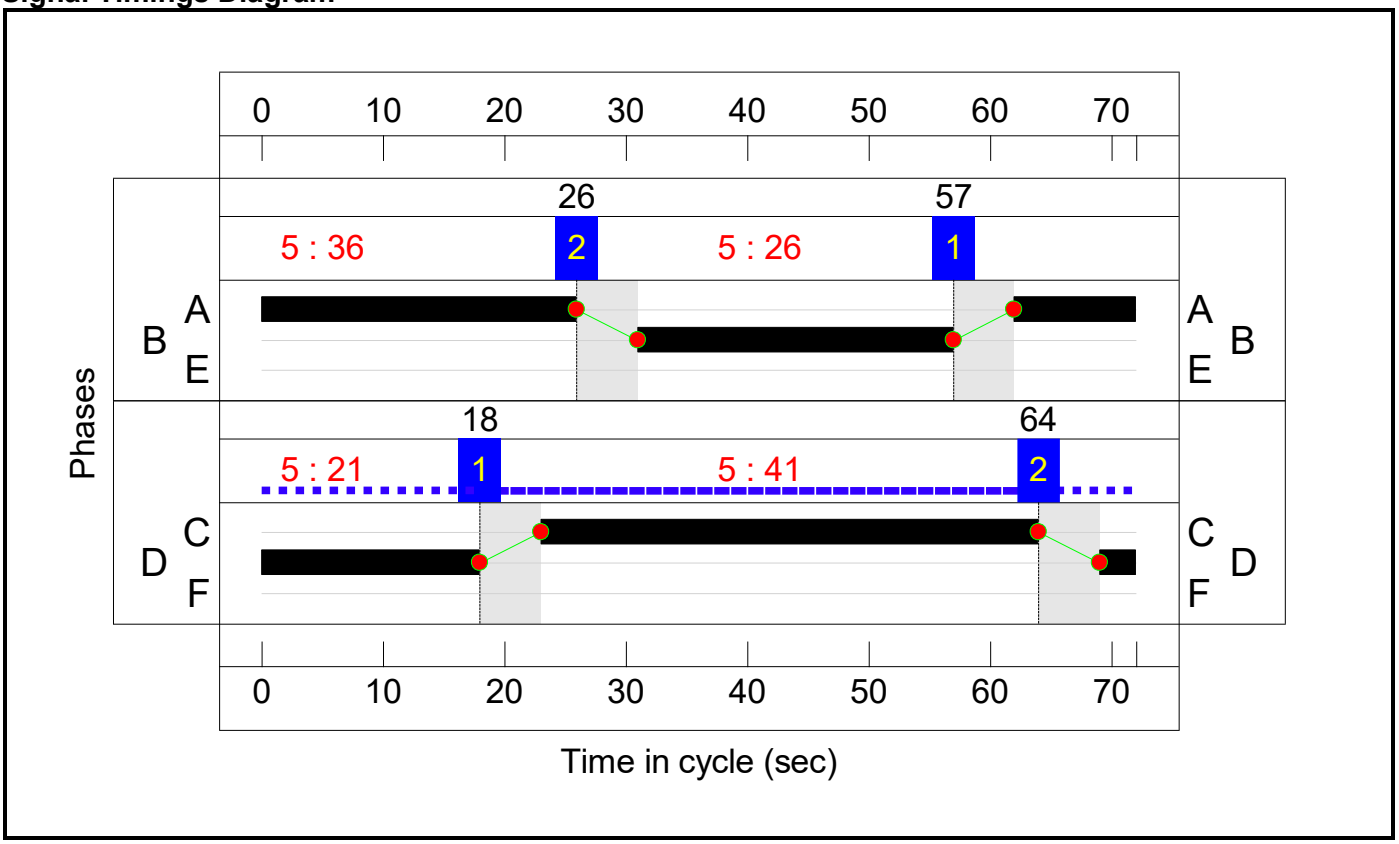
Stage	1	2
Duration	36	26
Change Point	57	26

Stage Stream: 2

Stage	1	2
Duration	41	21
Change Point	18	64

Full Input Data And Results

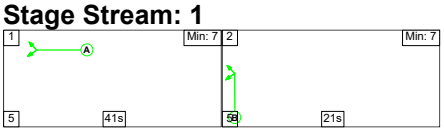
Signal Timings Diagram



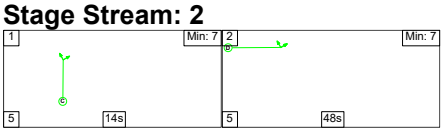
C2 - South Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

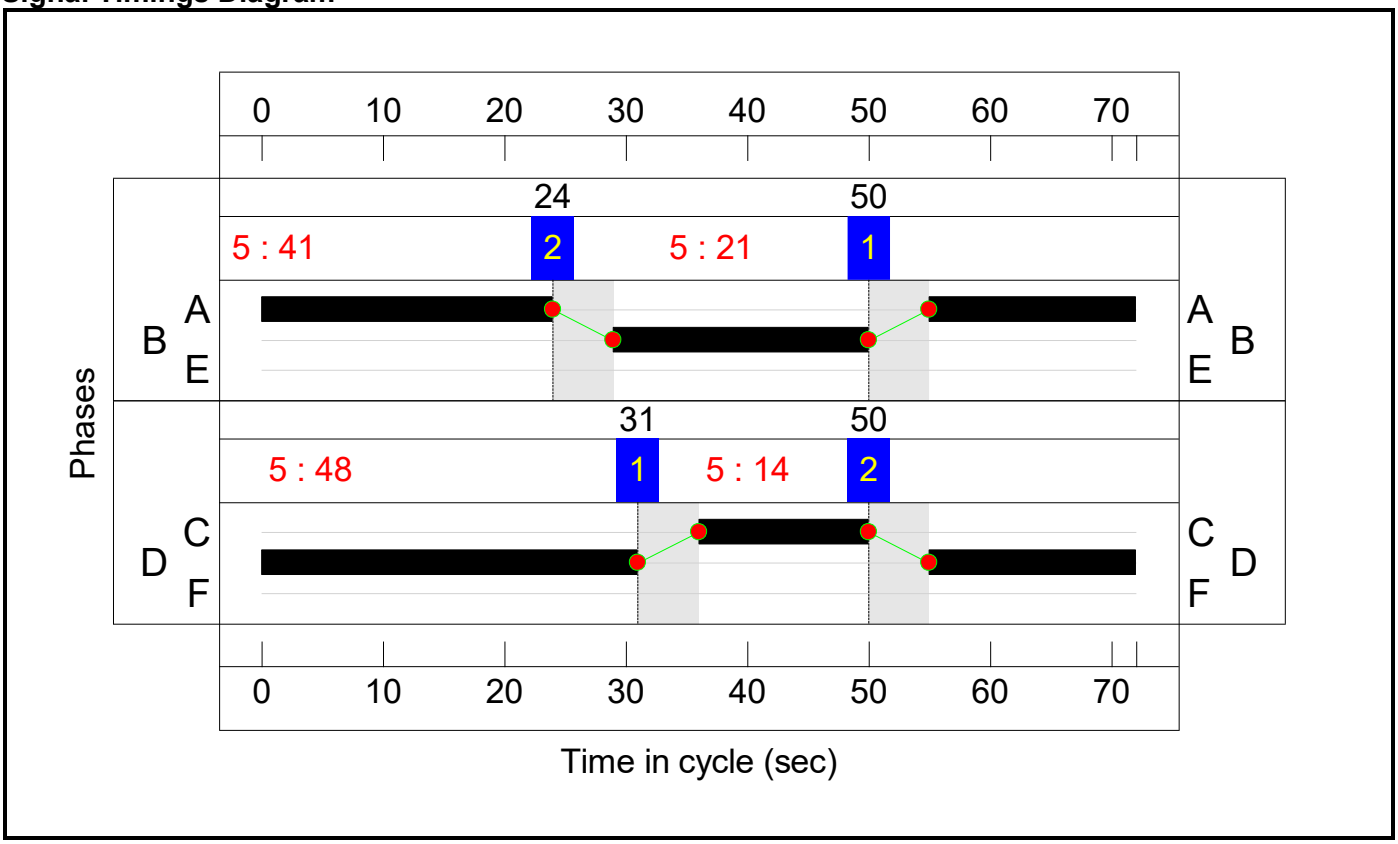
Stage	1	2
Duration	41	21
Change Point	50	24

Stage Stream: 2

Stage	1	2
Duration	14	48
Change Point	31	50

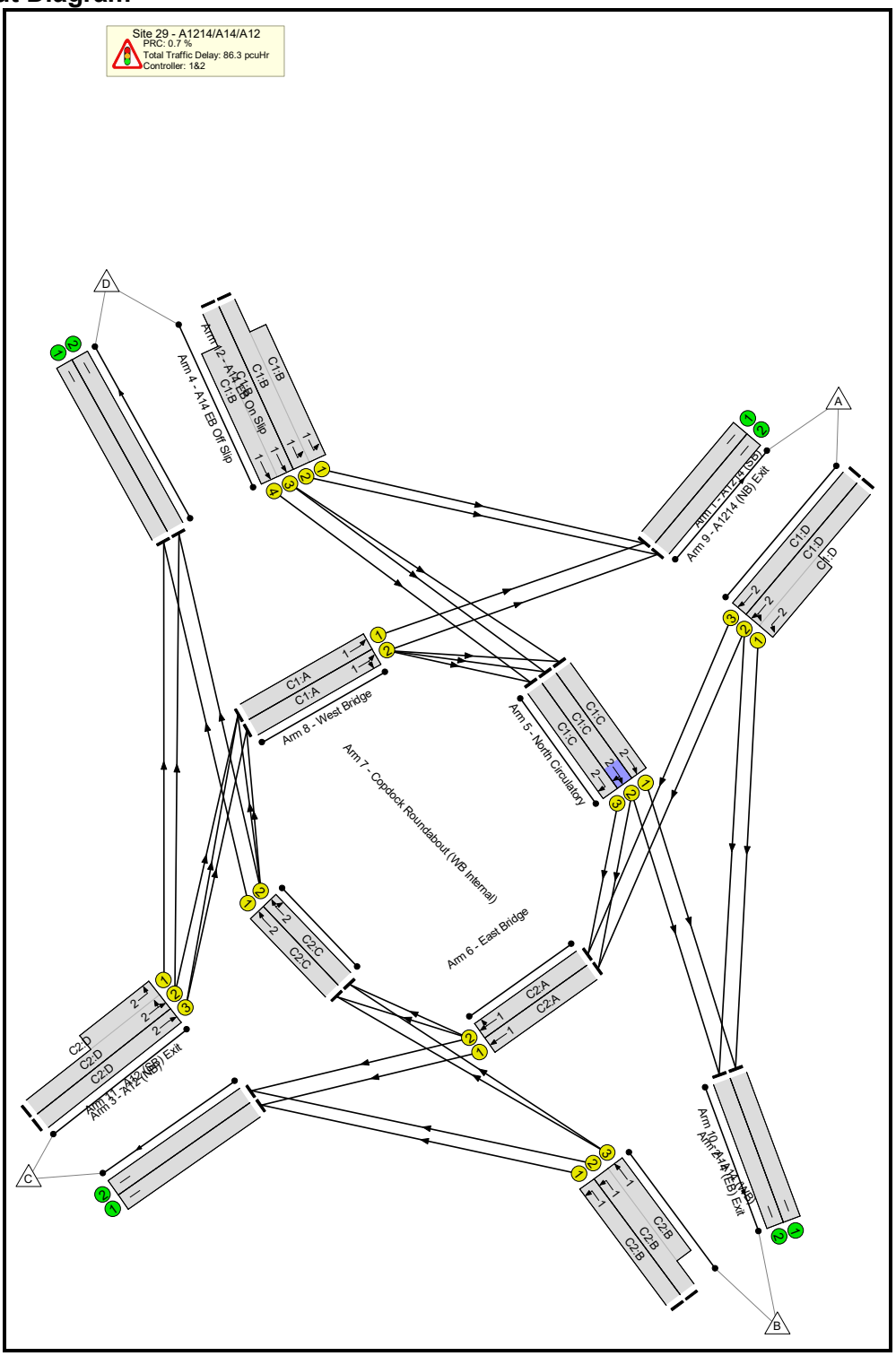
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.4%**
Site 29 - A1214/A14/A12	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.4%**
1/2+1/1	A1214 (SB) Ahead Left	U	1:2	N/A	C1:D		1	21	-	991	2334:2334	555+556	89.2 : 89.2%
1/3	A1214 (SB) Ahead	U	1:2	N/A	C1:D		1	21	-	441	2230	681	64.7%
2/1	A14 (WB) Left	U	2:1	N/A	C2:B		1	21	-	540	2083	636	84.8%
2/2+2/3	A14 (WB) Ahead Left	U	2:1	N/A	C2:B		1	21	-	953	2083:2083	636+636	84.2 : 65.5%
3/2+3/1	A12 (NB) Ahead Left	U	2:2	N/A	C2:D		1	48	-	1597	2087:2087	902+906	88.3 : 88.3%
3/3	A12 (NB) Ahead	U	2:2	N/A	C2:D		1	48	-	1057	2083	1418	74.6%
4/2+4/1	A14 EB Off Slip Left	U	1:1	N/A	C1:B		1	26	-	582	2083:2083	781+781	37.3 : 37.3%
4/3+4/4	A14 EB Off Slip Ahead	U	1:1	N/A	C1:B		1	26	-	1395	2083:2083	781+781	89.2 : 89.4%
5/1	North Circulatory Ahead	U	1:2	N/A	C1:C		1	41	-	740	2428	1416	52.2%
5/2	North Circulatory Right Ahead	U	1:2	N/A	C1:C		1	41	-	976	2428	1416	68.9%
5/3	North Circulatory Right	U	1:2	N/A	C1:C		1	41	-	700	2428	1416	49.4%
6/1	East Bridge Ahead	U	2:1	N/A	C2:A		1	41	-	1108	2234	1303	85.0%
6/2	East Bridge Right Ahead	U	2:1	N/A	C2:A		1	41	-	1141	2234	1303	87.6%
7/1	Copdock Roundabout (WB Internal) Ahead	U	2:2	N/A	C2:C		1	14	-	388	2233	465	83.4%
7/2	Copdock Roundabout (WB Internal) Right Ahead	U	2:2	N/A	C2:C		1	14	-	398	2233	465	85.6%
8/1	West Bridge Ahead	U	1:1	N/A	C1:A		1	36	-	706	2234	1148	61.5%

Full Input Data And Results

8/2	West Bridge Right Ahead	U	1:1	N/A	C1:A		1	36	-	1021	2234	1148	88.9%
9/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	997	Inf	Inf	0.0%
9/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%
10/1	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	1236	Inf	Inf	0.0%
10/2	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	363	Inf	Inf	0.0%
11/1	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1648	Inf	Inf	0.0%
11/2	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1308	Inf	Inf	0.0%
12/1	A14 EB On Slip	U	N/A	N/A	-		-	-	-	1188	Inf	Inf	0.0%
12/2	A14 EB On Slip	U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**50.0**	**36.3**	**0.0**	**86.3**	**-**	**-**	**-**	**-**
Site 29 - A1214/A14/A12	**-**	**-**	**0**	**0**	**0**	**50.0**	**36.3**	**0.0**	**86.3**	**-**	**-**	**-**	**-**
1/2+1/1	991	991	-	-	-	6.1	3.9	-	10.0	36.3	10.6	3.9	14.4
1/3	441	441	-	-	-	2.7	0.9	-	3.6	29.1	7.6	0.9	8.5
2/1	540	540	-	-	-	3.5	2.7	-	6.2	41.1	10.1	2.7	12.7
2/2+2/3	953	953	-	-	-	6.0	1.5	-	7.5	28.2	10.0	1.5	11.5
3/2+3/1	1597	1597	-	-	-	2.7	3.7	-	6.3	14.2	11.0	3.7	14.7
3/3	1057	1057	-	-	-	2.2	1.5	-	3.6	12.4	13.5	1.5	15.0
4/2+4/1	582	582	-	-	-	2.6	0.3	-	2.9	18.2	4.2	0.3	4.5
4/3+4/4	1395	1395	-	-	-	8.2	4.0	-	12.2	31.4	13.0	4.0	17.0
5/1	740	740	-	-	-	3.1	0.5	-	3.6	17.6	14.3	0.5	14.9
5/2	976	976	-	-	-	1.4	1.1	-	2.5	9.1	6.4	1.1	7.5
5/3	700	700	-	-	-	0.4	0.5	-	0.9	4.8	1.2	0.5	1.6
6/1	1108	1108	-	-	-	1.4	2.8	-	4.2	13.6	13.9	2.8	16.7
6/2	1141	1141	-	-	-	1.4	3.4	-	4.8	15.2	14.6	3.4	17.9
7/1	388	388	-	-	-	2.2	2.4	-	4.6	42.6	7.6	2.4	10.0
7/2	398	398	-	-	-	1.2	2.7	-	4.0	35.7	4.4	2.7	7.1
8/1	706	706	-	-	-	1.8	0.8	-	2.6	13.1	10.8	0.8	11.6
8/2	1021	1021	-	-	-	3.1	3.8	-	6.9	24.3	10.0	3.8	13.8
9/1	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1236	1236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	363	363	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1648	1648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1308	1308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1188	1188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/2	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - North Controller Site 29 - A1214/A14/A12	Stream: 1 PRC for Signalled Lanes (%):	0.7	Total Delay for Signalled Lanes (pcuHr):	24.57	Cycle Time (s):	72	
C1 - North Controller Site 29 - A1214/A14/A12	Stream: 2 PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	20.57	Cycle Time (s):	72	
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 1 PRC for Signalled Lanes (%):	2.8	Total Delay for Signalled Lanes (pcuHr):	22.63	Cycle Time (s):	72	
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 2 PRC for Signalled Lanes (%):	1.9	Total Delay for Signalled Lanes (pcuHr):	18.51	Cycle Time (s):	72	
	PRC Over All Lanes (%):	0.7	Total Delay Over All Lanes(pcuHr):	86.27			

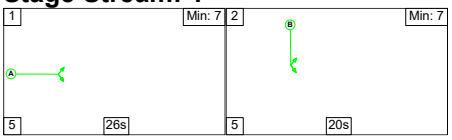
Full Input Data And Results

Scenario 2: 'FB+CD+N2T WD PM with mitigation' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

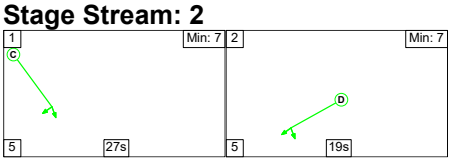
C1 - North Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

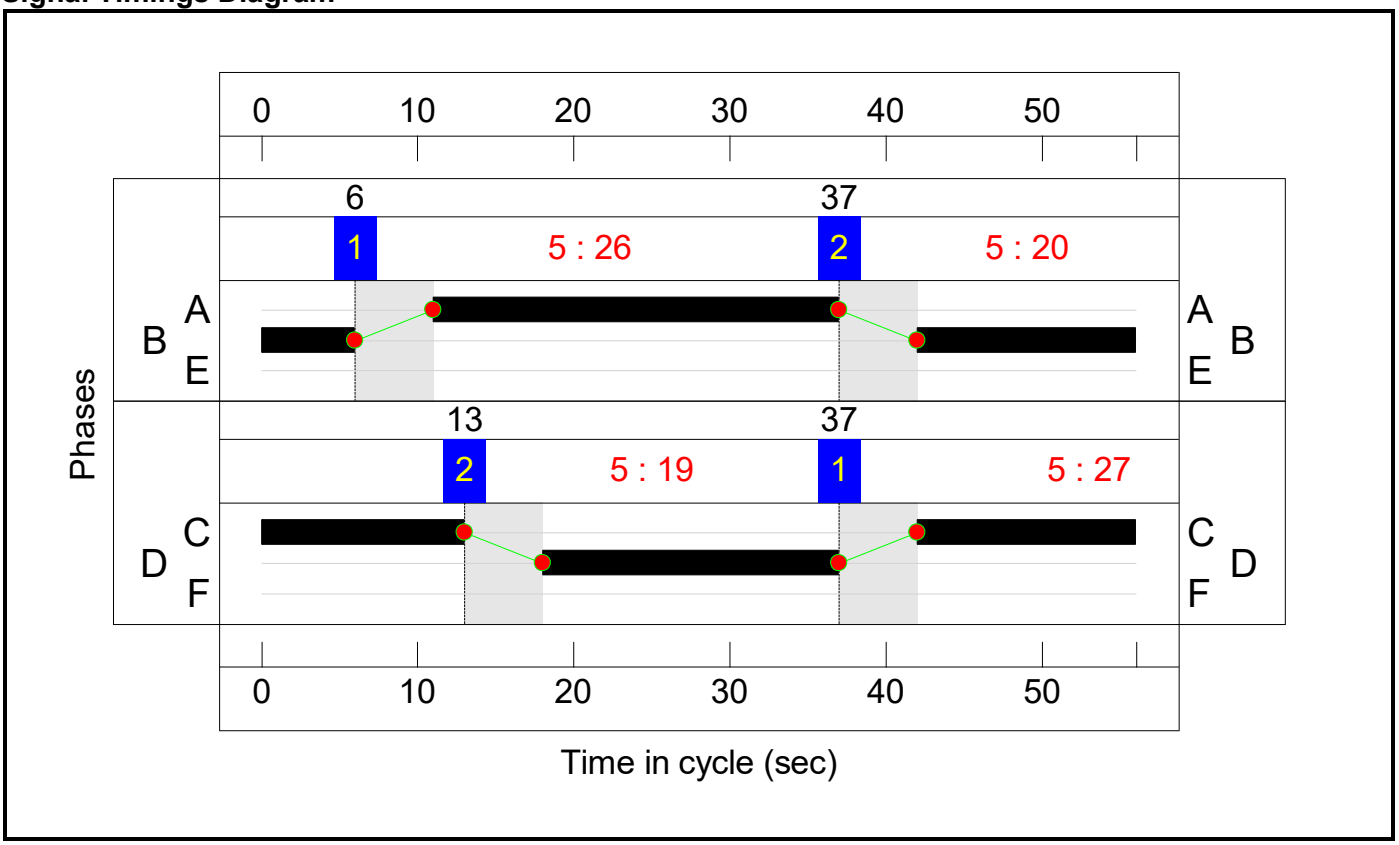
Stage Stream: 1

Stage	1	2
Duration	26	20
Change Point	6	37

Stage Stream: 2

Stage	1	2
Duration	27	19
Change Point	37	13

Signal Timings Diagram

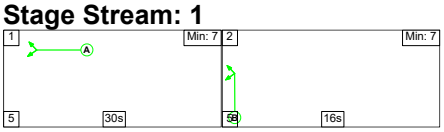


Full Input Data And Results

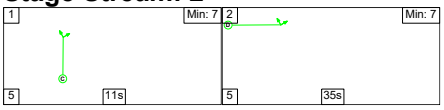
C2 - South Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

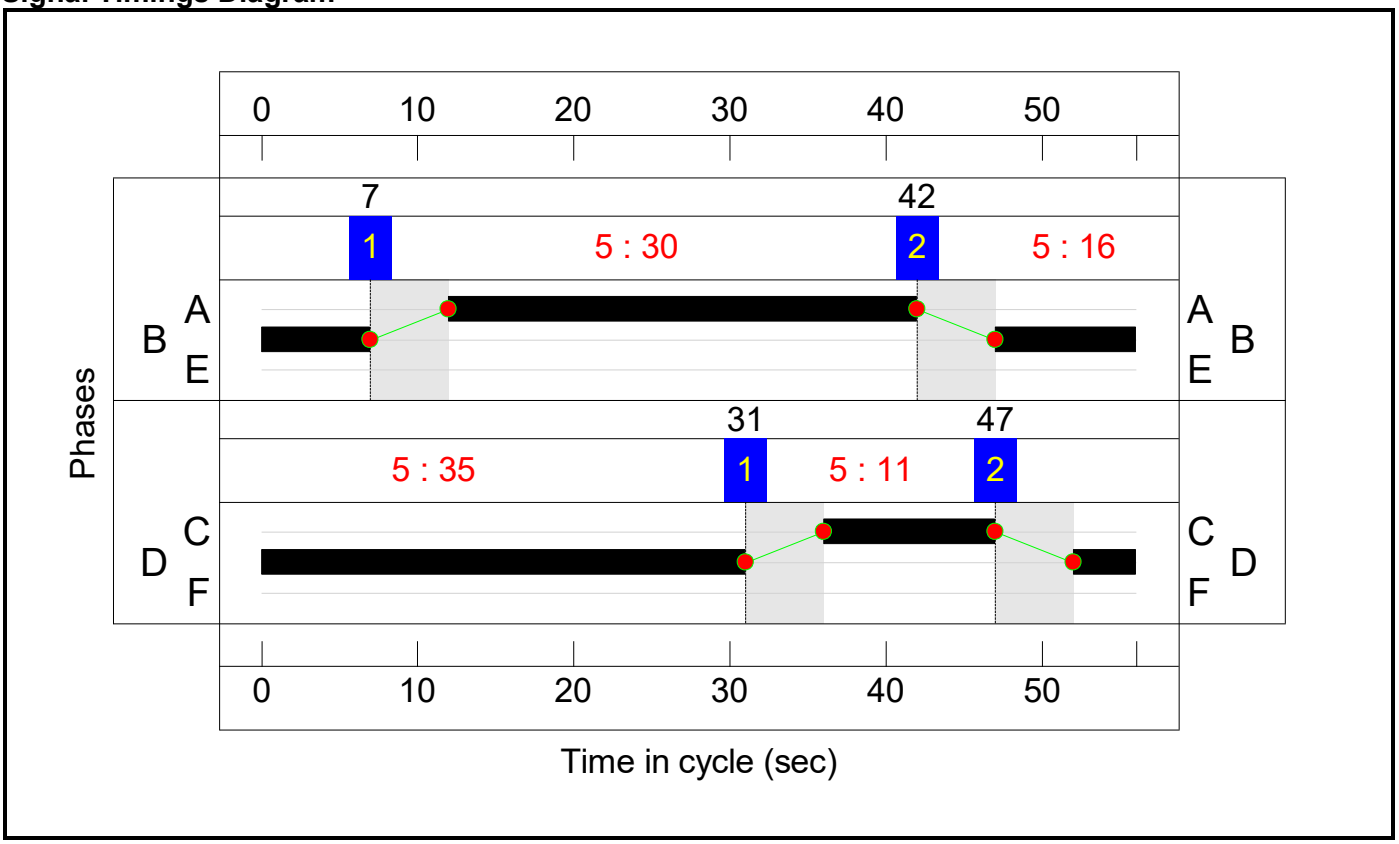
Stage Stream: 1

Stage	1	2
Duration	30	16
Change Point	7	42

Stage Stream: 2

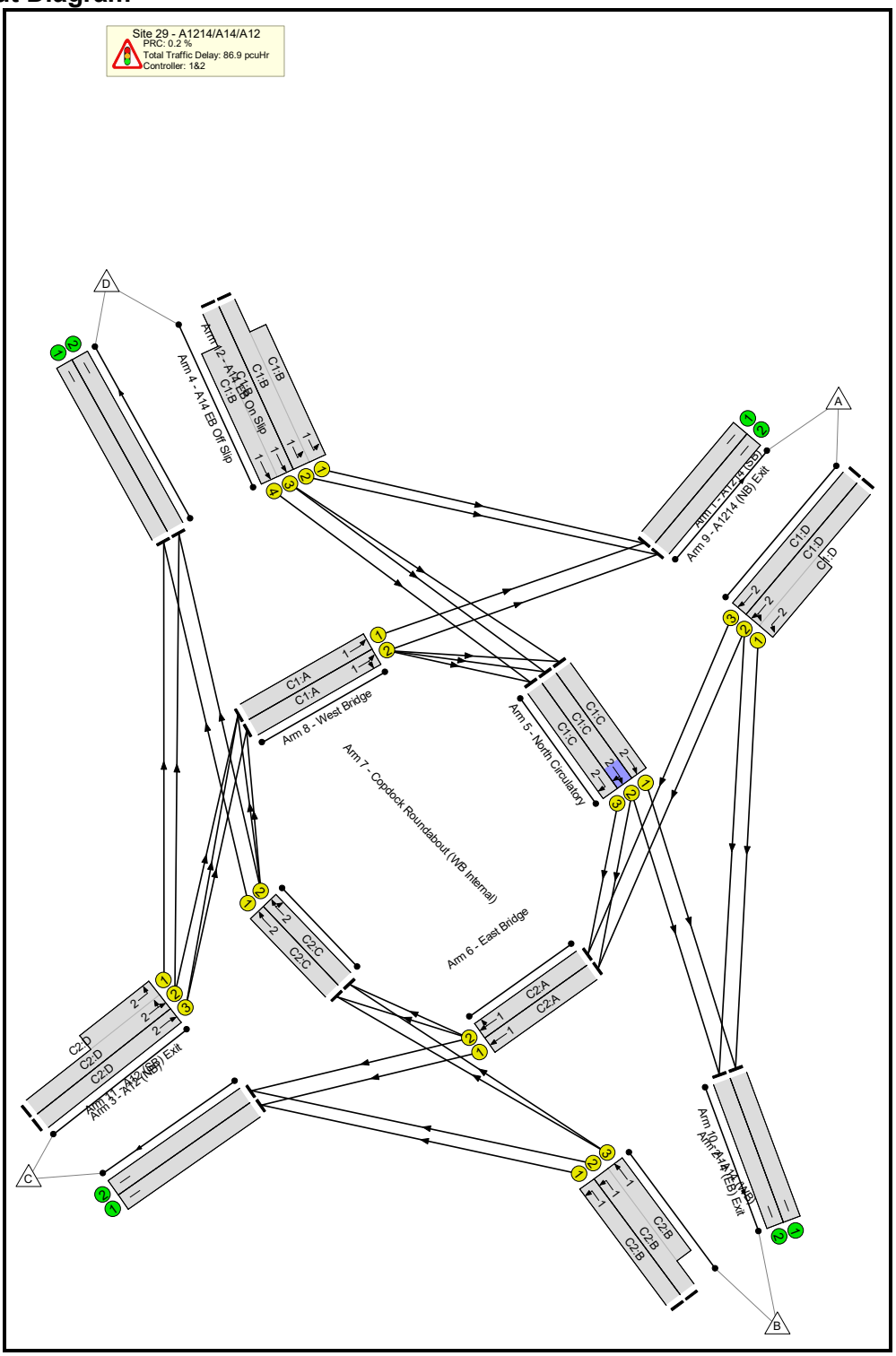
Stage	1	2
Duration	11	35
Change Point	31	47

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.8%**
Site 29 - A1214/A14/A12	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.8%**
1/2+1/1	A1214 (SB) Ahead Left	U	1:2	N/A	C1:D		1	19	-	1007	2334:2334	690+578	79.4 : 79.4%
1/3	A1214 (SB) Ahead	U	1:2	N/A	C1:D		1	19	-	422	2230	796	53.0%
2/1	A14 (WB) Left	U	2:1	N/A	C2:B		1	16	-	531	2083	632	84.0%
2/2+2/3	A14 (WB) Ahead Left	U	2:1	N/A	C2:B		1	16	-	984	2083:2083	632+632	84.9 : 70.7%
3/2+3/1	A12 (NB) Ahead Left	U	2:2	N/A	C2:D		1	35	-	1643	2087:2087	915+923	89.4 : 89.4%
3/3	A12 (NB) Ahead	U	2:2	N/A	C2:D		1	35	-	1156	2083	1339	86.3%
4/2+4/1	A14 EB Off Slip Left	U	1:1	N/A	C1:B		1	20	-	596	2083:2083	781+781	38.2 : 38.2%
4/3+4/4	A14 EB Off Slip Ahead	U	1:1	N/A	C1:B		1	20	-	1355	2083:2083	781+781	86.2 : 87.3%
5/1	North Circulatory Ahead	U	1:2	N/A	C1:C		1	27	-	663	2428	1214	54.6%
5/2	North Circulatory Right Ahead	U	1:2	N/A	C1:C		1	27	-	935	2428	1214	77.0%
5/3	North Circulatory Right	U	1:2	N/A	C1:C		1	27	-	682	2428	1214	56.2%
6/1	East Bridge Ahead	U	2:1	N/A	C2:A		1	30	-	1111	2234	1237	89.8%
6/2	East Bridge Right Ahead	U	2:1	N/A	C2:A		1	30	-	1104	2234	1237	89.3%
7/1	Copdock Roundabout (WB Internal) Ahead	U	2:2	N/A	C2:C		1	11	-	406	2233	479	84.8%
7/2	Copdock Roundabout (WB Internal) Right Ahead	U	2:2	N/A	C2:C		1	11	-	422	2233	479	88.2%
8/1	West Bridge Ahead	U	1:1	N/A	C1:A		1	26	-	931	2234	1077	86.4%

Full Input Data And Results

8/2	West Bridge Right Ahead	U	1:1	N/A	C1:A		1	26	-	951	2234	1077	88.3%
9/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	1229	Inf	Inf	0.0%
9/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
10/1	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	1122	Inf	Inf	0.0%
10/2	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
11/1	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1642	Inf	Inf	0.0%
11/2	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1260	Inf	Inf	0.0%
12/1	A14 EB On Slip	U	N/A	N/A	-		-	-	-	1231	Inf	Inf	0.0%
12/2	A14 EB On Slip	U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**46.1**	**40.8**	**0.0**	**86.9**	**-**	**-**	**-**	**-**
Site 29 - A1214/A14/A12	**-**	**-**	**0**	**0**	**0**	**46.1**	**40.8**	**0.0**	**86.9**	**-**	**-**	**-**	**-**
1/2+1/1	1007	1007	-	-	-	4.1	1.9	-	6.0	21.6	7.2	1.9	9.1
1/3	422	422	-	-	-	1.7	0.6	-	2.2	19.1	5.2	0.6	5.7
2/1	531	531	-	-	-	2.7	2.5	-	5.2	35.2	7.7	2.5	10.2
2/2+2/3	984	984	-	-	-	4.9	1.7	-	6.6	24.2	7.8	1.7	9.5
3/2+3/1	1643	1643	-	-	-	2.7	4.0	-	6.7	14.7	8.0	4.0	12.0
3/3	1156	1156	-	-	-	2.6	3.1	-	5.6	17.5	14.1	3.1	17.2
4/2+4/1	596	596	-	-	-	2.1	0.3	-	2.4	14.6	3.3	0.3	3.6
4/3+4/4	1355	1355	-	-	-	6.1	3.2	-	9.3	24.6	9.9	3.2	13.0
5/1	663	663	-	-	-	2.6	0.6	-	3.2	17.4	9.8	0.6	10.4
5/2	935	935	-	-	-	1.6	1.7	-	3.2	12.4	5.7	1.7	7.3
5/3	682	682	-	-	-	0.5	0.6	-	1.2	6.2	1.2	0.6	1.8
6/1	1111	1111	-	-	-	1.8	4.1	-	6.0	19.4	11.5	4.1	15.6
6/2	1104	1104	-	-	-	1.7	3.9	-	5.6	18.4	12.5	3.9	16.5
7/1	406	406	-	-	-	1.6	2.6	-	4.3	37.8	4.5	2.6	7.1
7/2	422	422	-	-	-	4.0	3.3	-	7.4	62.9	6.6	3.3	9.9
8/1	931	931	-	-	-	3.1	3.1	-	6.1	23.6	13.2	3.1	16.3
8/2	951	951	-	-	-	2.2	3.6	-	5.8	22.0	9.4	3.6	13.0
9/1	1229	1229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1122	1122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1642	1642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1260	1260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1231	1231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/2	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - North Controller Site 29 - A1214/A14/A12	Stream: 1 PRC for Signalled Lanes (%):	1.9	Total Delay for Signalled Lanes (pcuHr):	23.61	Cycle Time (s):	56
C1 - North Controller Site 29 - A1214/A14/A12	Stream: 2 PRC for Signalled Lanes (%):	13.3	Total Delay for Signalled Lanes (pcuHr):	15.87	Cycle Time (s):	56
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 1 PRC for Signalled Lanes (%):	0.2	Total Delay for Signalled Lanes (pcuHr):	23.41	Cycle Time (s):	56
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 2 PRC for Signalled Lanes (%):	0.7	Total Delay for Signalled Lanes (pcuHr):	23.99	Cycle Time (s):	56
	PRC Over All Lanes (%):	0.2	Total Delay Over All Lanes(pcuHr):	86.88		

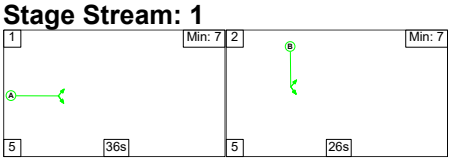
Full Input Data And Results

Scenario 3: '85th Percentile - FB+CD+N2T WD AM' (FG9: '85th Percentile - FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

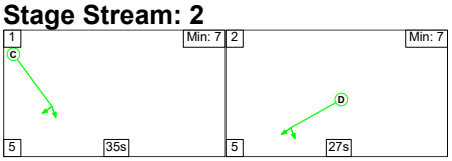
C1 - North Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

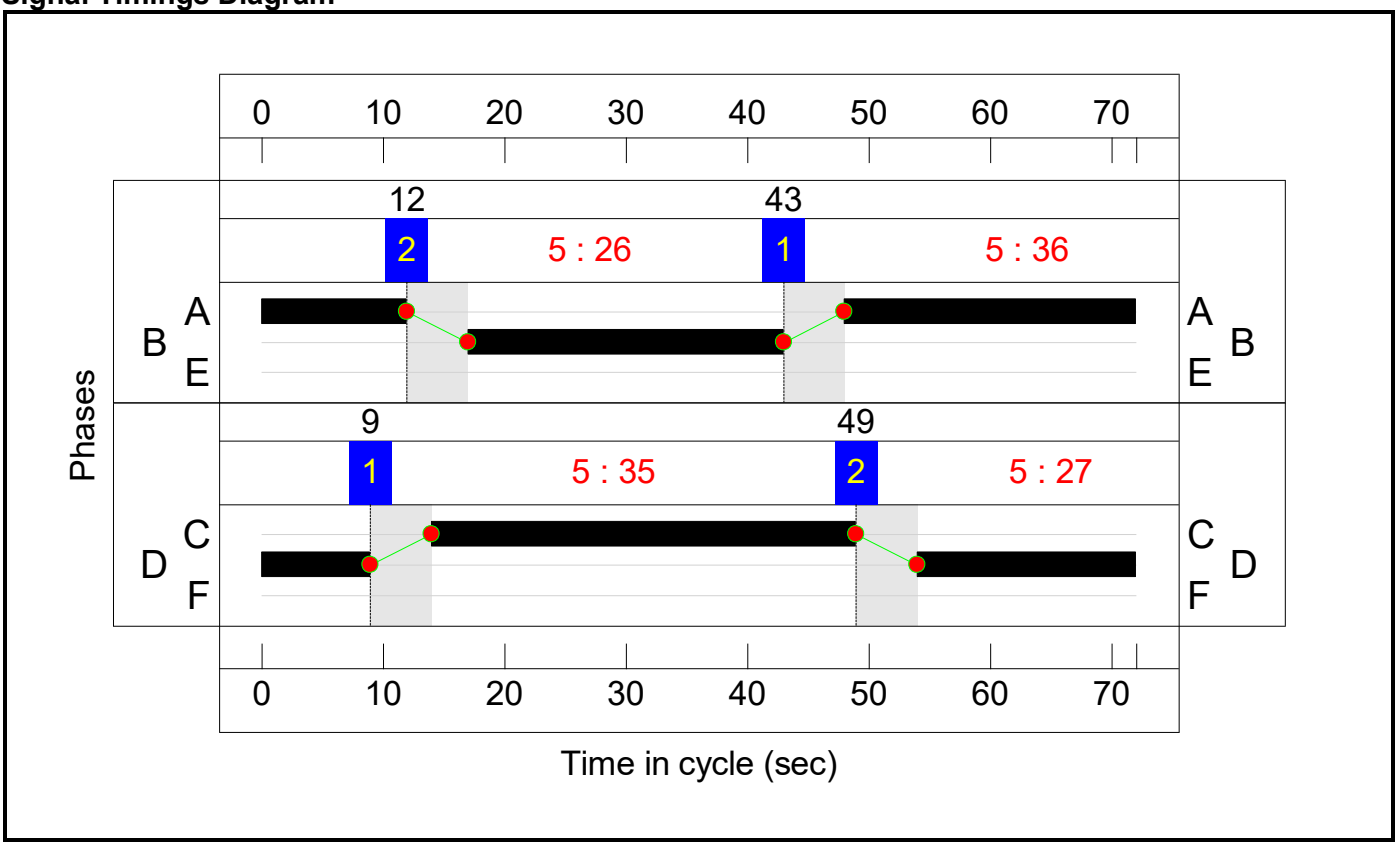
Stage Stream: 1

Stage	1	2
Duration	36	26
Change Point	43	12

Stage Stream: 2

Stage	1	2
Duration	35	27
Change Point	9	49

Signal Timings Diagram

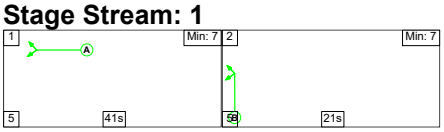


Full Input Data And Results

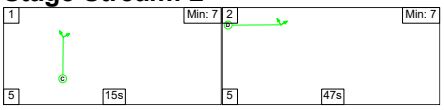
C2 - South Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

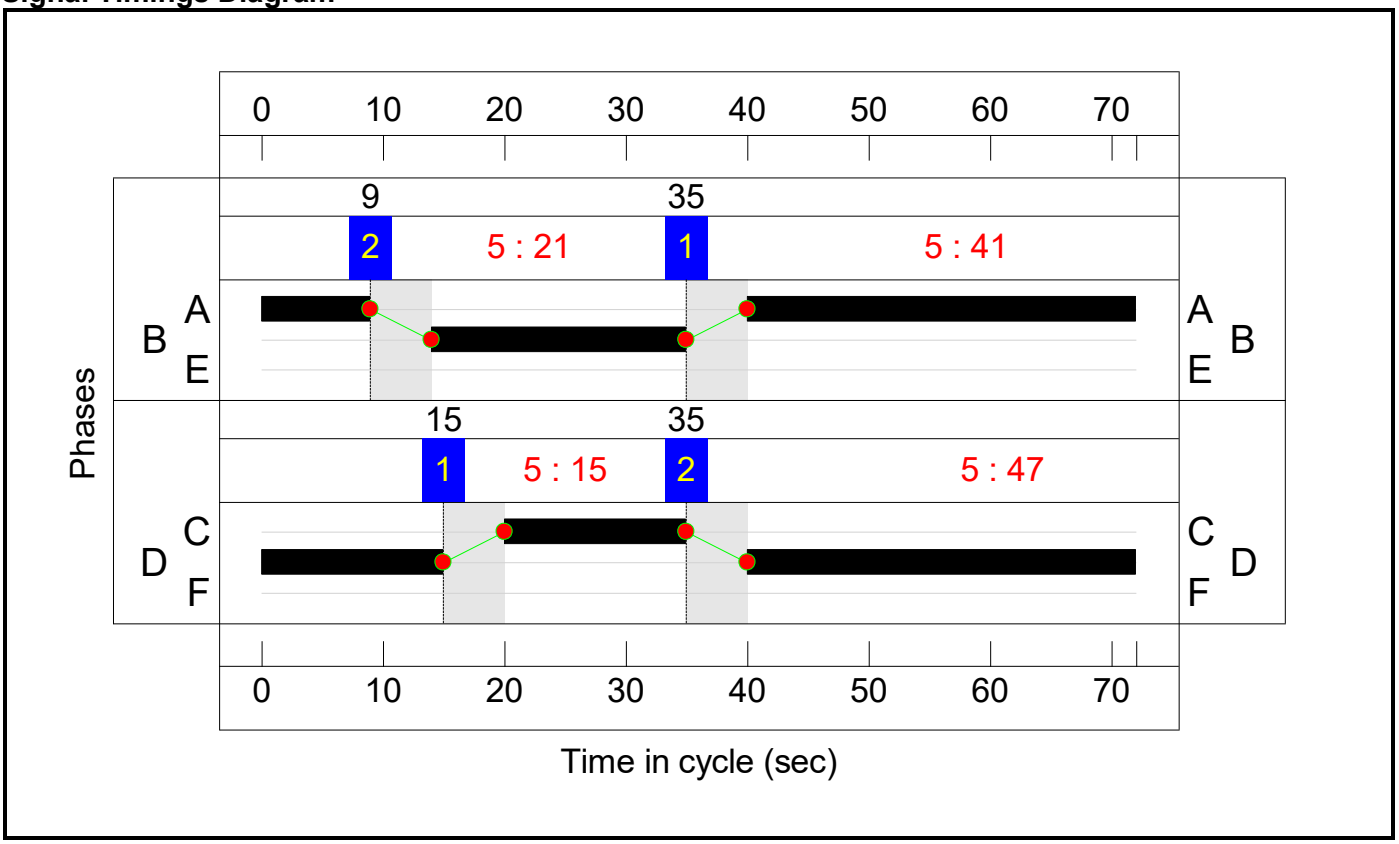
Stage Stream: 1

Stage	1	2
Duration	41	21
Change Point	35	9

Stage Stream: 2

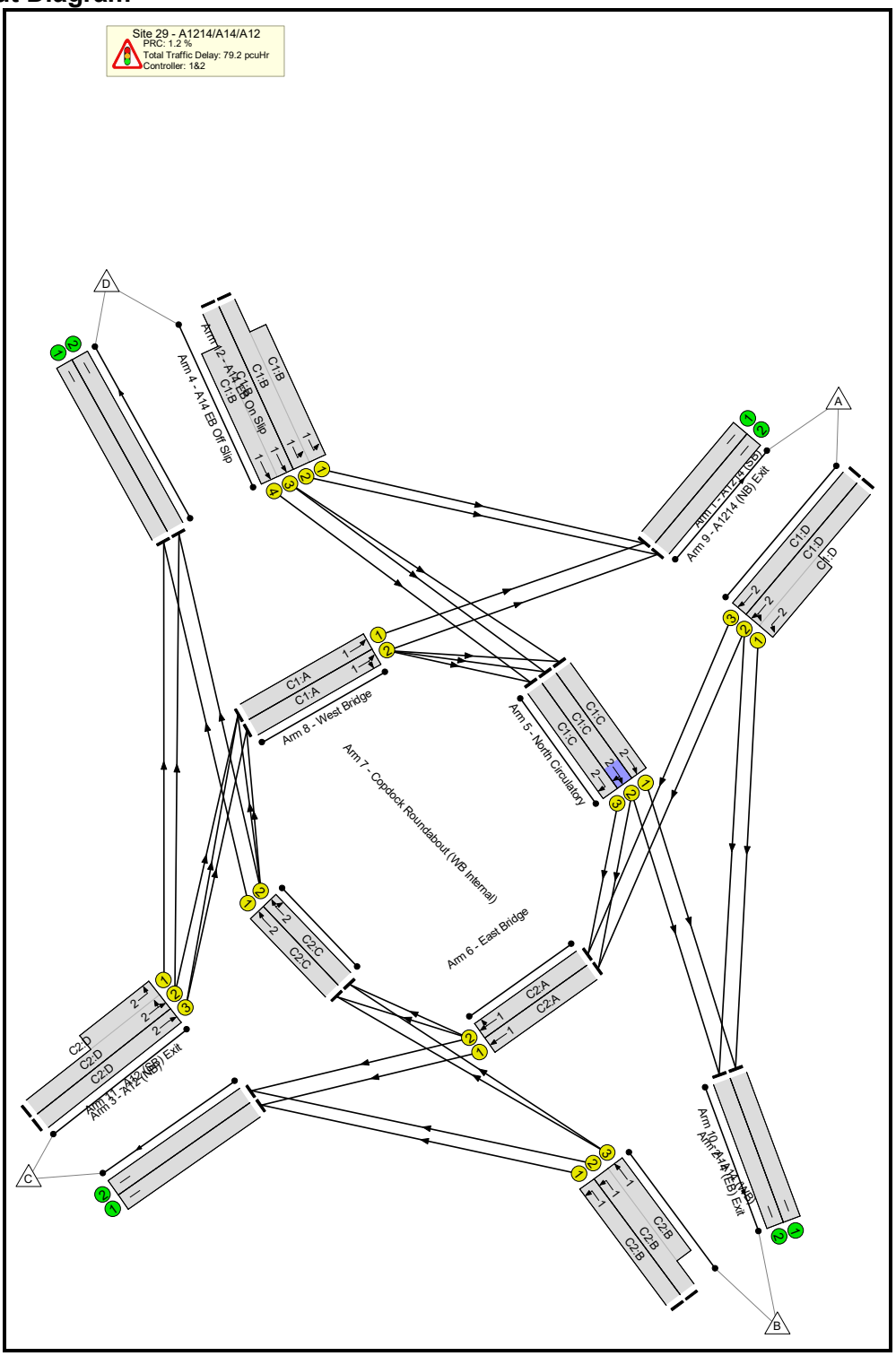
Stage	1	2
Duration	15	47
Change Point	15	35

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.9%**
Site 29 - A1214/A14/A12	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.9%**
1/2+1/1	A1214 (SB) Ahead Left	U	1:2	N/A	C1:D		1	27	-	1008	2334:2334	675+576	80.5 : 80.5%
1/3	A1214 (SB) Ahead	U	1:2	N/A	C1:D		1	27	-	412	2230	867	47.5%
2/1	A14 (WB) Left	U	2:1	N/A	C2:B		1	21	-	536	2083	636	84.2%
2/2+2/3	A14 (WB) Ahead Left	U	2:1	N/A	C2:B		1	21	-	957	2083:2083	636+636	84.8 : 65.5%
3/2+3/1	A12 (NB) Ahead Left	U	2:2	N/A	C2:D		1	47	-	1547	2087:2087	892+886	87.0 : 87.0%
3/3	A12 (NB) Ahead	U	2:2	N/A	C2:D		1	47	-	1024	2083	1389	73.7%
4/2+4/1	A14 EB Off Slip Left	U	1:1	N/A	C1:B		1	26	-	570	2083:2083	781+781	36.5 : 36.5%
4/3+4/4	A14 EB Off Slip Ahead	U	1:1	N/A	C1:B		1	26	-	1325	2083:2083	781+781	83.9 : 85.8%
5/1	North Circulatory Ahead	U	1:2	N/A	C1:C		1	35	-	740	2428	1214	61.0%
5/2	North Circulatory Right Ahead	U	1:2	N/A	C1:C		1	35	-	935	2428	1214	77.0%
5/3	North Circulatory Right	U	1:2	N/A	C1:C		1	35	-	671	2428	1214	55.3%
6/1	East Bridge Ahead	U	2:1	N/A	C2:A		1	41	-	1084	2234	1303	83.2%
6/2	East Bridge Right Ahead	U	2:1	N/A	C2:A		1	41	-	1083	2234	1303	83.1%
7/1	Copdock Roundabout (WB Internal) Ahead	U	2:2	N/A	C2:C		1	15	-	379	2233	496	76.4%
7/2	Copdock Roundabout (WB Internal) Right Ahead	U	2:2	N/A	C2:C		1	15	-	395	2233	496	79.6%
8/1	West Bridge Ahead	U	1:1	N/A	C1:A		1	36	-	706	2234	1148	61.5%

Full Input Data And Results

8/2	West Bridge Right Ahead	U	1:1	N/A	C1:A		1	36	-	1021	2234	1148	88.9%
9/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	991	Inf	Inf	0.0%
9/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	285	Inf	Inf	0.0%
10/1	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	1204	Inf	Inf	0.0%
10/2	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
11/1	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1620	Inf	Inf	0.0%
11/2	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1266	Inf	Inf	0.0%
12/1	A14 EB On Slip	U	N/A	N/A	-		-	-	-	1150	Inf	Inf	0.0%
12/2	A14 EB On Slip	U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**49.0**	**30.1**	**0.0**	**79.2**	**-**	**-**	**-**	**-**
Site 29 - A1214/A14/A12	**-**	**-**	**0**	**0**	**0**	**49.0**	**30.1**	**0.0**	**79.2**	**-**	**-**	**-**	**-**
1/2+1/1	1008	1008	-	-	-	4.8	2.0	-	6.9	24.5	9.8	2.0	11.8
1/3	412	412	-	-	-	1.9	0.5	-	2.3	20.4	6.1	0.5	6.5
2/1	536	536	-	-	-	3.5	2.5	-	6.0	40.4	10.0	2.5	12.5
2/2+2/3	957	957	-	-	-	6.0	1.5	-	7.5	28.3	10.1	1.5	11.6
3/2+3/1	1547	1547	-	-	-	2.7	3.3	-	6.0	14.0	10.9	3.3	14.2
3/3	1024	1024	-	-	-	2.2	1.4	-	3.6	12.8	13.4	1.4	14.8
4/2+4/1	570	570	-	-	-	2.6	0.3	-	2.9	18.1	4.1	0.3	4.4
4/3+4/4	1325	1325	-	-	-	7.6	2.7	-	10.3	28.0	12.3	2.7	15.0
5/1	740	740	-	-	-	4.1	0.8	-	4.9	23.7	14.5	0.8	15.2
5/2	935	935	-	-	-	1.9	1.7	-	3.6	13.7	7.1	1.7	8.8
5/3	671	671	-	-	-	0.6	0.6	-	1.2	6.5	1.3	0.6	1.9
6/1	1084	1084	-	-	-	1.6	2.4	-	4.0	13.2	13.9	2.4	16.3
6/2	1083	1083	-	-	-	1.4	2.4	-	3.8	12.6	14.4	2.4	16.8
7/1	379	379	-	-	-	2.3	1.6	-	3.9	36.6	7.4	1.6	8.9
7/2	395	395	-	-	-	1.1	1.9	-	3.0	27.6	2.5	1.9	4.4
8/1	706	706	-	-	-	1.8	0.8	-	2.6	13.5	10.9	0.8	11.7
8/2	1021	1021	-	-	-	2.9	3.8	-	6.7	23.5	9.4	3.8	13.2
9/1	991	991	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1204	1204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1620	1620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1266	1266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1150	1150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/2	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - North Controller Site 29 - A1214/A14/A12	Stream: 1	PRC for Signalled Lanes (%):	1.2	Total Delay for Signalled Lanes (pcuHr):	22.49	Cycle Time (s):	72
C1 - North Controller Site 29 - A1214/A14/A12	Stream: 2	PRC for Signalled Lanes (%):	11.7	Total Delay for Signalled Lanes (pcuHr):	18.84	Cycle Time (s):	72
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 1	PRC for Signalled Lanes (%):	6.1	Total Delay for Signalled Lanes (pcuHr):	21.32	Cycle Time (s):	72
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 2	PRC for Signalled Lanes (%):	3.5	Total Delay for Signalled Lanes (pcuHr):	16.51	Cycle Time (s):	72
		PRC Over All Lanes (%):	1.2	Total Delay Over All Lanes(pcuHr):	79.16		

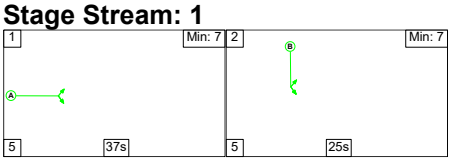
Full Input Data And Results

Scenario 4: '85th Percentile - FB+CD+N2T WD PM' (FG10: '85th Percentile - FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

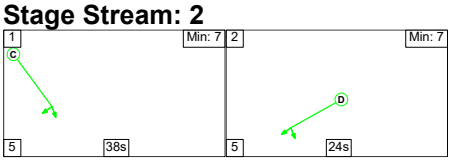
C1 - North Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

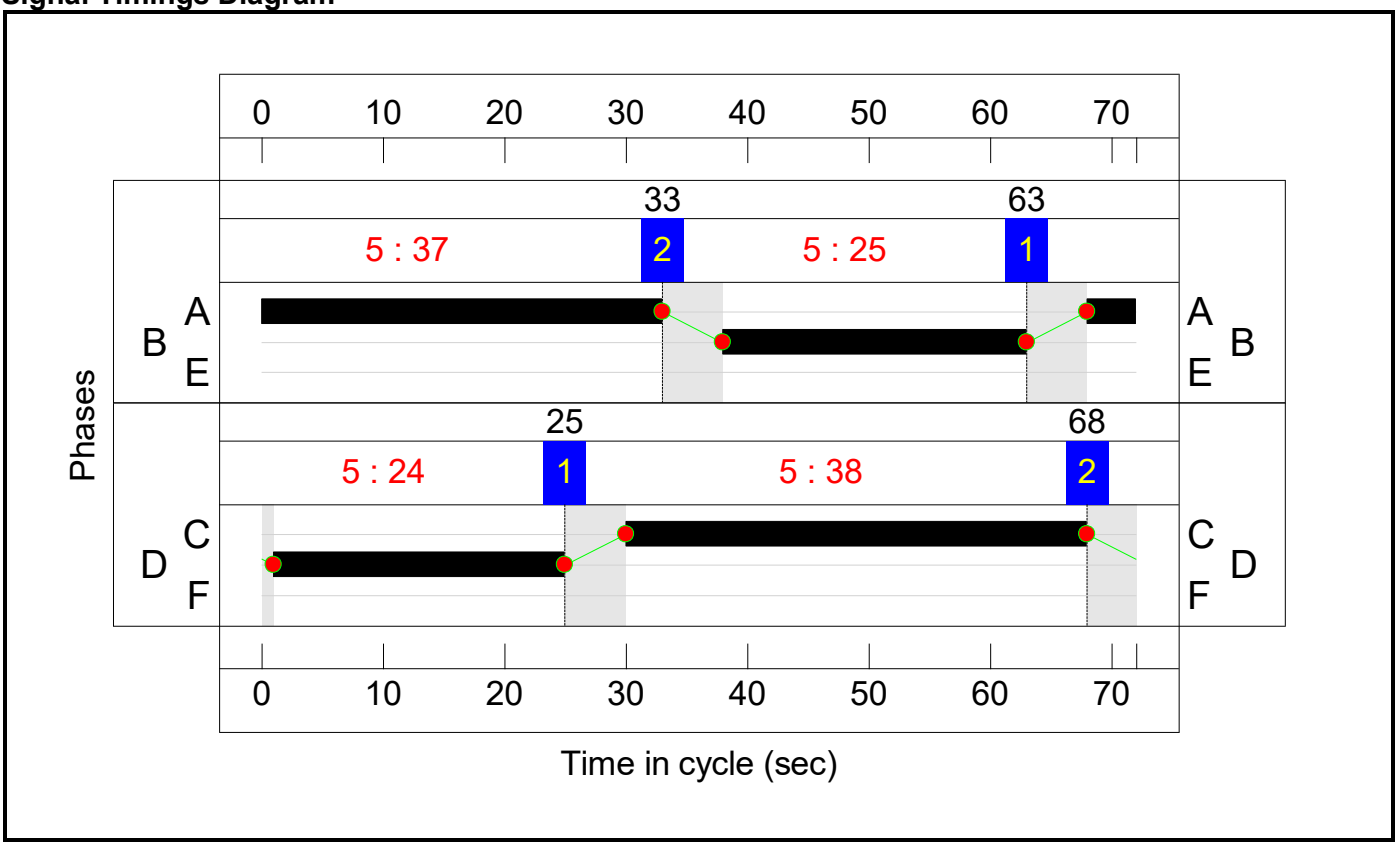
Stage Stream: 1

Stage	1	2
Duration	37	25
Change Point	63	33

Stage Stream: 2

Stage	1	2
Duration	38	24
Change Point	25	68

Signal Timings Diagram

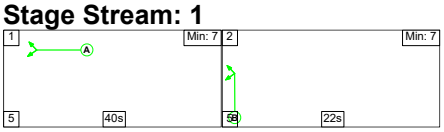


Full Input Data And Results

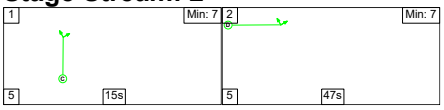
C2 - South Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

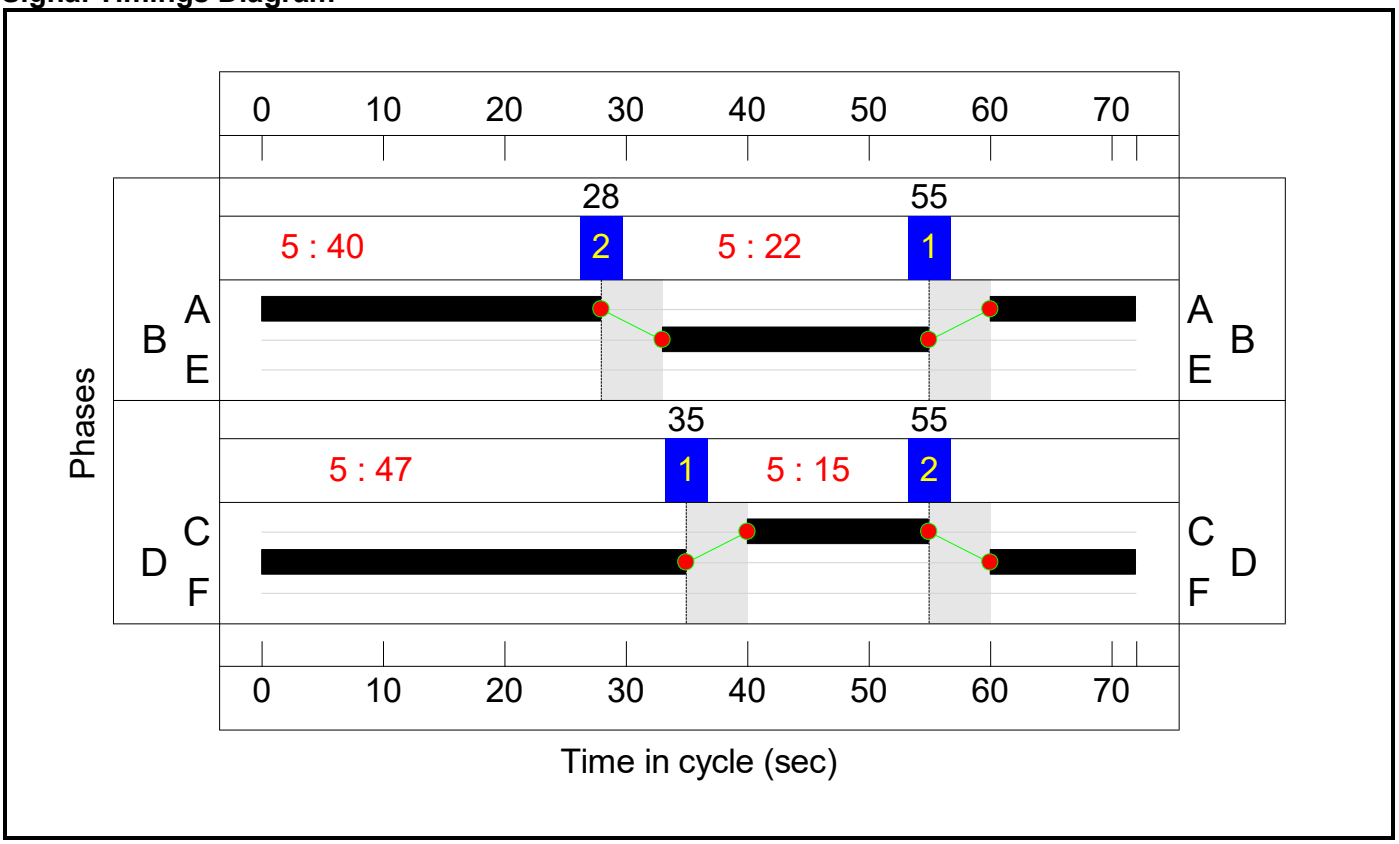
Stage Stream: 1

Stage	1	2
Duration	40	22
Change Point	55	28

Stage Stream: 2

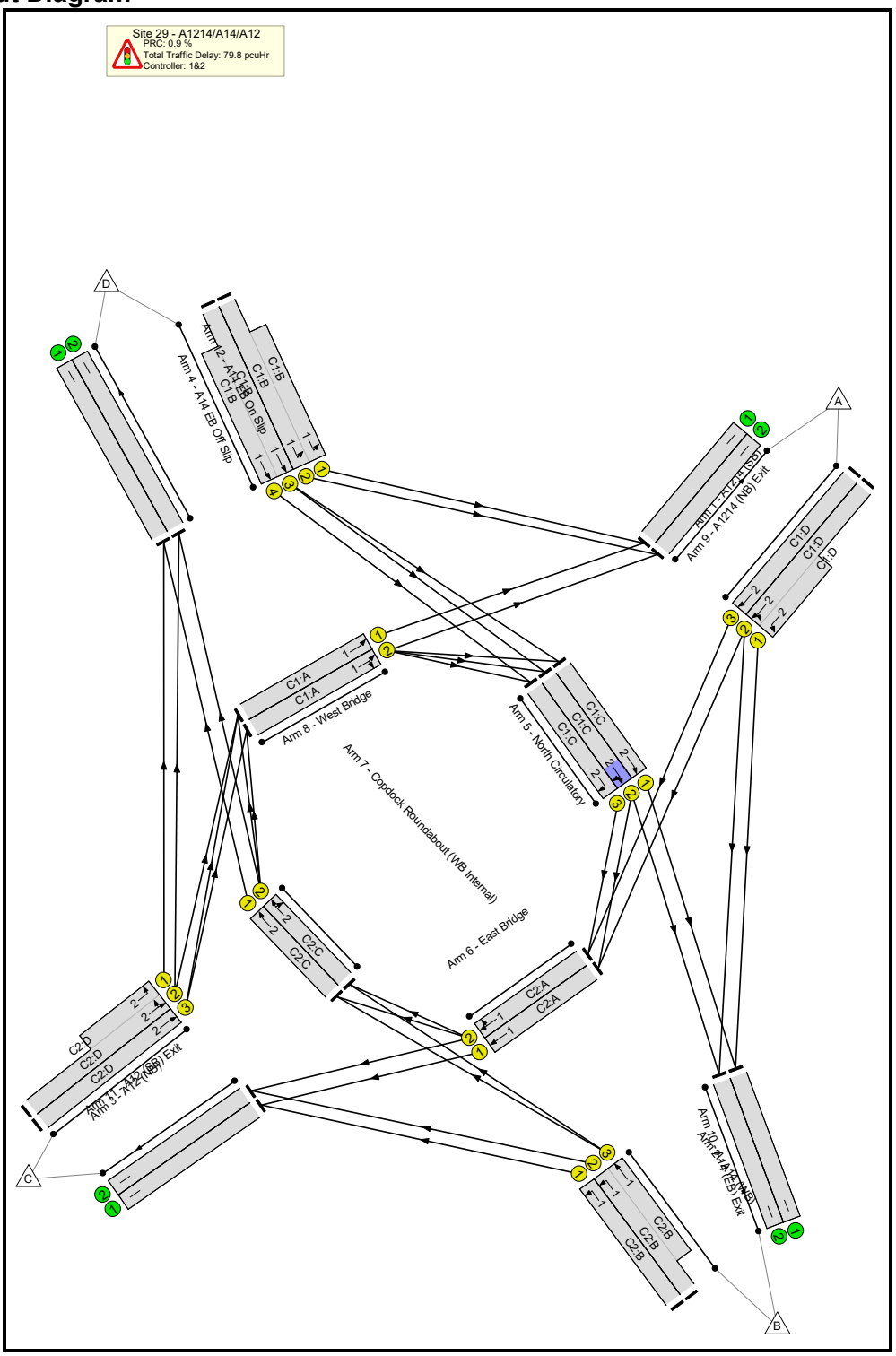
Stage	1	2
Duration	15	47
Change Point	35	55

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.2%**
Site 29 - A1214/A14/A12	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.2%**
1/2+1/1	A1214 (SB) Ahead Left	U	1:2	N/A	C1:D		1	24	-	971	2334:2334	610+589	81.0 : 81.0%
1/3	A1214 (SB) Ahead	U	1:2	N/A	C1:D		1	24	-	446	2230	774	57.6%
2/1	A14 (WB) Left	U	2:1	N/A	C2:B		1	22	-	559	2083	665	84.0%
2/2+2/3	A14 (WB) Ahead Left	U	2:1	N/A	C2:B		1	22	-	956	2083:2083	665+665	76.5 : 67.2%
3/2+3/1	A12 (NB) Ahead Left	U	2:2	N/A	C2:D		1	47	-	1587	2087:2087	889+890	89.2 : 89.2%
3/3	A12 (NB) Ahead	U	2:2	N/A	C2:D		1	47	-	1101	2083	1389	79.3%
4/2+4/1	A14 EB Off Slip Left	U	1:1	N/A	C1:B		1	25	-	584	2083:2083	752+752	38.8 : 38.8%
4/3+4/4	A14 EB Off Slip Ahead	U	1:1	N/A	C1:B		1	25	-	1266	2083:2083	752+752	83.8 : 84.6%
5/1	North Circulatory Ahead	U	1:2	N/A	C1:C		1	38	-	644	2428	1315	49.0%
5/2	North Circulatory Right Ahead	U	1:2	N/A	C1:C		1	38	-	911	2428	1315	69.3%
5/3	North Circulatory Right	U	1:2	N/A	C1:C		1	38	-	636	2428	1315	48.4%
6/1	East Bridge Ahead	U	2:1	N/A	C2:A		1	40	-	1032	2234	1272	81.1%
6/2	East Bridge Right Ahead	U	2:1	N/A	C2:A		1	40	-	1082	2234	1272	85.1%
7/1	Copdock Roundabout (WB Internal) Ahead	U	2:2	N/A	C2:C		1	15	-	394	2233	496	79.4%
7/2	Copdock Roundabout (WB Internal) Right Ahead	U	2:2	N/A	C2:C		1	15	-	422	2233	496	85.0%
8/1	West Bridge Ahead	U	1:1	N/A	C1:A		1	37	-	929	2234	1179	78.8%

Full Input Data And Results

8/2	West Bridge Right Ahead	U	1:1	N/A	C1:A		1	37	-	953	2234	1179	80.8%
9/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	1221	Inf	Inf	0.0%
9/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
10/1	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	1121	Inf	Inf	0.0%
10/2	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
11/1	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1591	Inf	Inf	0.0%
11/2	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1222	Inf	Inf	0.0%
12/1	A14 EB On Slip	U	N/A	N/A	-		-	-	-	1188	Inf	Inf	0.0%
12/2	A14 EB On Slip	U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**49.1**	**30.7**	**0.0**	**79.8**	**-**	**-**	**-**	**-**
Site 29 - A1214/A14/A12	**-**	**-**	**0**	**0**	**0**	**49.1**	**30.7**	**0.0**	**79.8**	**-**	**-**	**-**	**-**
1/2+1/1	971	971	-	-	-	5.2	2.1	-	7.3	27.2	8.6	2.1	10.7
1/3	446	446	-	-	-	2.4	0.7	-	3.1	24.6	7.2	0.7	7.9
2/1	559	559	-	-	-	3.5	2.5	-	6.0	38.9	10.2	2.5	12.8
2/2+2/3	956	956	-	-	-	5.8	1.3	-	7.0	26.4	9.0	1.3	10.3
3/2+3/1	1587	1587	-	-	-	2.9	4.0	-	6.9	15.6	12.3	4.0	16.3
3/3	1101	1101	-	-	-	2.6	1.9	-	4.5	14.7	15.3	1.9	17.2
4/2+4/1	584	584	-	-	-	2.8	0.3	-	3.1	19.1	4.3	0.3	4.6
4/3+4/4	1266	1266	-	-	-	7.4	2.6	-	10.0	28.5	11.7	2.6	14.3
5/1	644	644	-	-	-	2.4	0.5	-	2.9	16.4	11.9	0.5	12.4
5/2	911	911	-	-	-	1.7	1.1	-	2.8	11.2	7.2	1.1	8.3
5/3	636	636	-	-	-	0.6	0.5	-	1.1	6.3	1.5	0.5	2.0
6/1	1032	1032	-	-	-	1.3	2.1	-	3.4	12.0	10.7	2.1	12.8
6/2	1082	1082	-	-	-	1.4	2.8	-	4.2	14.0	13.2	2.8	16.0
7/1	394	394	-	-	-	2.4	1.9	-	4.3	39.1	7.8	1.9	9.6
7/2	422	422	-	-	-	1.2	2.7	-	3.8	32.5	3.2	2.7	5.9
8/1	929	929	-	-	-	2.9	1.8	-	4.7	18.3	15.8	1.8	17.6
8/2	953	953	-	-	-	2.5	2.1	-	4.6	17.4	7.6	2.1	9.7
9/1	1221	1221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1121	1121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1591	1591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1222	1222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1188	1188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/2	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - North Controller Site 29 - A1214/A14/A12	Stream: 1	PRC for Signalled Lanes (%):	6.4	Total Delay for Signalled Lanes (pcuHr):	22.43	Cycle Time (s):	72
C1 - North Controller Site 29 - A1214/A14/A12	Stream: 2	PRC for Signalled Lanes (%):	11.1	Total Delay for Signalled Lanes (pcuHr):	17.24	Cycle Time (s):	72
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 1	PRC for Signalled Lanes (%):	5.8	Total Delay for Signalled Lanes (pcuHr):	20.71	Cycle Time (s):	72
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 2	PRC for Signalled Lanes (%):	0.9	Total Delay for Signalled Lanes (pcuHr):	19.42	Cycle Time (s):	72
		PRC Over All Lanes (%):	0.9	Total Delay Over All Lanes(pcuHr):	79.81		

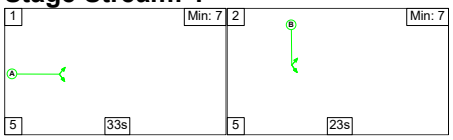
Full Input Data And Results

Scenario 5: 'MM1 FB+CD+N2T WD AM' (FG11: 'MM1 FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

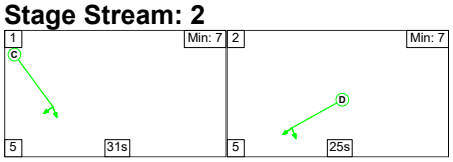
C1 - North Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

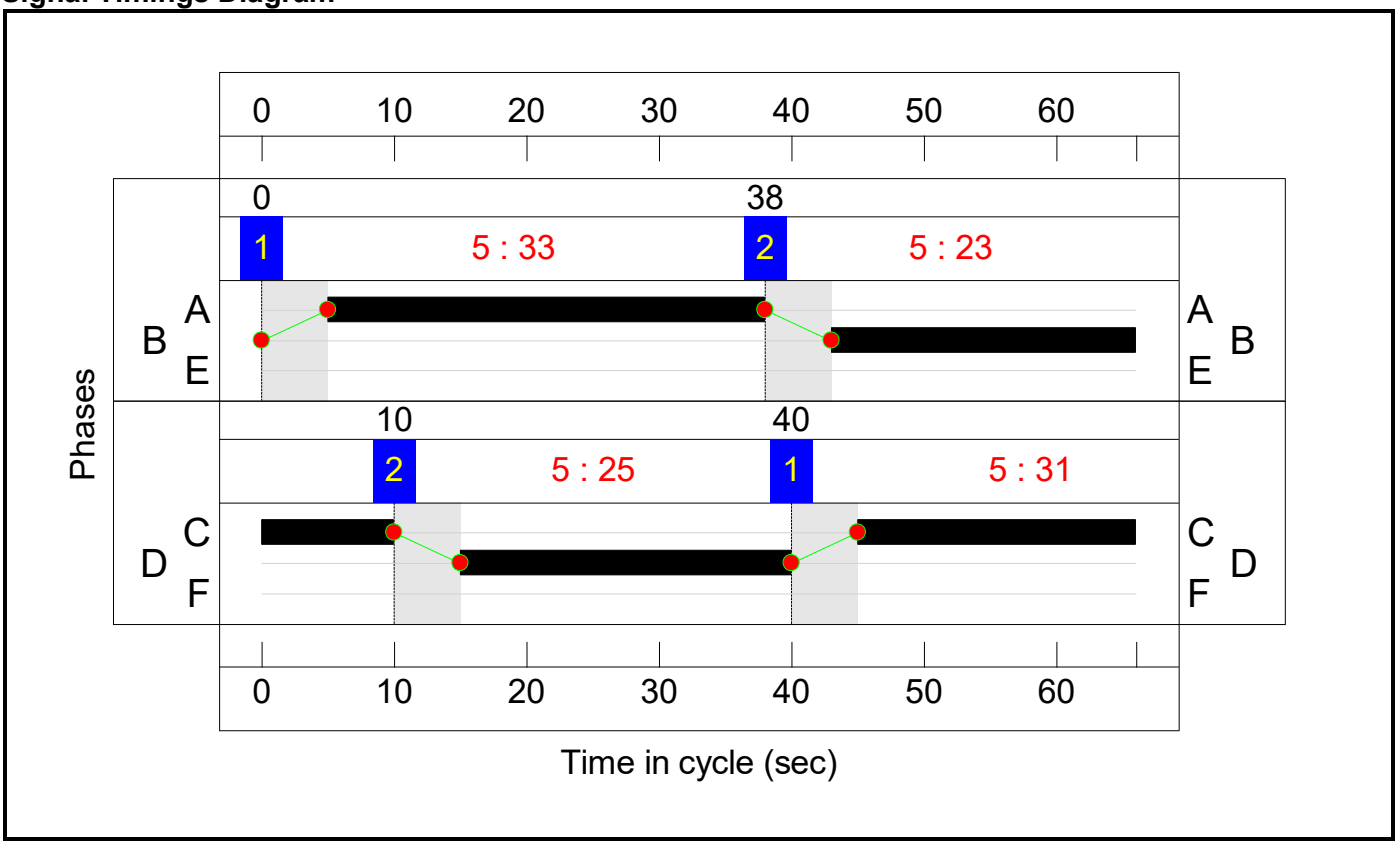
Stage Stream: 1

Stage	1	2
Duration	33	23
Change Point	0	38

Stage Stream: 2

Stage	1	2
Duration	31	25
Change Point	40	10

Signal Timings Diagram

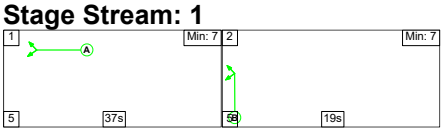


Full Input Data And Results

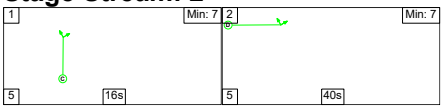
C2 - South Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

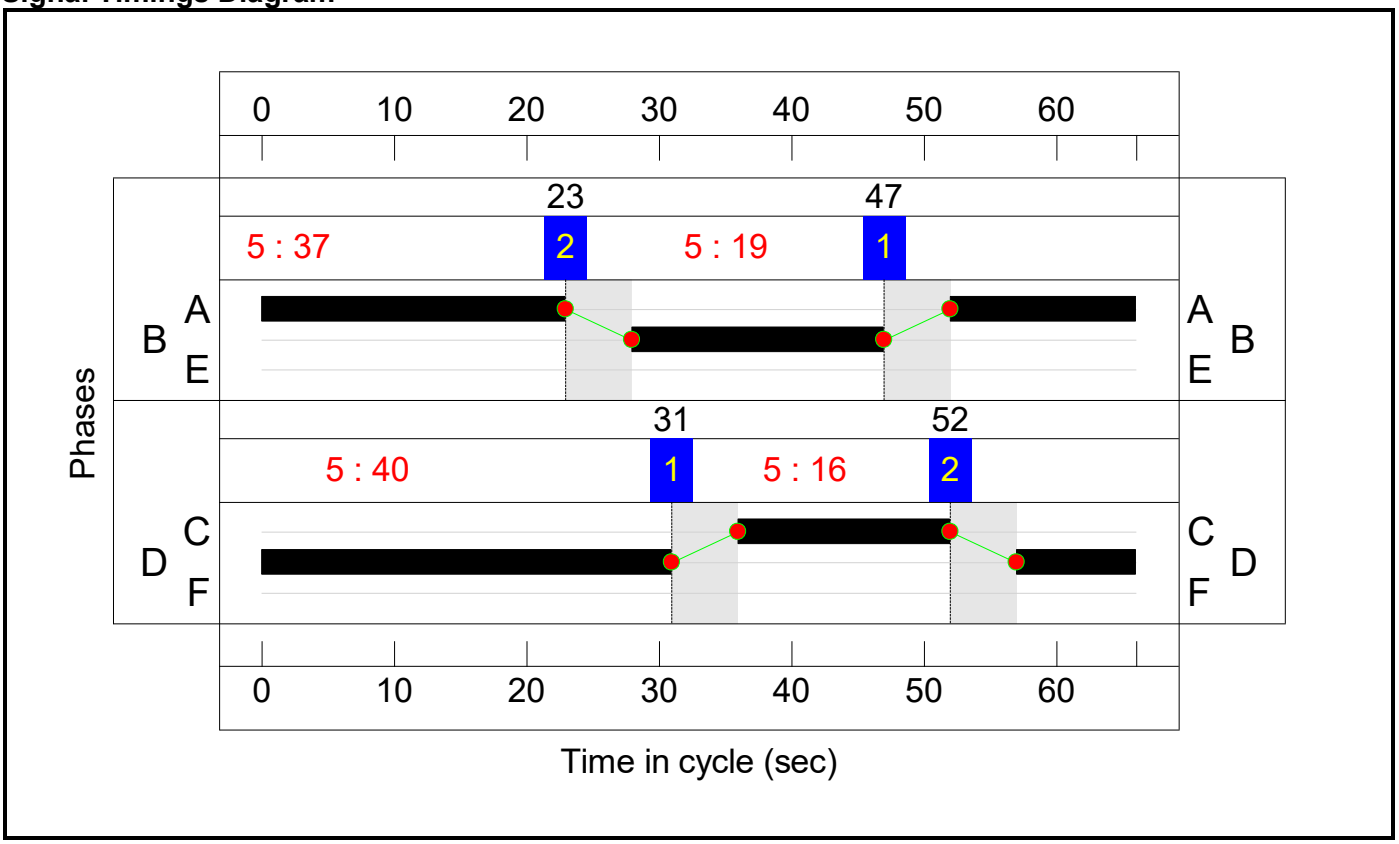
Stage Stream: 1

Stage	1	2
Duration	37	19
Change Point	47	23

Stage Stream: 2

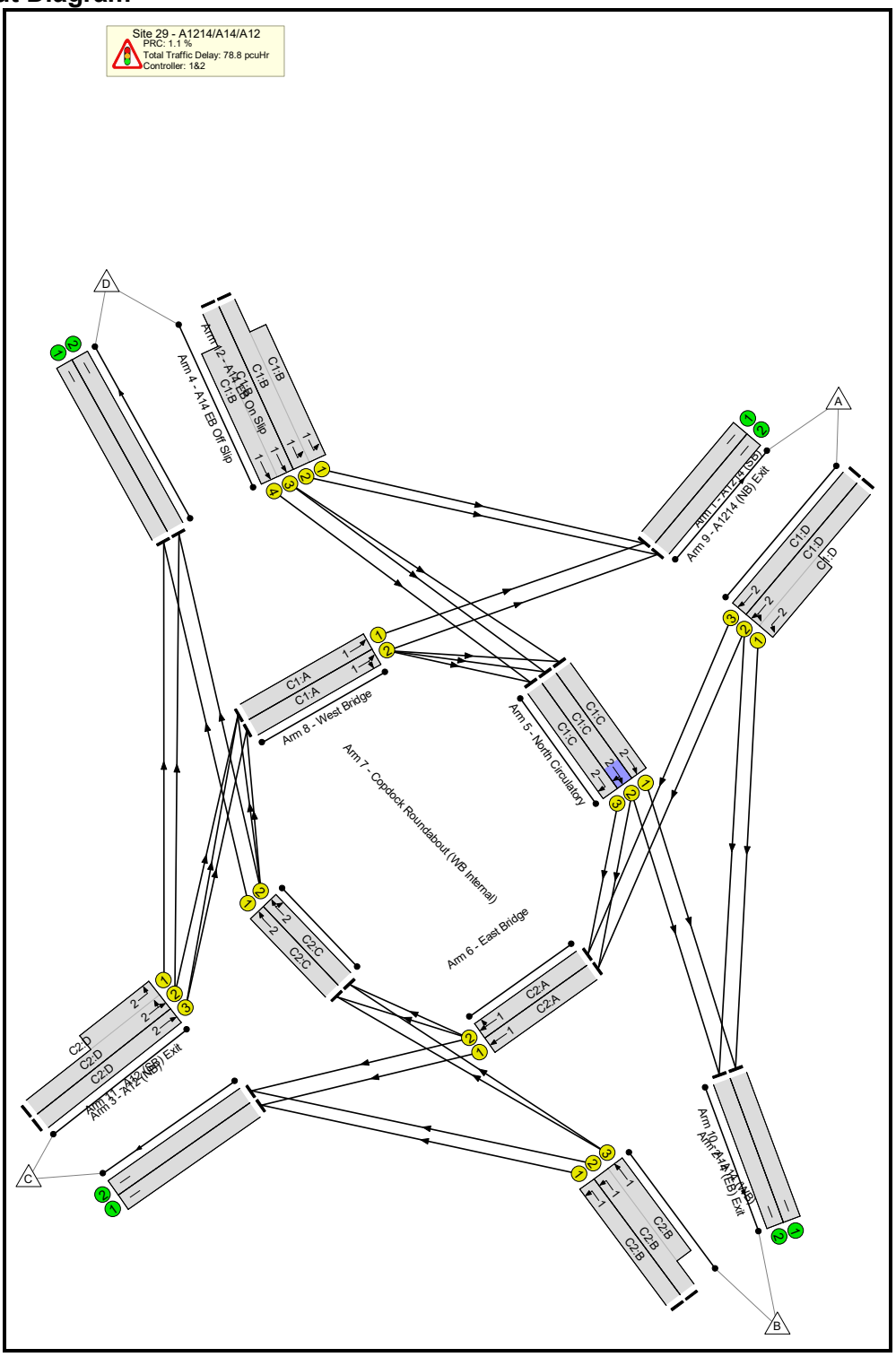
Stage	1	2
Duration	16	40
Change Point	31	52

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.1%**
Site 29 - A1214/A14/A12	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.1%**
1/2+1/1	A1214 (SB) Ahead Left	U	1:2	N/A	C1:D		1	25	-	1033	2334:2334	642+687	77.7 : 77.7%
1/3	A1214 (SB) Ahead	U	1:2	N/A	C1:D		1	25	-	381	2230	878	43.4%
2/1	A14 (WB) Left	U	2:1	N/A	C2:B		1	19	-	535	2083	631	84.8%
2/2+2/3	A14 (WB) Ahead Left	U	2:1	N/A	C2:B		1	19	-	980	2083:2083	631+631	86.3 : 68.9%
3/2+3/1	A12 (NB) Ahead Left	U	2:2	N/A	C2:D		1	40	-	1435	2087:2087	860+859	83.5 : 83.5%
3/3	A12 (NB) Ahead	U	2:2	N/A	C2:D		1	40	-	1023	2083	1294	79.1%
4/2+4/1	A14 EB Off Slip Left	U	1:1	N/A	C1:B		1	23	-	546	2083:2083	757+757	36.0 : 36.0%
4/3+4/4	A14 EB Off Slip Ahead	U	1:1	N/A	C1:B		1	23	-	1292	2083:2083	757+757	84.6 : 85.9%
5/1	North Circulatory Ahead	U	1:2	N/A	C1:C		1	31	-	774	2428	1177	65.7%
5/2	North Circulatory Right Ahead	U	1:2	N/A	C1:C		1	31	-	891	2428	1177	75.7%
5/3	North Circulatory Right	U	1:2	N/A	C1:C		1	31	-	652	2428	1177	55.4%
6/1	East Bridge Ahead	U	2:1	N/A	C2:A		1	37	-	1077	2234	1286	83.7%
6/2	East Bridge Right Ahead	U	2:1	N/A	C2:A		1	37	-	1033	2234	1286	80.3%
7/1	Copdock Roundabout (WB Internal) Ahead	U	2:2	N/A	C2:C		1	16	-	364	2233	575	63.3%
7/2	Copdock Roundabout (WB Internal) Right Ahead	U	2:2	N/A	C2:C		1	16	-	404	2233	575	70.2%
8/1	West Bridge Ahead	U	1:1	N/A	C1:A		1	33	-	724	2234	1151	62.9%

Full Input Data And Results

8/2	West Bridge Right Ahead	U	1:1	N/A	C1:A		1	33	-	1025	2234	1151	89.1%
9/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	997	Inf	Inf	0.0%
9/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
10/1	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	1308	Inf	Inf	0.0%
10/2	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	313	Inf	Inf	0.0%
11/1	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1612	Inf	Inf	0.0%
11/2	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1245	Inf	Inf	0.0%
12/1	A14 EB On Slip	U	N/A	N/A	-		-	-	-	1081	Inf	Inf	0.0%
12/2	A14 EB On Slip	U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**50.5**	**28.2**	**0.0**	**78.8**	**-**	**-**	**-**	**-**
Site 29 - A1214/A14/A12	**-**	**-**	**0**	**0**	**0**	**50.5**	**28.2**	**0.0**	**78.8**	**-**	**-**	**-**	**-**
1/2+1/1	1033	1033	-	-	-	4.5	1.7	-	6.2	21.6	7.6	1.7	9.3
1/3	381	381	-	-	-	1.5	0.4	-	1.9	18.2	5.1	0.4	5.5
2/1	535	535	-	-	-	3.2	2.6	-	5.8	39.3	9.1	2.6	11.7
2/2+2/3	980	980	-	-	-	5.7	1.7	-	7.5	27.4	9.4	1.7	11.1
3/2+3/1	1435	1435	-	-	-	2.9	2.5	-	5.4	13.4	7.9	2.5	10.4
3/3	1023	1023	-	-	-	2.6	1.9	-	4.5	15.9	13.9	1.9	15.8
4/2+4/1	546	546	-	-	-	2.3	0.3	-	2.6	17.2	3.6	0.3	3.9
4/3+4/4	1292	1292	-	-	-	7.0	2.8	-	9.8	27.2	11.0	2.8	13.9
5/1	774	774	-	-	-	5.0	1.0	-	5.9	27.5	14.0	1.0	14.9
5/2	891	891	-	-	-	1.6	1.5	-	3.1	12.5	6.1	1.5	7.7
5/3	652	652	-	-	-	0.2	0.6	-	0.8	4.5	0.4	0.6	1.0
6/1	1077	1077	-	-	-	3.1	2.5	-	5.6	18.8	10.8	2.5	13.3
6/2	1033	1033	-	-	-	2.6	2.0	-	4.6	16.0	8.4	2.0	10.4
7/1	364	364	-	-	-	3.5	0.9	-	4.4	43.2	6.4	0.9	7.3
7/2	404	404	-	-	-	0.6	1.2	-	1.8	15.6	2.0	1.2	3.2
8/1	724	724	-	-	-	2.4	0.8	-	3.2	16.1	11.4	0.8	12.2
8/2	1025	1025	-	-	-	1.8	3.8	-	5.7	20.0	10.0	3.8	13.8
9/1	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1308	1308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1612	1612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1245	1245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1081	1081	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/2	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - North Controller Site 29 - A1214/A14/A12	Stream: 1 PRC for Signalled Lanes (%):	1.1	Total Delay for Signalled Lanes (pcuHr):	21.32	Cycle Time (s):	66
C1 - North Controller Site 29 - A1214/A14/A12	Stream: 2 PRC for Signalled Lanes (%):	15.8	Total Delay for Signalled Lanes (pcuHr):	17.96	Cycle Time (s):	66
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 1 PRC for Signalled Lanes (%):	4.2	Total Delay for Signalled Lanes (pcuHr):	23.52	Cycle Time (s):	66
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 2 PRC for Signalled Lanes (%):	7.8	Total Delay for Signalled Lanes (pcuHr):	15.98	Cycle Time (s):	66
	PRC Over All Lanes (%):	1.1	Total Delay Over All Lanes(pcuHr):	78.78		

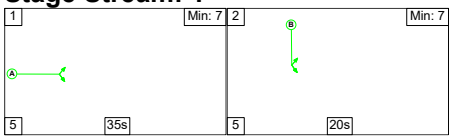
Full Input Data And Results

Scenario 6: 'MM1 FB+CD+N2T WD PM' (FG12: 'MM1 FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

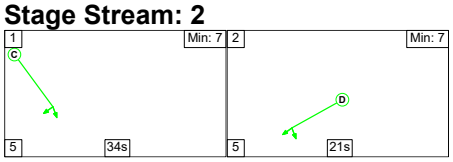
C1 - North Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

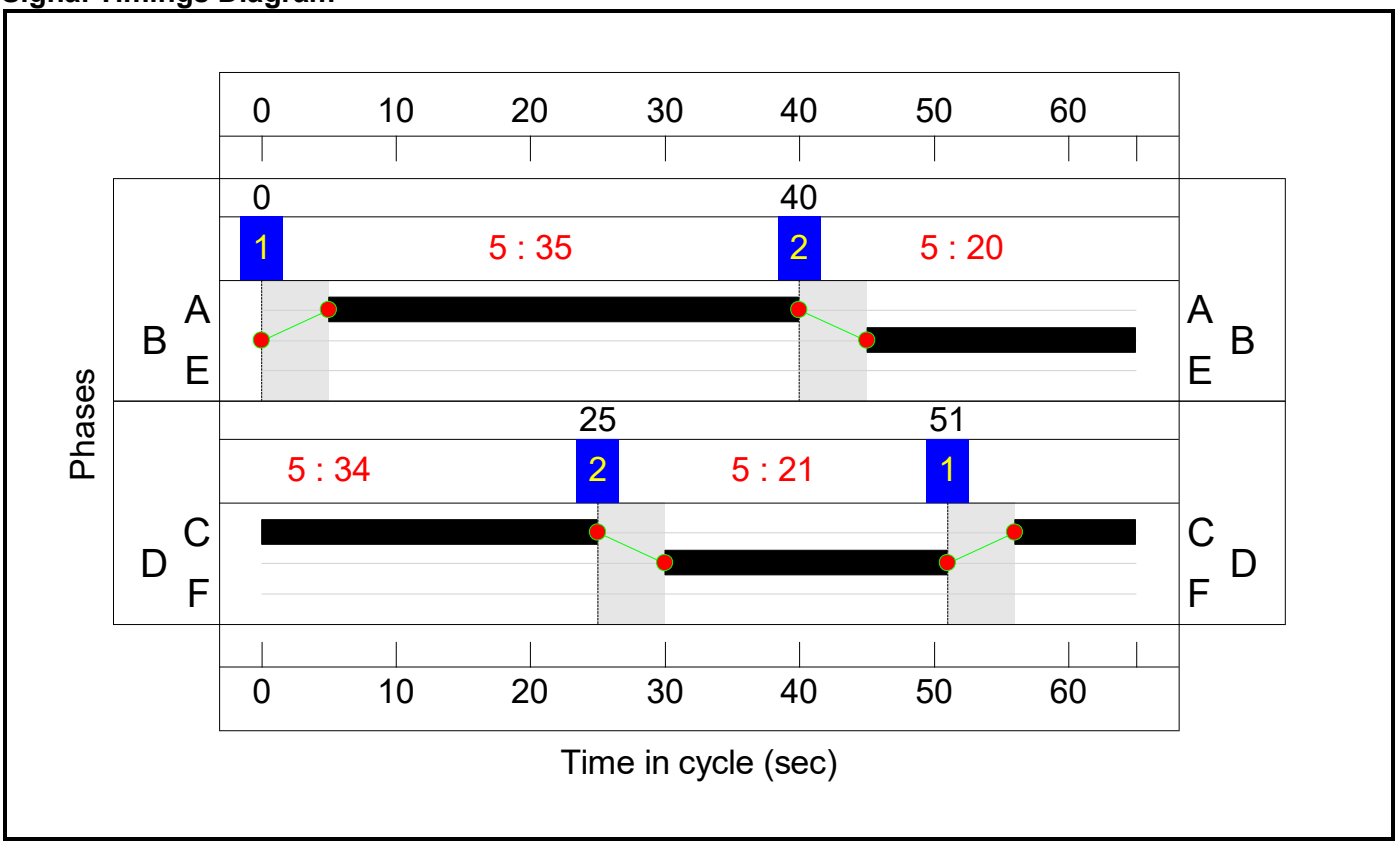
Stage Stream: 1

Stage	1	2
Duration	35	20
Change Point	0	40

Stage Stream: 2

Stage	1	2
Duration	34	21
Change Point	51	25

Signal Timings Diagram

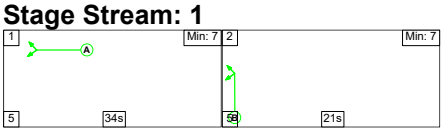


Full Input Data And Results

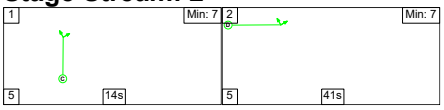
C2 - South Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

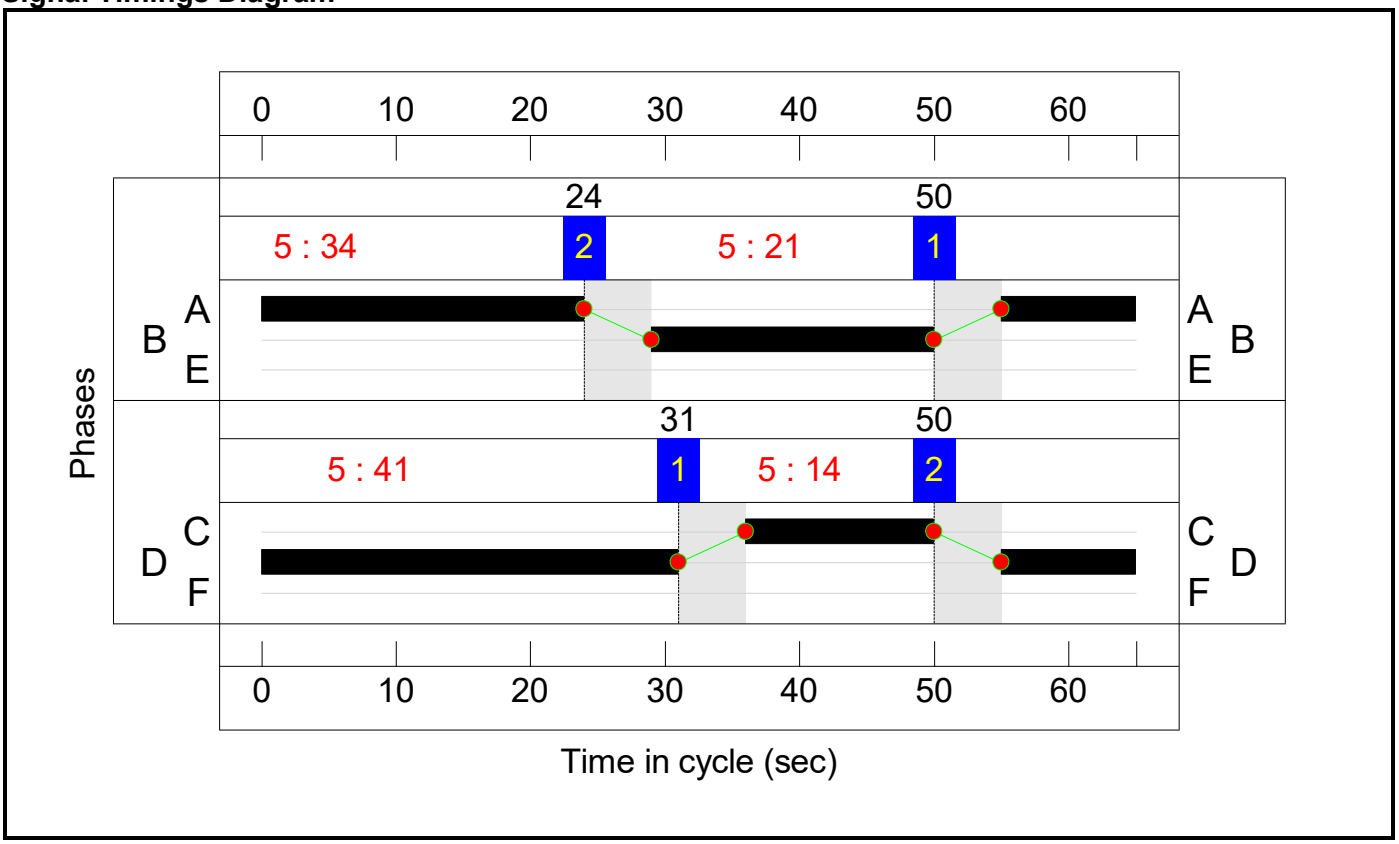
Stage Stream: 1

Stage	1	2
Duration	34	21
Change Point	50	24

Stage Stream: 2

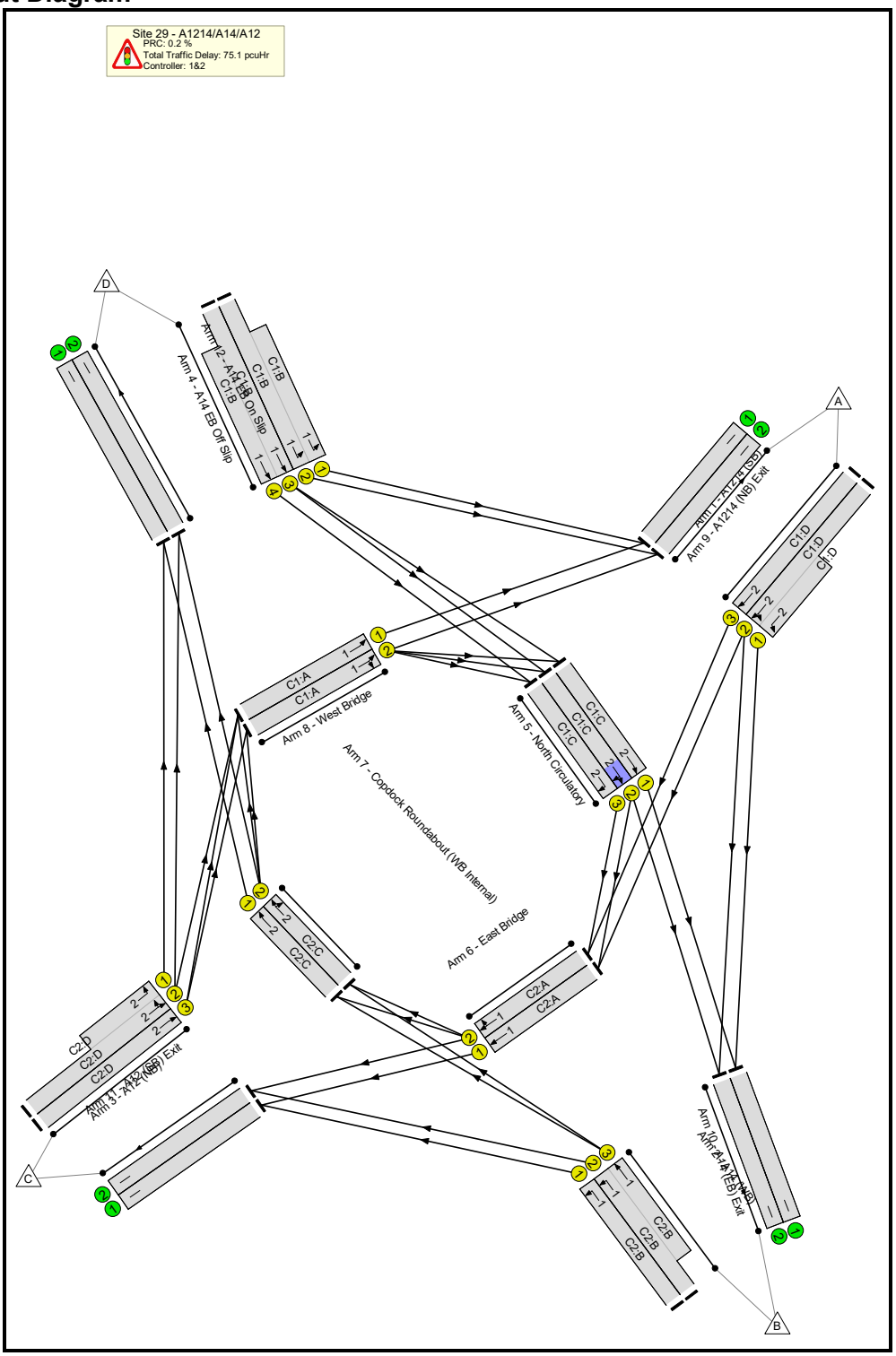
Stage	1	2
Duration	14	41
Change Point	31	50

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.8%**
Site 29 - A1214/A14/A12	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.8%**
1/2+1/1	A1214 (SB) Ahead Left	U	1:2	N/A	C1:D		1	21	-	970	2334:2334	620+600	79.5 : 79.5%
1/3	A1214 (SB) Ahead	U	1:2	N/A	C1:D		1	21	-	441	2230	755	58.4%
2/1	A14 (WB) Left	U	2:1	N/A	C2:B		1	21	-	524	2083	705	74.3%
2/2+2/3	A14 (WB) Ahead Left	U	2:1	N/A	C2:B		1	21	-	1013	2083:2083	705+705	77.7 : 66.0%
3/2+3/1	A12 (NB) Ahead Left	U	2:2	N/A	C2:D		1	41	-	1596	2087:2087	893+884	89.8 : 89.8%
3/3	A12 (NB) Ahead	U	2:2	N/A	C2:D		1	41	-	1056	2083	1346	78.5%
4/2+4/1	A14 EB Off Slip Left	U	1:1	N/A	C1:B		1	20	-	560	2083:2083	673+673	41.6 : 41.6%
4/3+4/4	A14 EB Off Slip Ahead	U	1:1	N/A	C1:B		1	20	-	1157	2083:2083	673+673	86.9 : 85.0%
5/1	North Circulatory Ahead	U	1:2	N/A	C1:C		1	34	-	650	2428	1307	49.7%
5/2	North Circulatory Right Ahead	U	1:2	N/A	C1:C		1	34	-	864	2428	1307	66.1%
5/3	North Circulatory Right	U	1:2	N/A	C1:C		1	34	-	572	2428	1307	43.8%
6/1	East Bridge Ahead	U	2:1	N/A	C2:A		1	34	-	968	2234	1203	80.5%
6/2	East Bridge Right Ahead	U	2:1	N/A	C2:A		1	34	-	1013	2234	1203	84.2%
7/1	Copdock Roundabout (WB Internal) Ahead	U	2:2	N/A	C2:C		1	14	-	370	2233	515	71.8%
7/2	Copdock Roundabout (WB Internal) Right Ahead	U	2:2	N/A	C2:C		1	14	-	440	2233	515	85.4%
8/1	West Bridge Ahead	U	1:1	N/A	C1:A		1	35	-	953	2234	1237	77.0%

Full Input Data And Results

8/2	West Bridge Right Ahead	U	1:1	N/A	C1:A		1	35	-	951	2234	1237	76.9%
9/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	1233	Inf	Inf	0.0%
9/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	302	Inf	Inf	0.0%
10/1	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	1127	Inf	Inf	0.0%
10/2	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
11/1	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1492	Inf	Inf	0.0%
11/2	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1216	Inf	Inf	0.0%
12/1	A14 EB On Slip	U	N/A	N/A	-		-	-	-	1164	Inf	Inf	0.0%
12/2	A14 EB On Slip	U	N/A	N/A	-		-	-	-	394	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**46.7**	**28.4**	**0.0**	**75.1**	**-**	**-**	**-**	**-**
Site 29 - A1214/A14/A12	**-**	**-**	**0**	**0**	**0**	**46.7**	**28.4**	**0.0**	**75.1**	**-**	**-**	**-**	**-**
1/2+1/1	970	970	-	-	-	4.8	1.9	-	6.7	25.0	7.4	1.9	9.3
1/3	441	441	-	-	-	2.2	0.7	-	2.9	23.4	6.5	0.7	7.2
2/1	524	524	-	-	-	2.8	1.4	-	4.2	28.8	8.3	1.4	9.7
2/2+2/3	1013	1013	-	-	-	5.3	1.3	-	6.6	23.4	8.8	1.3	10.1
3/2+3/1	1596	1596	-	-	-	2.9	4.2	-	7.2	16.2	11.5	4.2	15.7
3/3	1056	1056	-	-	-	2.4	1.8	-	4.2	14.4	13.5	1.8	15.3
4/2+4/1	560	560	-	-	-	2.7	0.4	-	3.0	19.5	3.9	0.4	4.2
4/3+4/4	1157	1157	-	-	-	6.6	3.0	-	9.6	29.9	9.9	3.0	12.9
5/1	650	650	-	-	-	2.6	0.5	-	3.1	17.0	7.6	0.5	8.1
5/2	864	864	-	-	-	1.8	1.0	-	2.8	11.7	13.0	1.0	14.0
5/3	572	572	-	-	-	0.0	0.4	-	0.4	2.7	2.1	0.4	2.5
6/1	968	968	-	-	-	1.9	2.0	-	3.9	14.7	9.0	2.0	11.1
6/2	1013	1013	-	-	-	1.7	2.6	-	4.3	15.3	9.5	2.6	12.1
7/1	370	370	-	-	-	3.3	1.3	-	4.5	44.2	6.5	1.3	7.8
7/2	440	440	-	-	-	1.2	2.7	-	3.9	31.8	3.2	2.7	6.0
8/1	953	953	-	-	-	3.1	1.7	-	4.8	18.1	15.2	1.7	16.8
8/2	951	951	-	-	-	1.3	1.6	-	2.9	11.0	5.8	1.6	7.4
9/1	1233	1233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	302	302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1127	1127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1492	1492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1216	1216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1164	1164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/2	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - North Controller Site 29 - A1214/A14/A12	Stream: 1 PRC for Signalled Lanes (%):	3.5	Total Delay for Signalled Lanes (pcuHr):	20.32	Cycle Time (s):	65
C1 - North Controller Site 29 - A1214/A14/A12	Stream: 2 PRC for Signalled Lanes (%):	13.2	Total Delay for Signalled Lanes (pcuHr):	15.92	Cycle Time (s):	65
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 1 PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	19.03	Cycle Time (s):	65
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 2 PRC for Signalled Lanes (%):	0.2	Total Delay for Signalled Lanes (pcuHr):	19.82	Cycle Time (s):	65
	PRC Over All Lanes (%):	0.2	Total Delay Over All Lanes(pcuHr):	75.10		

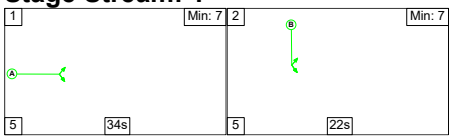
Full Input Data And Results

Scenario 7: 'MM2 FB+CD+N2T WD AM' (FG13: 'MM2 FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

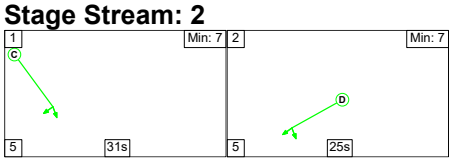
C1 - North Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

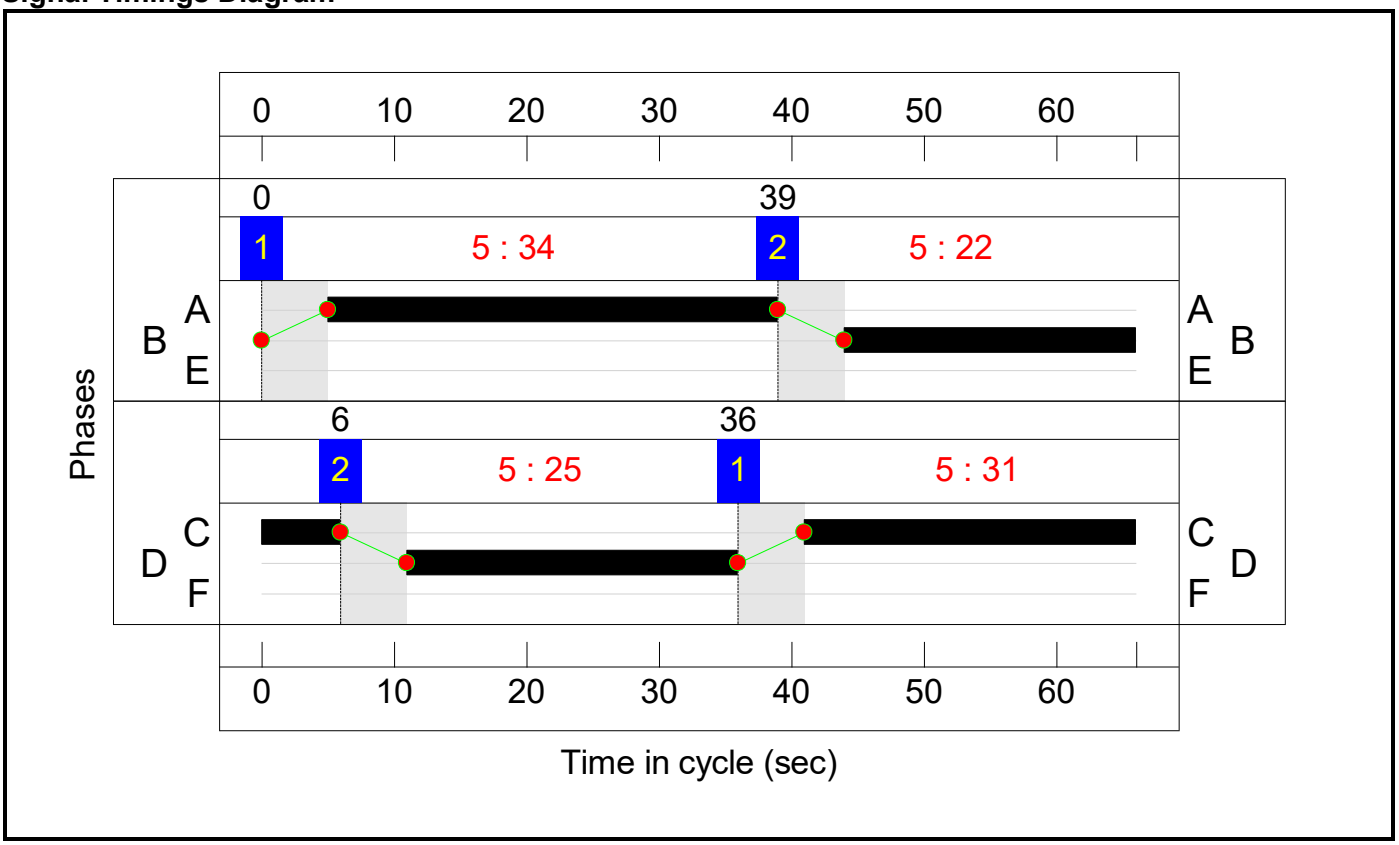
Stage Stream: 1

Stage	1	2
Duration	34	22
Change Point	0	39

Stage Stream: 2

Stage	1	2
Duration	31	25
Change Point	36	6

Signal Timings Diagram

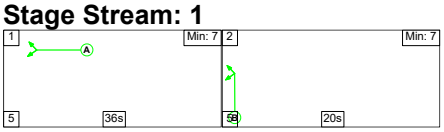


Full Input Data And Results

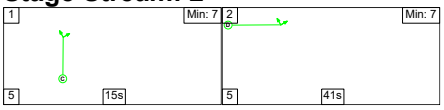
C2 - South Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

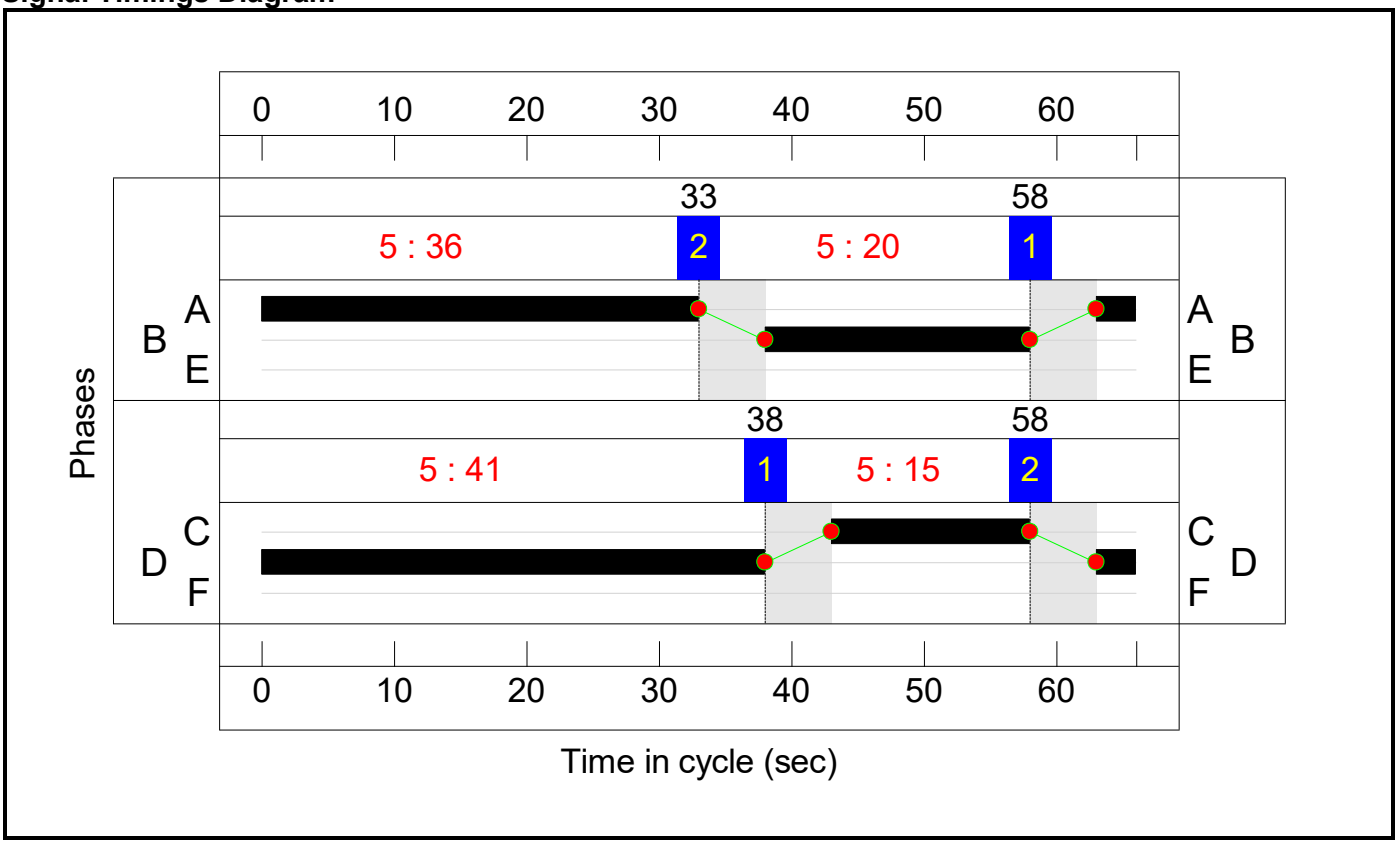
Stage Stream: 1

Stage	1	2
Duration	36	20
Change Point	58	33

Stage Stream: 2

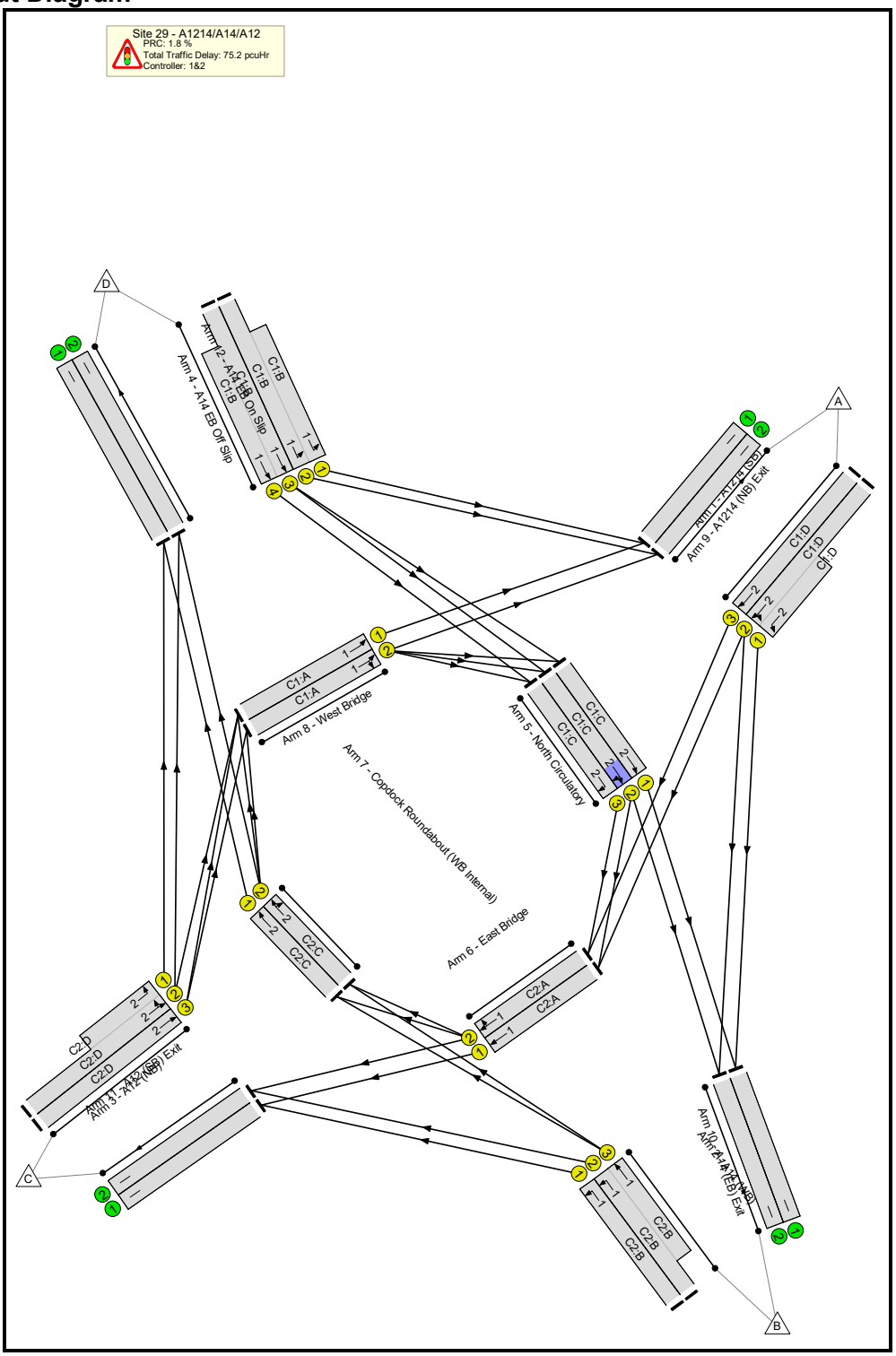
Stage	1	2
Duration	15	41
Change Point	38	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.4%**
Site 29 - A1214/A14/A12	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.4%**
1/2+1/1	A1214 (SB) Ahead Left	U	1:2	N/A	C1:D		1	25	-	1025	2334:2334	688+638	77.3 : 77.3%
1/3	A1214 (SB) Ahead	U	1:2	N/A	C1:D		1	25	-	389	2230	878	44.3%
2/1	A14 (WB) Left	U	2:1	N/A	C2:B		1	20	-	552	2083	663	83.3%
2/2+2/3	A14 (WB) Ahead Left	U	2:1	N/A	C2:B		1	20	-	977	2083:2083	663+663	81.8 : 65.6%
3/2+3/1	A12 (NB) Ahead Left	U	2:2	N/A	C2:D		1	41	-	1435	2087:2087	876+875	82.0 : 82.0%
3/3	A12 (NB) Ahead	U	2:2	N/A	C2:D		1	41	-	1037	2083	1326	78.2%
4/2+4/1	A14 EB Off Slip Left	U	1:1	N/A	C1:B		1	22	-	546	2083:2083	726+726	37.6 : 37.6%
4/3+4/4	A14 EB Off Slip Ahead	U	1:1	N/A	C1:B		1	22	-	1282	2083:2083	726+726	88.4 : 88.2%
5/1	North Circulatory Ahead	U	1:2	N/A	C1:C		1	31	-	784	2428	1177	66.6%
5/2	North Circulatory Right Ahead	U	1:2	N/A	C1:C		1	31	-	896	2428	1177	76.1%
5/3	North Circulatory Right	U	1:2	N/A	C1:C		1	31	-	641	2428	1177	54.5%
6/1	East Bridge Ahead	U	2:1	N/A	C2:A		1	36	-	1070	2234	1252	85.4%
6/2	East Bridge Right Ahead	U	2:1	N/A	C2:A		1	36	-	1030	2234	1252	82.2%
7/1	Copdock Roundabout (WB Internal) Ahead	U	2:2	N/A	C2:C		1	15	-	364	2233	541	67.2%
7/2	Copdock Roundabout (WB Internal) Right Ahead	U	2:2	N/A	C2:C		1	15	-	404	2233	541	74.6%
8/1	West Bridge Ahead	U	1:1	N/A	C1:A		1	34	-	724	2234	1185	61.1%

Full Input Data And Results

8/2	West Bridge Right Ahead	U	1:1	N/A	C1:A		1	34	-	1039	2234	1185	87.7%
9/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	997	Inf	Inf	0.0%
9/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
10/1	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	1277	Inf	Inf	0.0%
10/2	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
11/1	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1622	Inf	Inf	0.0%
11/2	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1239	Inf	Inf	0.0%
12/1	A14 EB On Slip	U	N/A	N/A	-		-	-	-	1081	Inf	Inf	0.0%
12/2	A14 EB On Slip	U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**46.5**	**28.7**	**0.0**	**75.2**	**-**	**-**	**-**	**-**
Site 29 - A1214/A14/A12	**-**	**-**	**0**	**0**	**0**	**46.5**	**28.7**	**0.0**	**75.2**	**-**	**-**	**-**	**-**
1/2+1/1	1025	1025	-	-	-	4.4	1.7	-	6.1	21.5	7.5	1.7	9.2
1/3	389	389	-	-	-	1.6	0.4	-	2.0	18.4	5.2	0.4	5.6
2/1	552	552	-	-	-	3.2	2.4	-	5.6	36.5	9.4	2.4	11.7
2/2+2/3	977	977	-	-	-	5.5	1.4	-	6.9	25.3	9.0	1.4	10.4
3/2+3/1	1435	1435	-	-	-	2.7	2.2	-	4.9	12.3	7.2	2.2	9.4
3/3	1037	1037	-	-	-	2.5	1.8	-	4.3	14.9	13.5	1.8	15.3
4/2+4/1	546	546	-	-	-	2.4	0.3	-	2.7	18.1	3.7	0.3	4.0
4/3+4/4	1282	1282	-	-	-	7.2	3.6	-	10.8	30.4	11.1	3.6	14.7
5/1	784	784	-	-	-	4.0	1.0	-	5.0	22.8	14.1	1.0	15.1
5/2	896	896	-	-	-	1.8	1.6	-	3.4	13.6	6.4	1.6	8.0
5/3	641	641	-	-	-	0.7	0.6	-	1.3	7.3	1.5	0.6	2.1
6/1	1070	1070	-	-	-	1.9	2.8	-	4.8	16.0	13.1	2.8	16.0
6/2	1030	1030	-	-	-	1.3	2.3	-	3.6	12.5	8.7	2.3	11.0
7/1	364	364	-	-	-	2.0	1.0	-	3.1	30.2	6.4	1.0	7.4
7/2	404	404	-	-	-	1.1	1.4	-	2.5	22.7	1.6	1.4	3.0
8/1	724	724	-	-	-	1.6	0.8	-	2.4	12.1	10.1	0.8	10.9
8/2	1039	1039	-	-	-	2.5	3.4	-	5.9	20.5	7.1	3.4	10.5
9/1	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1277	1277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1622	1622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1239	1239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1081	1081	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/2	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - North Controller Site 29 - A1214/A14/A12	Stream: 1 PRC for Signalled Lanes (%):	1.8	Total Delay for Signalled Lanes (pcuHr):	21.91	Cycle Time (s):	66
C1 - North Controller Site 29 - A1214/A14/A12	Stream: 2 PRC for Signalled Lanes (%):	16.5	Total Delay for Signalled Lanes (pcuHr):	17.76	Cycle Time (s):	66
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 1 PRC for Signalled Lanes (%):	5.3	Total Delay for Signalled Lanes (pcuHr):	20.79	Cycle Time (s):	66
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 2 PRC for Signalled Lanes (%):	9.8	Total Delay for Signalled Lanes (pcuHr):	14.77	Cycle Time (s):	66
	PRC Over All Lanes (%):	1.8	Total Delay Over All Lanes(pcuHr):	75.23		

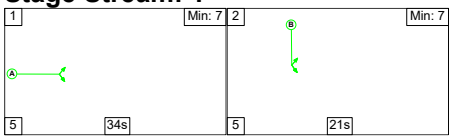
Full Input Data And Results

Scenario 8: 'MM2 FB+CD+N2T WD PM' (FG14: 'MM2 FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

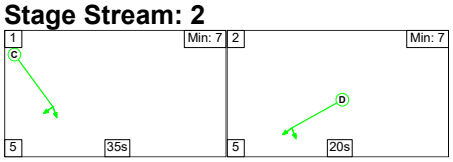
C1 - North Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

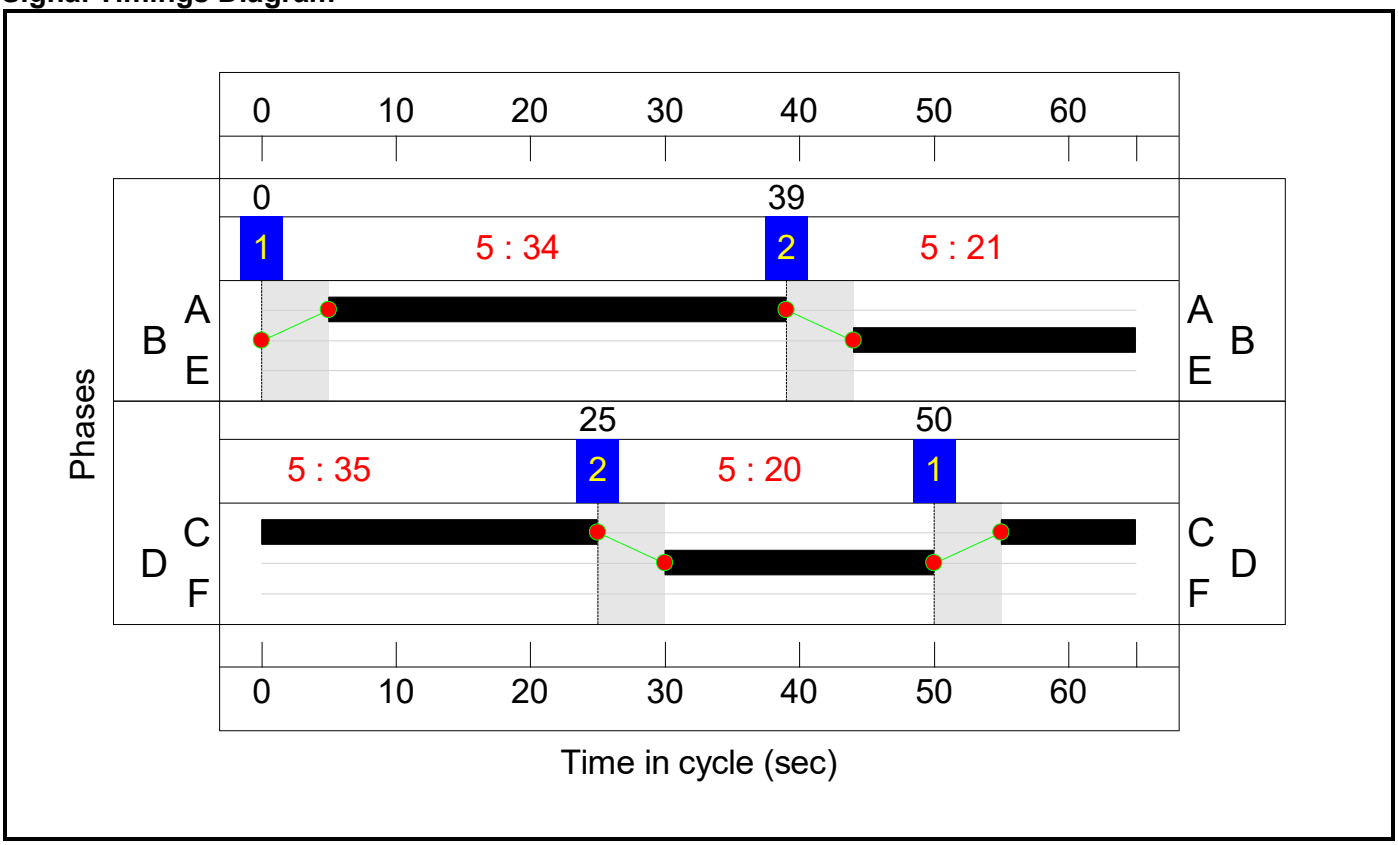
Stage Stream: 1

Stage	1	2
Duration	34	21
Change Point	0	39

Stage Stream: 2

Stage	1	2
Duration	35	20
Change Point	50	25

Signal Timings Diagram

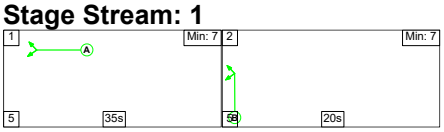


Full Input Data And Results

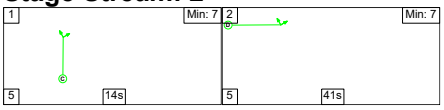
C2 - South Controller Site 29 - A1214/A14/A12

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

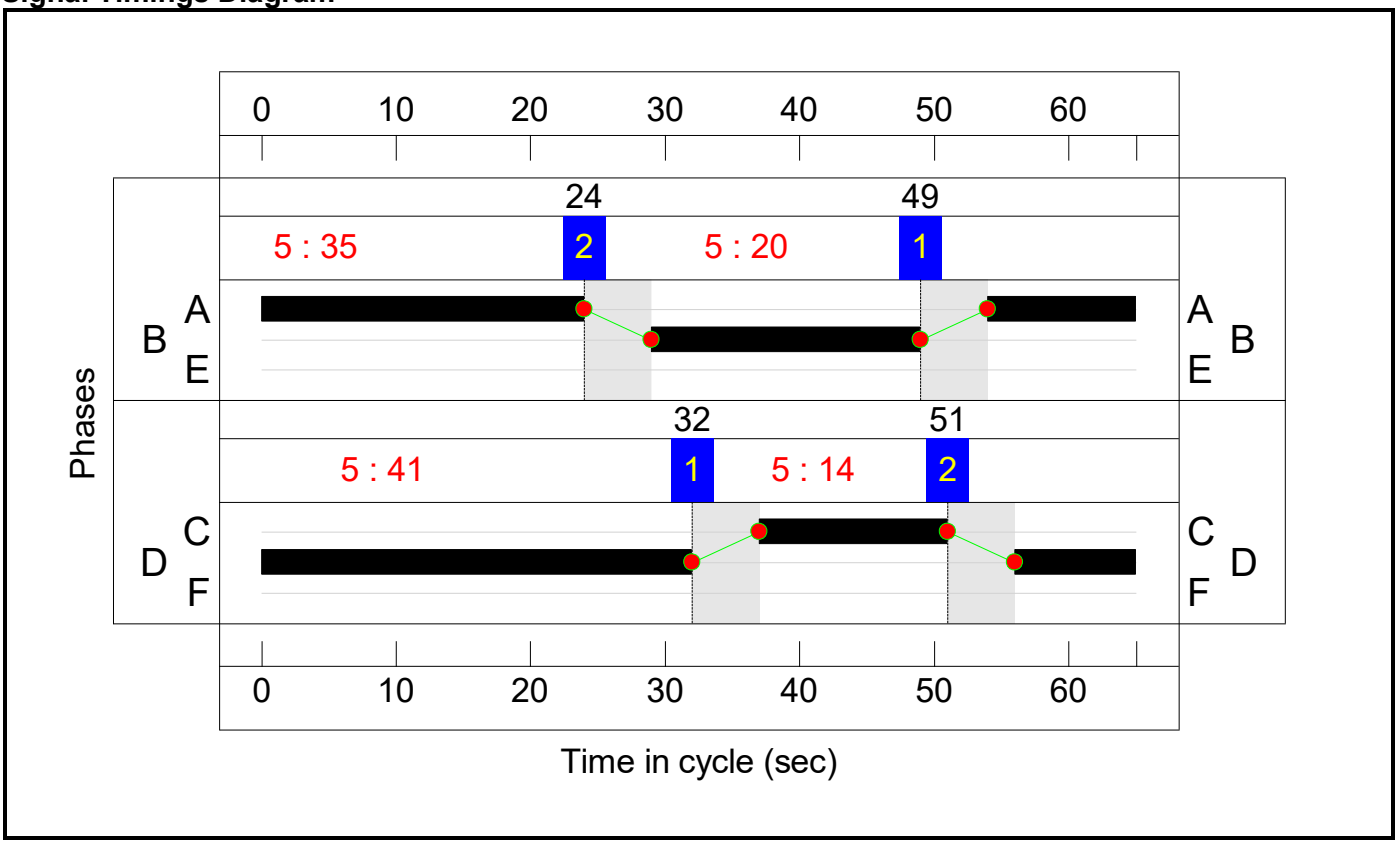
Stage Stream: 1

Stage	1	2
Duration	35	20
Change Point	49	24

Stage Stream: 2

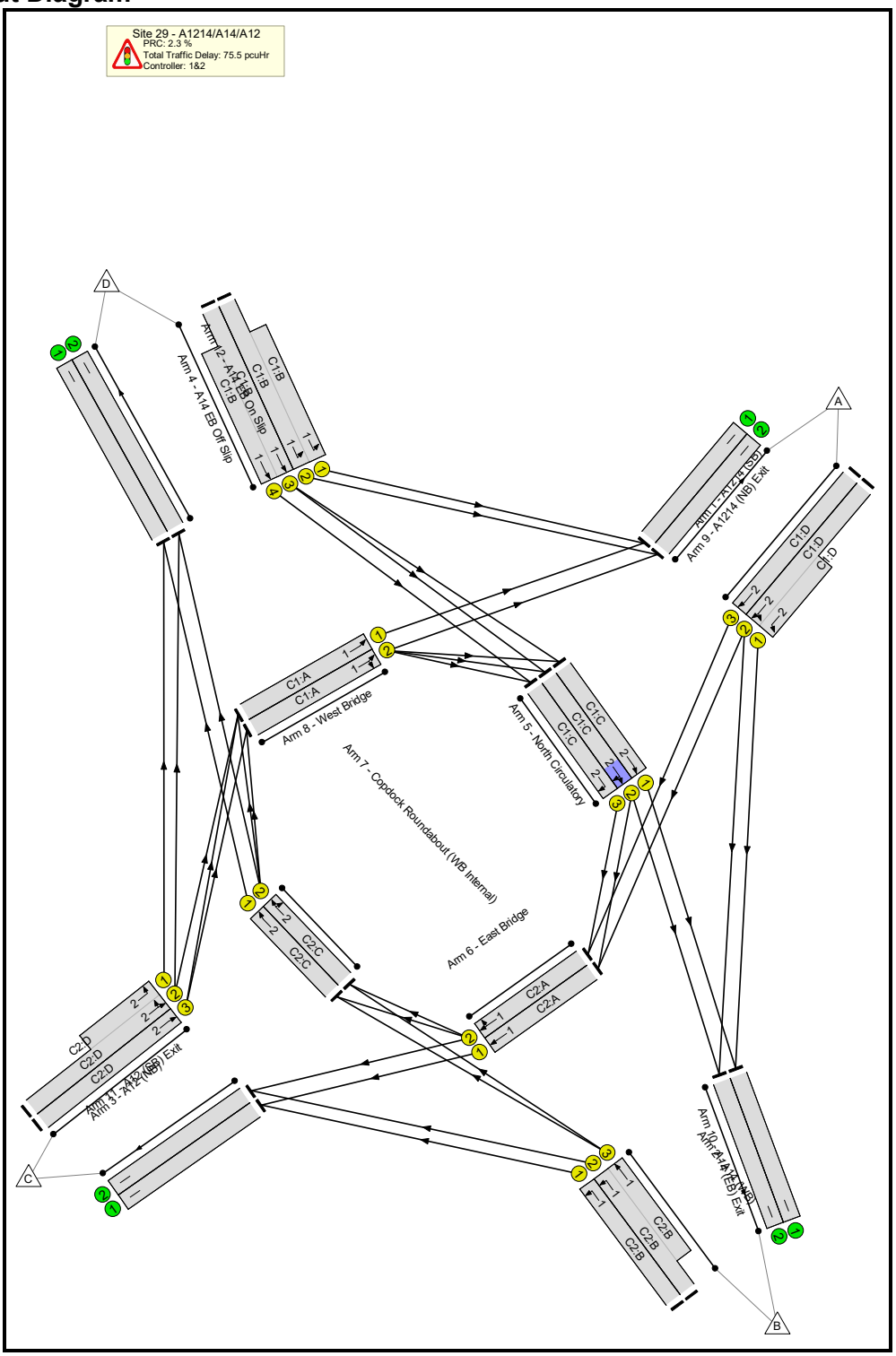
Stage	1	2
Duration	14	41
Change Point	32	51

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.0%**
Site 29 - A1214/A14/A12	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.0%**
1/2+1/1	A1214 (SB) Ahead Left	U	1:2	N/A	C1:D		1	20	-	974	2334:2334	605+566	83.1 : 83.1%
1/3	A1214 (SB) Ahead	U	1:2	N/A	C1:D		1	20	-	437	2230	720	60.7%
2/1	A14 (WB) Left	U	2:1	N/A	C2:B		1	20	-	540	2083	673	80.2%
2/2+2/3	A14 (WB) Ahead Left	U	2:1	N/A	C2:B		1	20	-	1011	2083:2083	673+673	81.1 : 69.1%
3/2+3/1	A12 (NB) Ahead Left	U	2:2	N/A	C2:D		1	41	-	1564	2087:2087	890+888	88.0 : 88.0%
3/3	A12 (NB) Ahead	U	2:2	N/A	C2:D		1	41	-	1078	2083	1346	80.1%
4/2+4/1	A14 EB Off Slip Left	U	1:1	N/A	C1:B		1	21	-	560	2083:2083	705+705	39.7 : 39.7%
4/3+4/4	A14 EB Off Slip Ahead	U	1:1	N/A	C1:B		1	21	-	1157	2083:2083	705+705	76.6 : 87.5%
5/1	North Circulatory Ahead	U	1:2	N/A	C1:C		1	35	-	633	2428	1345	47.1%
5/2	North Circulatory Right Ahead	U	1:2	N/A	C1:C		1	35	-	850	2428	1345	63.2%
5/3	North Circulatory Right	U	1:2	N/A	C1:C		1	35	-	617	2428	1345	45.9%
6/1	East Bridge Ahead	U	2:1	N/A	C2:A		1	35	-	927	2234	1237	74.9%
6/2	East Bridge Right Ahead	U	2:1	N/A	C2:A		1	35	-	1054	2234	1237	85.2%
7/1	Copdock Roundabout (WB Internal) Ahead	U	2:2	N/A	C2:C		1	14	-	370	2233	515	71.8%
7/2	Copdock Roundabout (WB Internal) Right Ahead	U	2:2	N/A	C2:C		1	14	-	440	2233	515	85.4%
8/1	West Bridge Ahead	U	1:1	N/A	C1:A		1	34	-	930	2234	1203	77.3%

Full Input Data And Results

8/2	West Bridge Right Ahead	U	1:1	N/A	C1:A		1	34	-	988	2234	1203	82.1%
9/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	1210	Inf	Inf	0.0%
9/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
10/1	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	1104	Inf	Inf	0.0%
10/2	A14 (EB) Exit	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
11/1	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1467	Inf	Inf	0.0%
11/2	A12 (SB) Exit	U	N/A	N/A	-		-	-	-	1255	Inf	Inf	0.0%
12/1	A14 EB On Slip	U	N/A	N/A	-		-	-	-	1151	Inf	Inf	0.0%
12/2	A14 EB On Slip	U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**46.9**	**28.6**	**0.0**	**75.5**	**-**	**-**	**-**	**-**
Site 29 - A1214/A14/A12	**-**	**-**	**0**	**0**	**0**	**46.9**	**28.6**	**0.0**	**75.5**	**-**	**-**	**-**	**-**
1/2+1/1	974	974	-	-	-	5.1	2.4	-	7.5	27.7	7.8	2.4	10.2
1/3	437	437	-	-	-	2.2	0.8	-	3.0	24.8	6.6	0.8	7.3
2/1	540	540	-	-	-	3.0	2.0	-	5.0	33.3	8.8	2.0	10.8
2/2+2/3	1011	1011	-	-	-	5.5	1.5	-	7.0	25.0	8.9	1.5	10.4
3/2+3/1	1564	1564	-	-	-	2.8	3.5	-	6.4	14.7	9.7	3.5	13.2
3/3	1078	1078	-	-	-	2.5	2.0	-	4.5	15.1	14.1	2.0	16.1
4/2+4/1	560	560	-	-	-	2.6	0.3	-	2.9	18.6	3.8	0.3	4.1
4/3+4/4	1157	1157	-	-	-	6.3	2.2	-	8.6	26.7	10.5	2.2	12.7
5/1	633	633	-	-	-	2.4	0.4	-	2.9	16.2	7.4	0.4	7.9
5/2	850	850	-	-	-	1.9	0.9	-	2.8	11.8	12.4	0.9	13.3
5/3	617	617	-	-	-	0.0	0.4	-	0.5	2.7	2.1	0.4	2.5
6/1	927	927	-	-	-	1.6	1.5	-	3.0	11.8	8.6	1.5	10.1
6/2	1054	1054	-	-	-	1.6	2.8	-	4.4	15.1	9.5	2.8	12.3
7/1	370	370	-	-	-	3.5	1.3	-	4.7	45.9	6.6	1.3	7.8
7/2	440	440	-	-	-	1.0	2.7	-	3.7	30.1	4.4	2.7	7.1
8/1	930	930	-	-	-	3.1	1.7	-	4.8	18.4	15.0	1.7	16.6
8/2	988	988	-	-	-	1.6	2.3	-	3.9	14.1	7.0	2.3	9.2
9/1	1210	1210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1104	1104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1467	1467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1255	1255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1151	1151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/2	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

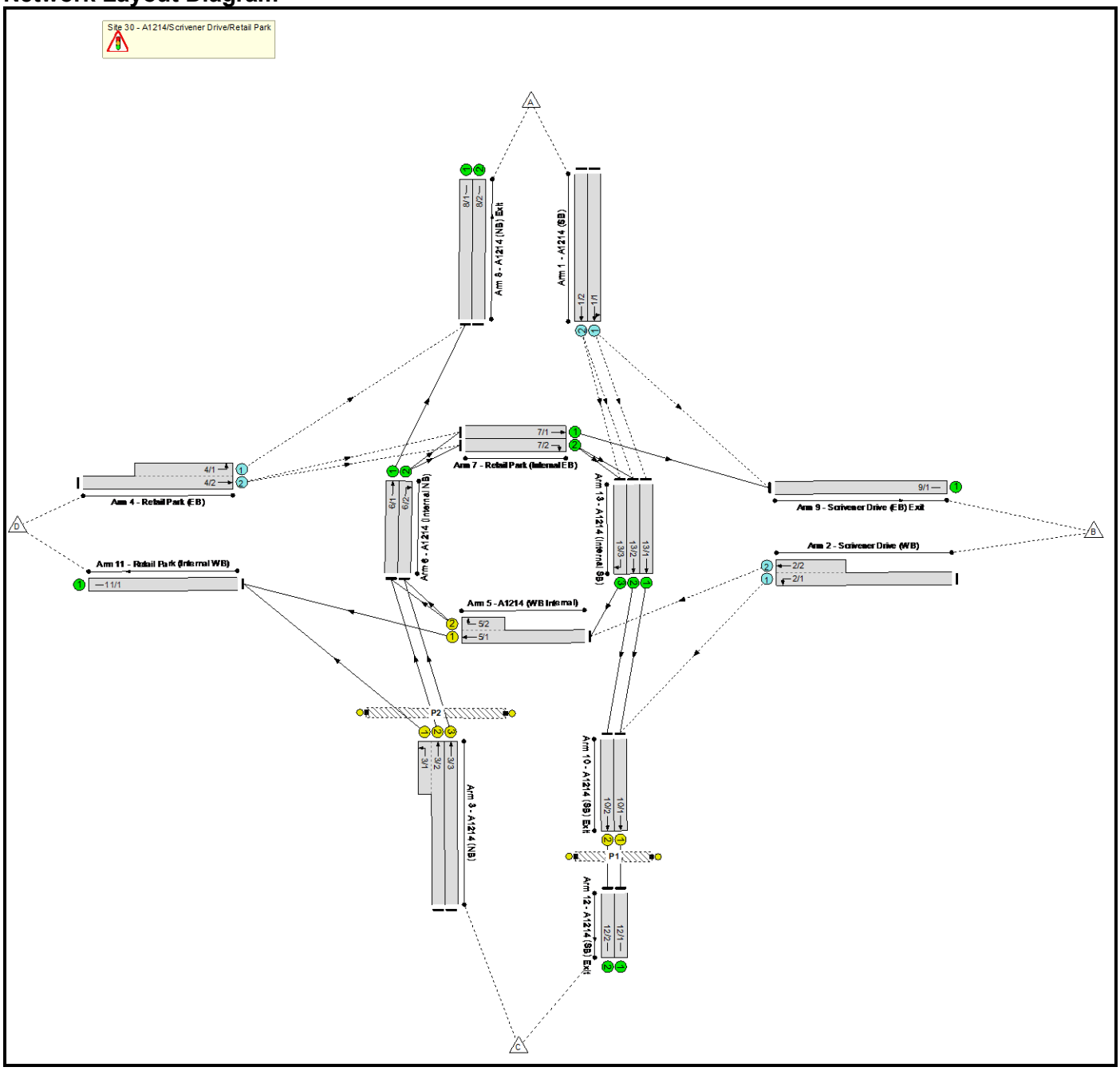
C1 - North Controller Site 29 - A1214/A14/A12	Stream: 1 PRC for Signalled Lanes (%):	2.8	Total Delay for Signalled Lanes (pcuHr):	20.11	Cycle Time (s):	65
C1 - North Controller Site 29 - A1214/A14/A12	Stream: 2 PRC for Signalled Lanes (%):	8.2	Total Delay for Signalled Lanes (pcuHr):	16.62	Cycle Time (s):	65
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 1 PRC for Signalled Lanes (%):	5.7	Total Delay for Signalled Lanes (pcuHr):	19.49	Cycle Time (s):	65
C2 - South Controller Site 29 - A1214/A14/A12	Stream: 2 PRC for Signalled Lanes (%):	2.3	Total Delay for Signalled Lanes (pcuHr):	19.28	Cycle Time (s):	65
	PRC Over All Lanes (%):	2.3	Total Delay Over All Lanes(pcuHr):	75.50		

Full Input Data And Results

User and Project Details

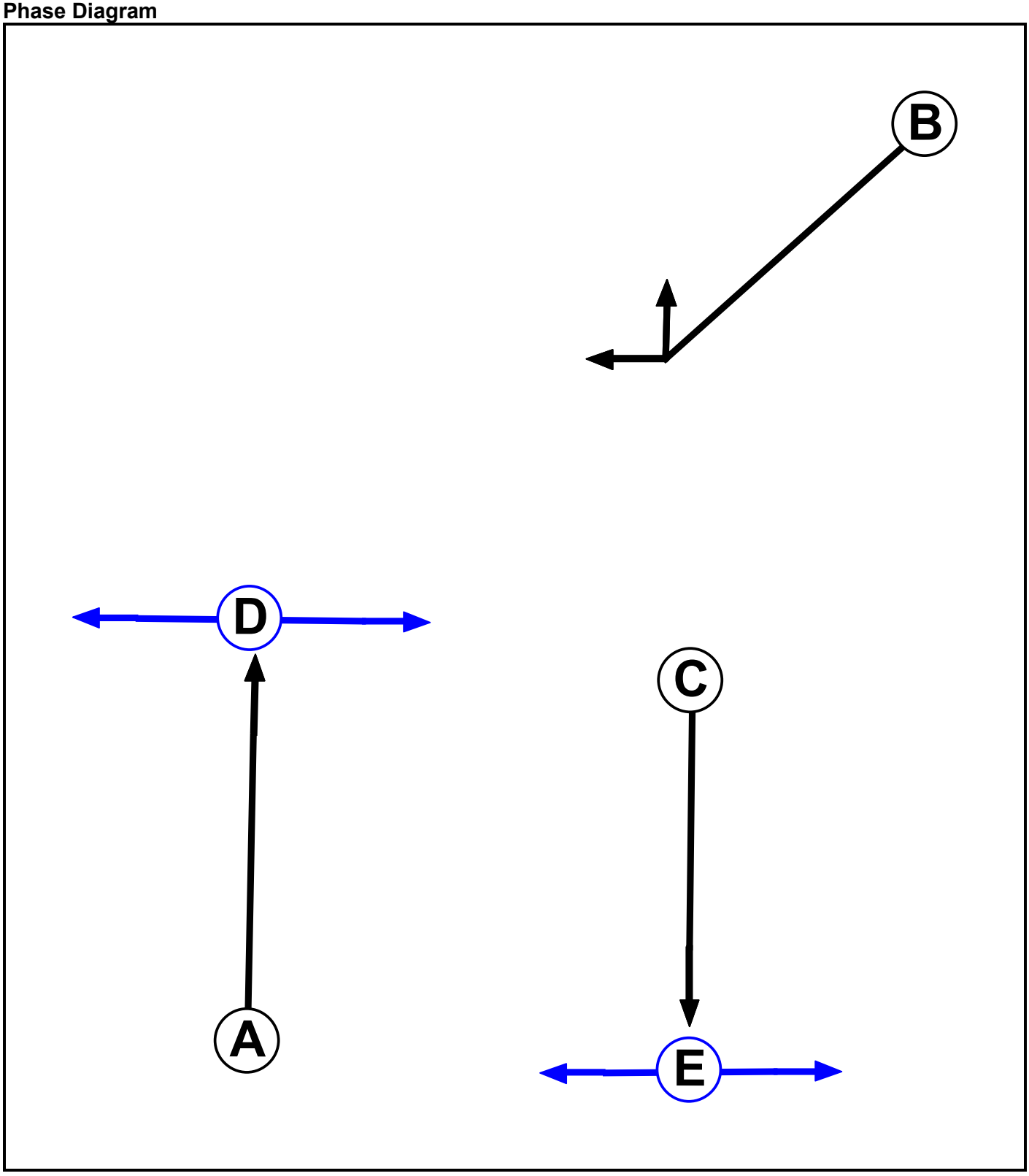
Project:	
Title:	
Location:	
Additional detail:	
File name:	Site 30_DM.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	2		-9999	7
D	Pedestrian	1		-9999	6
E	Pedestrian	2		-9999	6

Phase Intergreens Matrix

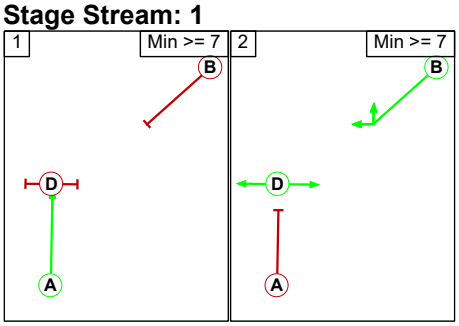
		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		6	-	5	-
	B	5		-	-	-
	C	-	-		-	5
	D	11	-	-		-
	E	-	-	10	-	

Phases in Stage

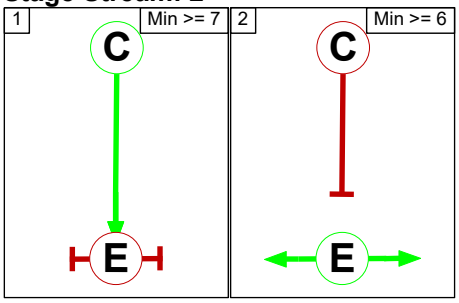
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B D
2	1	C
2	2	E

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		6
	2	11	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Site 30 - A1214/Scrivener Drive/Retail Park

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (A1214 (SB))	9/1 (Left)	1000	0	7/1	0.33	All	-	-	-	-	-
	13/1 (Ahead)			7/1	0.33	All					
				7/2	0.33	All					
1/2 (A1214 (SB))	13/2 (Ahead)	1000	0	7/1	0.33	All	-	-	-	-	-
				7/2	0.33	All					
	13/3 (Ahead)	1000	0	7/1	0.33	All					
				7/2	0.33	All					
2/1 (Scrivener Drive (WB))	10/1 (Left)	1000	0	13/1	0.33	All	-	-	-	-	-
2/2 (Scrivener Drive (WB))	5/1 (Ahead)	1000	0	13/1	0.33	All	-	-	-	-	-
				13/2	0.33	All					
				13/3	0.33	All					
4/1 (Retail Park (EB))	8/1 (Left)	1000	0	6/1	0.33	All	-	-	-	-	-
				6/2	0.33	All					
4/2 (Retail Park (EB))	7/1 (Ahead)	1000	0	6/1	0.33	All	-	-	-	-	-
				6/2	0.33	All					
	7/2 (Ahead)	1000	0	6/1	0.33	All					
				6/2	0.33	All					

Full Input Data And Results

Lane Input Data

Junction: Site 30 - A1214/Scrivener Drive/Retail Park												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A1214 (SB))	O		2	3	60.0	User	1800	-	-	-	-	-
1/2 (A1214 (SB))	O		2	3	60.0	User	1800	-	-	-	-	-
2/1 (Scrivener Drive (WB))	O		2	3	60.0	User	1800	-	-	-	-	-
2/2 (Scrivener Drive (WB))	O		2	3	8.0	User	1800	-	-	-	-	-
3/1 (A1214 (NB))	U	B	2	3	6.1	User	1900	-	-	-	-	-
3/2 (A1214 (NB))	U	A	2	3	60.0	User	1900	-	-	-	-	-
3/3 (A1214 (NB))	U	A	2	3	60.0	User	1900	-	-	-	-	-
4/1 (Retail Park (EB))	O		2	3	11.3	User	1800	-	-	-	-	-
4/2 (Retail Park (EB))	O		2	3	60.0	User	1800	-	-	-	-	-
5/1 (A1214 (WB Internal))	U	B	2	3	6.3	User	1900	-	-	-	-	-
5/2 (A1214 (WB Internal))	U	B	2	3	5.0	User	1900	-	-	-	-	-
6/1 (A1214 (Internal NB))	U		2	3	7.7	User	1900	-	-	-	-	-
6/2 (A1214 (Internal NB))	U		2	3	7.7	User	1900	-	-	-	-	-
7/1 (Retail Park (Internal EB))	U		2	3	6.6	User	1900	-	-	-	-	-
7/2 (Retail Park (Internal EB))	U		2	3	6.6	User	1900	-	-	-	-	-
8/1 (A1214 (NB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (A1214 (NB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Scrivener Drive (EB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

10/1 (A1214 (SB) Exit)	U	C	2	3	3.5	User	1900	-	-	-	-	-
10/2 (A1214 (SB) Exit)	U	C	2	3	3.5	User	1900	-	-	-	-	-
11/1 (Retail Park (Internal WB))	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A1214 (SB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (A1214 (SB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (A1214 (Internal SB))	U		2	3	6.1	User	1900	-	-	-	-	-
13/2 (A1214 (Internal SB))	U		2	3	6.1	User	1900	-	-	-	-	-
13/3 (A1214 (Internal SB))	U		2	3	6.1	User	1900	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 AM Base Peak'	08:00	09:00	01:00	
2: '2024 PM Base Peak'	16:45	17:45	01:00	
3: 'FB WD AM '	08:00	09:00	01:00	
4: 'FB WD PM '	16:45	17:45	01:00	
5: 'FB+CD WD AM '	08:00	09:00	01:00	
6: 'FB+CD WD PM '	16:45	17:45	01:00	
7: 'FB+CD+N2T WD AM'	08:00	09:00	01:00	
8: 'FB+CD+N2T WD PM'	16:45	17:45	01:00	

Scenario 1: '2024 AM Base Peak' (FG1: '2024 AM Base Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	1	8	634	124	767
	B	8	0	585	127	720
	C	497	487	1	26	1011
	D	75	84	188	0	347
	Tot.	581	579	1408	277	2845

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2024 AM Base Peak
Junction: Site 30 - A1214/Scrivener Drive/Retail Park	
1/1	284
1/2	483
2/1 (with short)	720(In) 585(Out)
2/2 (short)	135
3/1 (short)	26
3/2 (with short)	523(In) 497(Out)
3/3	488
4/1 (short)	75
4/2 (with short)	347(In) 272(Out)
5/1 (with short)	260(In) 251(Out)
5/2 (short)	9
6/1	506
6/2	488
7/1	571
7/2	189
8/1	581
8/2	0
9/1	579
10/1	861
10/2	547
11/1	277
12/1	861
12/2	547
13/1	276
13/2	547
13/3	125

Lane Saturation Flows

Junction: Site 30 - A1214/Scrivener Drive/Retail Park								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A1214 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A1214 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Retail Park (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (Retail Park (EB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A1214 (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (A1214 (Internal NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (A1214 (Internal NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Retail Park (Internal EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Retail Park (Internal EB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (Scrivener Drive (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A1214 (SB) Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (A1214 (SB) Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (Retail Park (Internal WB) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A1214 (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A1214 (SB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

13/1 (A1214 (Internal SB) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (A1214 (Internal SB) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (A1214 (Internal SB) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 2: '2024 PM Base Peak' (FG2: '2024 PM Base Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	3	28	733	155	919
	B	3	0	393	138	534
	C	528	602	0	41	1171
	D	173	168	281	0	622
	Tot.	707	798	1407	334	3246

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2024 PM Base Peak
Junction: Site 30 - A1214/Scrivener Drive/Retail Park	
1/1	438
1/2	481
2/1 (with short)	534(In) 393(Out)
2/2 (short)	141
3/1 (short)	41
3/2 (with short)	569(In) 528(Out)
3/3	602
4/1 (short)	173
4/2 (with short)	622(In) 449(Out)
5/1 (with short)	299(In) 293(Out)
5/2 (short)	6
6/1	534
6/2	602
7/1	770
7/2	281
8/1	707
8/2	0
9/1	798
10/1	803
10/2	604
11/1	334
12/1	803
12/2	604
13/1	410
13/2	604
13/3	158

Lane Saturation Flows

Junction: Site 30 - A1214/Scrivener Drive/Retail Park								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A1214 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A1214 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Retail Park (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (Retail Park (EB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A1214 (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (A1214 (Internal NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (A1214 (Internal NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Retail Park (Internal EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Retail Park (Internal EB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (Scrivener Drive (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A1214 (SB) Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (A1214 (SB) Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (Retail Park (Internal WB) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A1214 (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A1214 (SB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

13/1 (A1214 (Internal SB) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (A1214 (Internal SB) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (A1214 (Internal SB) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 3: 'FB WD AM ' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	2	9	654	128	793
	B	9	0	604	132	745
	C	513	503	2	27	1045
	D	78	87	194	0	359
	Tot.	602	599	1454	287	2942

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: FB WD AM
Junction: Site 30 - A1214/Scrivener Drive/Retail Park	
1/1	297
1/2	496
2/1 (with short)	745(In) 604(Out)
2/2 (short)	141
3/1 (short)	27
3/2 (with short)	540(In) 513(Out)
3/3	505
4/1 (short)	78
4/2 (with short)	359(In) 281(Out)
5/1 (with short)	271(In) 260(Out)
5/2 (short)	11
6/1	524
6/2	505
7/1	590
7/2	196
8/1	602
8/2	0
9/1	599
10/1	892
10/2	562
11/1	287
12/1	892
12/2	562
13/1	288
13/2	562
13/3	130

Lane Saturation Flows

Junction: Site 30 - A1214/Scrivener Drive/Retail Park								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A1214 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A1214 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Retail Park (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (Retail Park (EB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A1214 (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (A1214 (Internal NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (A1214 (Internal NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Retail Park (Internal EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Retail Park (Internal EB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (Scrivener Drive (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A1214 (SB) Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (A1214 (SB) Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (Retail Park (Internal WB) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A1214 (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A1214 (SB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

13/1 (A1214 (Internal SB) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (A1214 (Internal SB) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (A1214 (Internal SB) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 4: 'FB WD PM ' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	4	29	757	160	950
	B	4	0	406	143	553
	C	546	622	0	43	1211
	D	179	174	291	0	644
	Tot.	733	825	1454	346	3358

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: FB WD PM
Junction: Site 30 - A1214/Scrivener Drive/Retail Park	
1/1	457
1/2	493
2/1 (with short)	553(In) 406(Out)
2/2 (short)	147
3/1 (short)	43
3/2 (with short)	589(In) 546(Out)
3/3	622
4/1 (short)	179
4/2 (with short)	644(In) 465(Out)
5/1 (with short)	311(In) 303(Out)
5/2 (short)	8
6/1	554
6/2	622
7/1	796
7/2	291
8/1	733
8/2	0
9/1	825
10/1	834
10/2	620
11/1	346
12/1	834
12/2	620
13/1	428
13/2	620
13/3	164

Full Input Data And Results

Lane Saturation Flows

Junction: Site 30 - A1214/Scrivener Drive/Retail Park								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A1214 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A1214 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Retail Park (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (Retail Park (EB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A1214 (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (A1214 (Internal NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (A1214 (Internal NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Retail Park (Internal EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Retail Park (Internal EB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (Scrivener Drive (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A1214 (SB) Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (A1214 (SB) Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (Retail Park (Internal WB) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A1214 (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A1214 (SB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

13/1 (A1214 (Internal SB) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (A1214 (Internal SB) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (A1214 (Internal SB) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 5: 'FB+CD WD AM ' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	2	9	672	165	848
	B	9	0	604	132	745
	C	557	503	2	27	1089
	D	117	87	261	0	465
	Tot.	685	599	1539	324	3147

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: FB+CD WD AM
Junction: Site 30 - A1214/Scrivener Drive/Retail Park	
1/1	339
1/2	509
2/1 (with short)	745(In) 604(Out)
2/2 (short)	141
3/1 (short)	27
3/2 (with short)	584(In) 557(Out)
3/3	505
4/1 (short)	117
4/2 (with short)	465(In) 348(Out)
5/1 (with short)	308(In) 297(Out)
5/2 (short)	11
6/1	568
6/2	505
7/1	590
7/2	263
8/1	685
8/2	0
9/1	599
10/1	934
10/2	605
11/1	324
12/1	934
12/2	605
13/1	330
13/2	605
13/3	167

Lane Saturation Flows

Junction: Site 30 - A1214/Scrivener Drive/Retail Park								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A1214 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A1214 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Retail Park (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (Retail Park (EB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A1214 (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (A1214 (Internal NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (A1214 (Internal NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Retail Park (Internal EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Retail Park (Internal EB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (Scrivener Drive (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A1214 (SB) Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (A1214 (SB) Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (Retail Park (Internal WB) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A1214 (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A1214 (SB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

13/1 (A1214 (Internal SB) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (A1214 (Internal SB) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (A1214 (Internal SB) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 6: 'FB+CD WD PM ' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	4	29	767	183	983
	B	4	0	406	143	553
	C	586	622	0	43	1251
	D	237	174	390	0	801
	Tot.	831	825	1563	369	3588

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: FB+CD WD PM
Junction: Site 30 - A1214/Scrivener Drive/Retail Park	
1/1	483
1/2	500
2/1 (with short)	553(In) 406(Out)
2/2 (short)	147
3/1 (short)	43
3/2 (with short)	629(In) 586(Out)
3/3	622
4/1 (short)	237
4/2 (with short)	801(In) 564(Out)
5/1 (with short)	334(In) 326(Out)
5/2 (short)	8
6/1	594
6/2	622
7/1	796
7/2	390
8/1	831
8/2	0
9/1	825
10/1	860
10/2	703
11/1	369
12/1	860
12/2	703
13/1	454
13/2	703
13/3	187

Lane Saturation Flows

Junction: Site 30 - A1214/Scrivener Drive/Retail Park								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A1214 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A1214 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Retail Park (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (Retail Park (EB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A1214 (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (A1214 (Internal NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (A1214 (Internal NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Retail Park (Internal EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Retail Park (Internal EB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (Scrivener Drive (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A1214 (SB) Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (A1214 (SB) Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (Retail Park (Internal WB) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A1214 (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A1214 (SB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

13/1 (A1214 (Internal SB) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (A1214 (Internal SB) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (A1214 (Internal SB) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	2	9	708	165	884
	B	9	0	604	132	745
	C	593	503	2	27	1125
	D	117	87	261	0	465
	Tot.	721	599	1575	324	3219

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: FB+CD+N2T WD AM
Junction: Site 30 - A1214/Scrivener Drive/Retail Park	
1/1	360
1/2	524
2/1 (with short)	745(In) 604(Out)
2/2 (short)	141
3/1 (short)	27
3/2 (with short)	620(In) 593(Out)
3/3	505
4/1 (short)	117
4/2 (with short)	465(In) 348(Out)
5/1 (with short)	308(In) 297(Out)
5/2 (short)	11
6/1	604
6/2	505
7/1	590
7/2	263
8/1	721
8/2	0
9/1	599
10/1	955
10/2	620
11/1	324
12/1	955
12/2	620
13/1	351
13/2	620
13/3	167

Lane Saturation Flows

Junction: Site 30 - A1214/Scrivener Drive/Retail Park								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A1214 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A1214 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Retail Park (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (Retail Park (EB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A1214 (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (A1214 (Internal NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (A1214 (Internal NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Retail Park (Internal EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Retail Park (Internal EB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (Scrivener Drive (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A1214 (SB) Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (A1214 (SB) Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (Retail Park (Internal WB) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A1214 (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A1214 (SB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

13/1 (A1214 (Internal SB) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (A1214 (Internal SB) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (A1214 (Internal SB) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	4	29	804	183	1020
	B	4	0	406	143	553
	C	622	622	0	43	1287
	D	237	174	390	0	801
	Tot.	867	825	1600	369	3661

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: FB+CD+N2T WD PM
Junction: Site 30 - A1214/Scrivener Drive/Retail Park	
1/1	504
1/2	516
2/1 (with short)	553(In) 406(Out)
2/2 (short)	147
3/1 (short)	43
3/2 (with short)	665(In) 622(Out)
3/3	622
4/1 (short)	237
4/2 (with short)	801(In) 564(Out)
5/1 (with short)	334(In) 326(Out)
5/2 (short)	8
6/1	630
6/2	622
7/1	796
7/2	390
8/1	867
8/2	0
9/1	825
10/1	881
10/2	719
11/1	369
12/1	881
12/2	719
13/1	475
13/2	719
13/3	187

Full Input Data And Results

Lane Saturation Flows

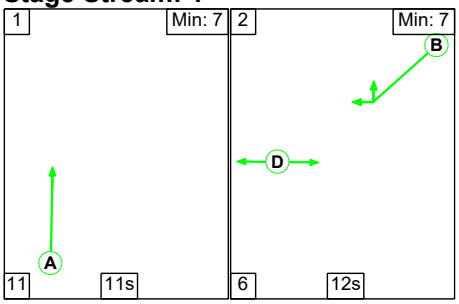
Junction: Site 30 - A1214/Scrivener Drive/Retail Park								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A1214 (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A1214 (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Retail Park (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (Retail Park (EB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A1214 (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (A1214 (Internal NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (A1214 (Internal NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Retail Park (Internal EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Retail Park (Internal EB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A1214 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A1214 (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (Scrivener Drive (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A1214 (SB) Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (A1214 (SB) Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (Retail Park (Internal WB) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A1214 (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (A1214 (SB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

13/1 (A1214 (Internal SB) Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (A1214 (Internal SB) Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
13/3 (A1214 (Internal SB) Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900

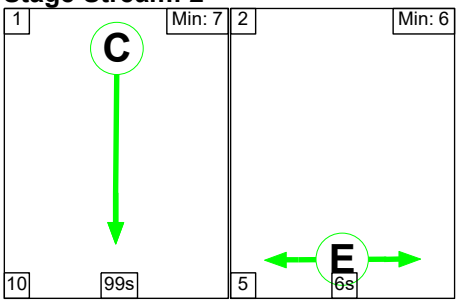
Scenario 1: '2024 AM Base Peak' (FG1: '2024 AM Base Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

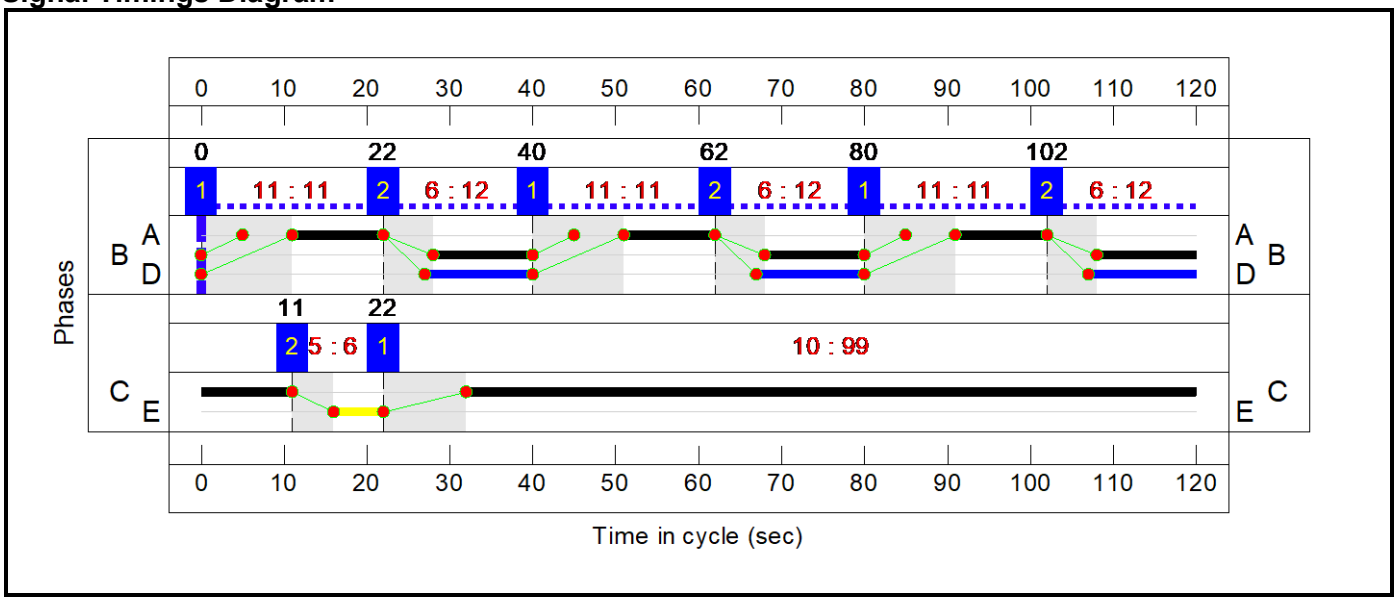
Stage	1	2	1	2	1	2
Duration	11	12	11	12	11	12
Change Point	0	22	40	62	80	102

Stage Stream: 2

Stage	1	2
Duration	99	6
Change Point	22	11

Full Input Data And Results

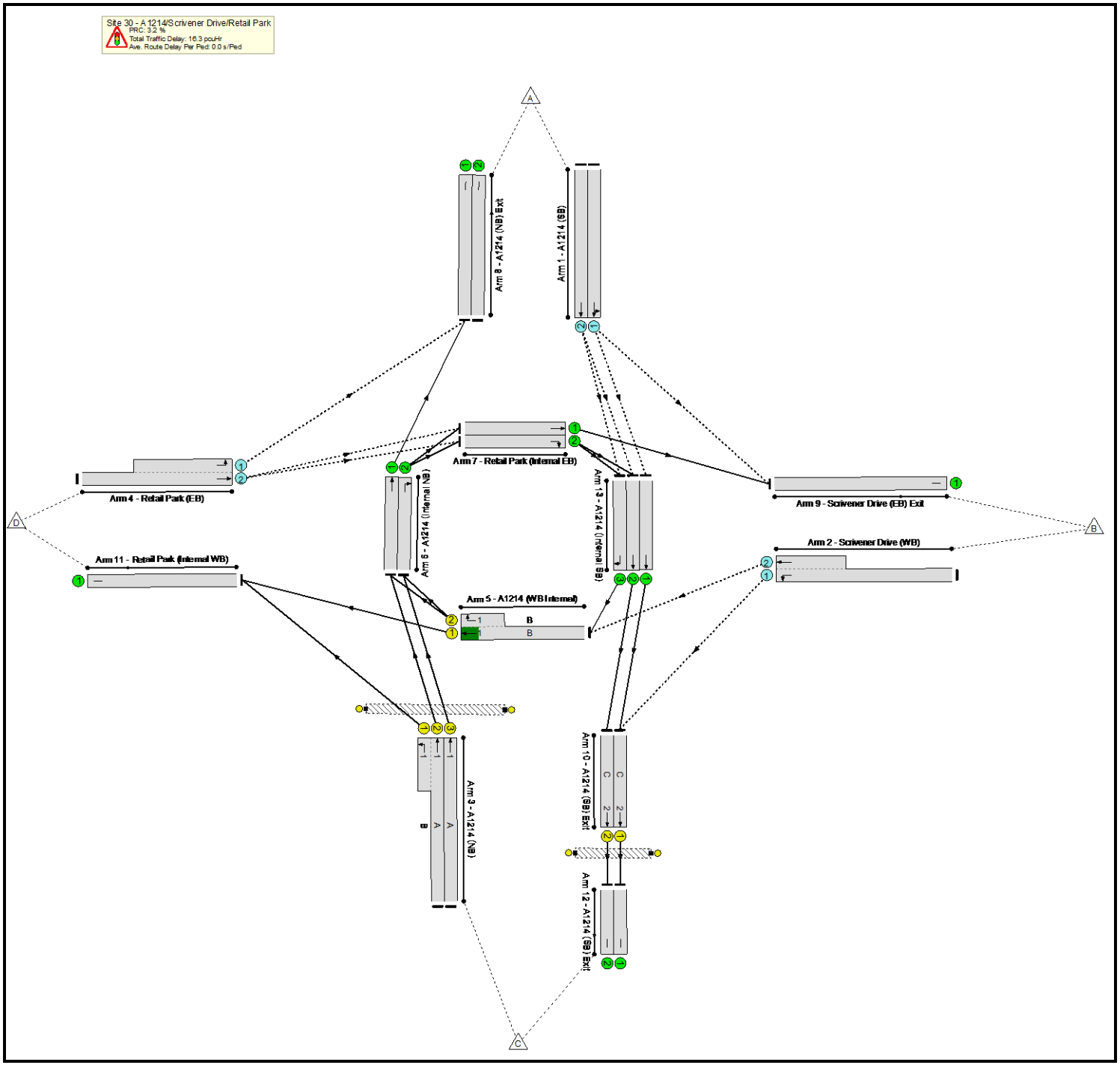
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.2%**
Site 30 - A1214/Scrivener Drive/Retail Park	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.2%**
1/1	A1214 (SB) Left Ahead	O	N/A	N/A	-		-	-	-	284	1800	751	37.8%
1/2	A1214 (SB) Ahead	O	N/A	N/A	-		-	-	-	483	1800	749	64.5%
2/1+2/2	Scrivener Drive (WB) Ahead Left	O	N/A	N/A	-		-	-	-	720	1800:1800	909+210	64.4 : 64.4%
3/2+3/1	A1214 (NB) Ahead Left	U	1	N/A	A B		3	33:36	-	523	1900:1900	570+30	87.2 : 87.2%
3/3	A1214 (NB) Ahead	U	1	N/A	A		3	33	-	488	1900	570	85.6%
4/2+4/1	Retail Park (EB) Ahead Left	O	N/A	N/A	-		-	-	-	347	1800:1800	706+195	38.5 : 38.5%
5/1+5/2	A1214 (WB Internal) Right Ahead	U	1	N/A	B		3	36	-	260	1900:1900	570+20	44.0 : 44.0%
6/1	A1214 (Internal NB) Ahead	U	N/A	N/A	-		-	-	-	506	1900	1900	26.6%
6/2	A1214 (Internal NB) Right	U	N/A	N/A	-		-	-	-	488	1900	1900	25.7%
7/1	Retail Park (Internal EB) Ahead	U	N/A	N/A	-		-	-	-	571	1900	1900	30.1%
7/2	Retail Park (Internal EB) Right	U	N/A	N/A	-		-	-	-	189	1900	1900	9.9%
8/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
8/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-

Full Input Data And Results

9/1	Scrivener Drive (EB) Exit	U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
10/1	A1214 (SB) Exit Ahead	U	2	N/A	C		1	99	-	861	1900	1583	54.4%
10/2	A1214 (SB) Exit Ahead	U	2	N/A	C		1	99	-	547	1900	1583	34.5%
11/1	Retail Park (Internal WB)	U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
12/1	A1214 (SB) Exit	U	N/A	N/A	-		-	-	-	861	Inf	Inf	0.0%
12/2	A1214 (SB) Exit	U	N/A	N/A	-		-	-	-	547	Inf	Inf	0.0%
13/1	A1214 (Internal SB) Ahead	U	N/A	N/A	-		-	-	-	276	1900	1900	14.5%
13/2	A1214 (Internal SB) Ahead	U	N/A	N/A	-		-	-	-	547	1900	1900	28.8%
13/3	A1214 (Internal SB) Right	U	N/A	N/A	-		-	-	-	125	1900	1900	6.6%
Ped Link: P1	Unnamed Ped Link	-	2	-	E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		3	39	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**2901**	**0**	**0**	**5.8**	**10.5**	**0.0**	**16.3**	**-**	**-**	**-**	**-**
Site 30 - A1214/Scrivener Drive/Retail Park	**-**	**-**	**2901**	**0**	**0**	**5.8**	**10.5**	**0.0**	**16.3**	**-**	**-**	**-**	**-**
1/1	284	284	284	0	0	0.0	0.3	-	0.3	3.9	0.0	0.3	0.3
1/2	483	483	483	0	0	0.0	0.9	-	0.9	6.9	1.3	0.9	2.2
2/1+2/2	720	720	1440	0	0	0.0	0.9	-	0.9	4.5	0.0	0.9	0.9
3/2+3/1	523	523	-	-	-	1.9	3.1	-	5.0	34.7	5.1	3.1	8.3
3/3	488	488	-	-	-	1.8	2.8	-	4.6	33.7	5.0	2.8	7.8
4/2+4/1	347	347	694	0	0	0.2	0.3	-	0.5	4.9	1.1	0.3	1.4
5/1+5/2	260	260	-	-	-	0.8	0.4	-	1.2	16.9	2.2	0.4	2.6
6/1	506	506	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/2	488	488	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	571	571	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/2	189	189	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	-	-	-	-	-	-	-	-	-	-	-	-	-
9/1	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	861	861	-	-	-	0.7	0.6	-	1.3	5.5	8.6	0.6	9.2
10/2	547	547	-	-	-	0.3	0.3	-	0.6	3.9	3.5	0.3	3.8
11/1	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	276	276	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/2	547	547	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/3	125	125	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

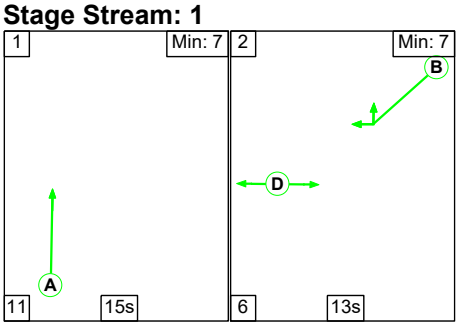
C1 - Site 30 - A1214/Scrivener Drive/Retail Park	Stream: 1	PRC for Signalled Lanes (%):	3.2	Total Delay for Signalled Lanes (pcuHr):	10.84	Cycle Time (s):	120
C1 - Site 30 - A1214/Scrivener Drive/Retail Park	Stream: 2	PRC for Signalled Lanes (%):	65.5	Total Delay for Signalled Lanes (pcuHr):	1.92	Cycle Time (s):	120
		PRC Over All Lanes (%):	3.2	Total Delay Over All Lanes(pcuHr):	16.30		

Full Input Data And Results

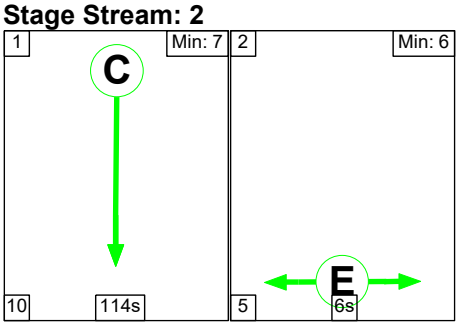
Scenario 2: '2024 PM Base Peak' (FG2: '2024 PM Base Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

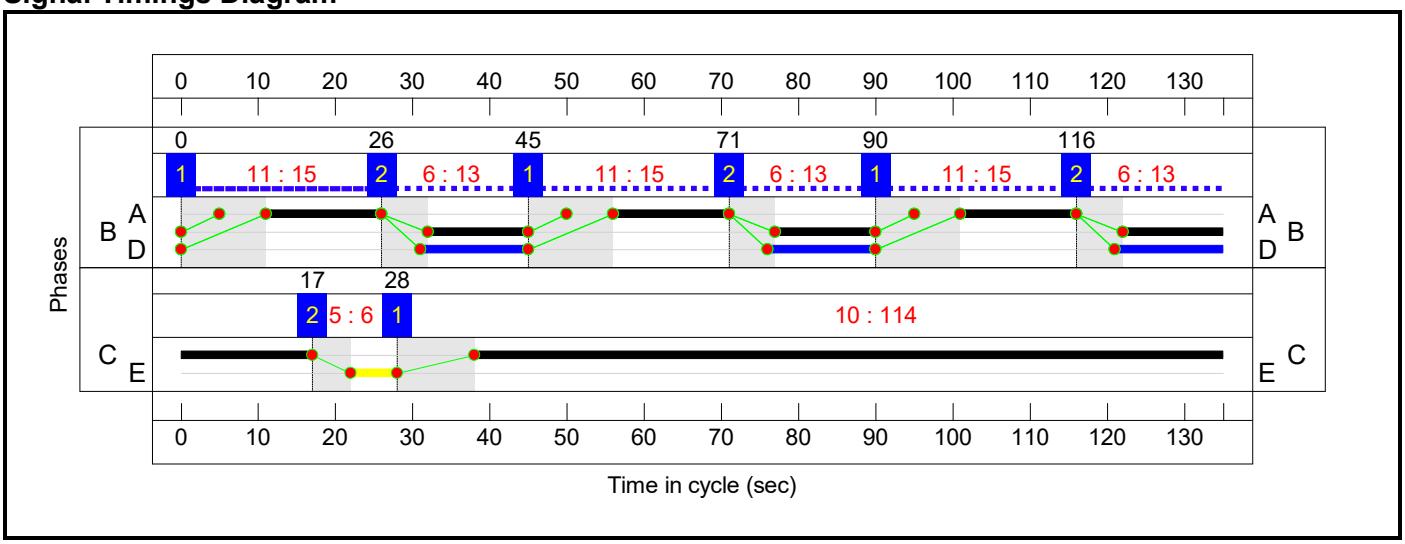
Stage Stream: 1

Stage	1	2	1	2	1	2
Duration	15	13	15	13	15	13
Change Point	0	26	45	71	90	116

Stage Stream: 2

Stage	1	2
Duration	114	6
Change Point	28	17

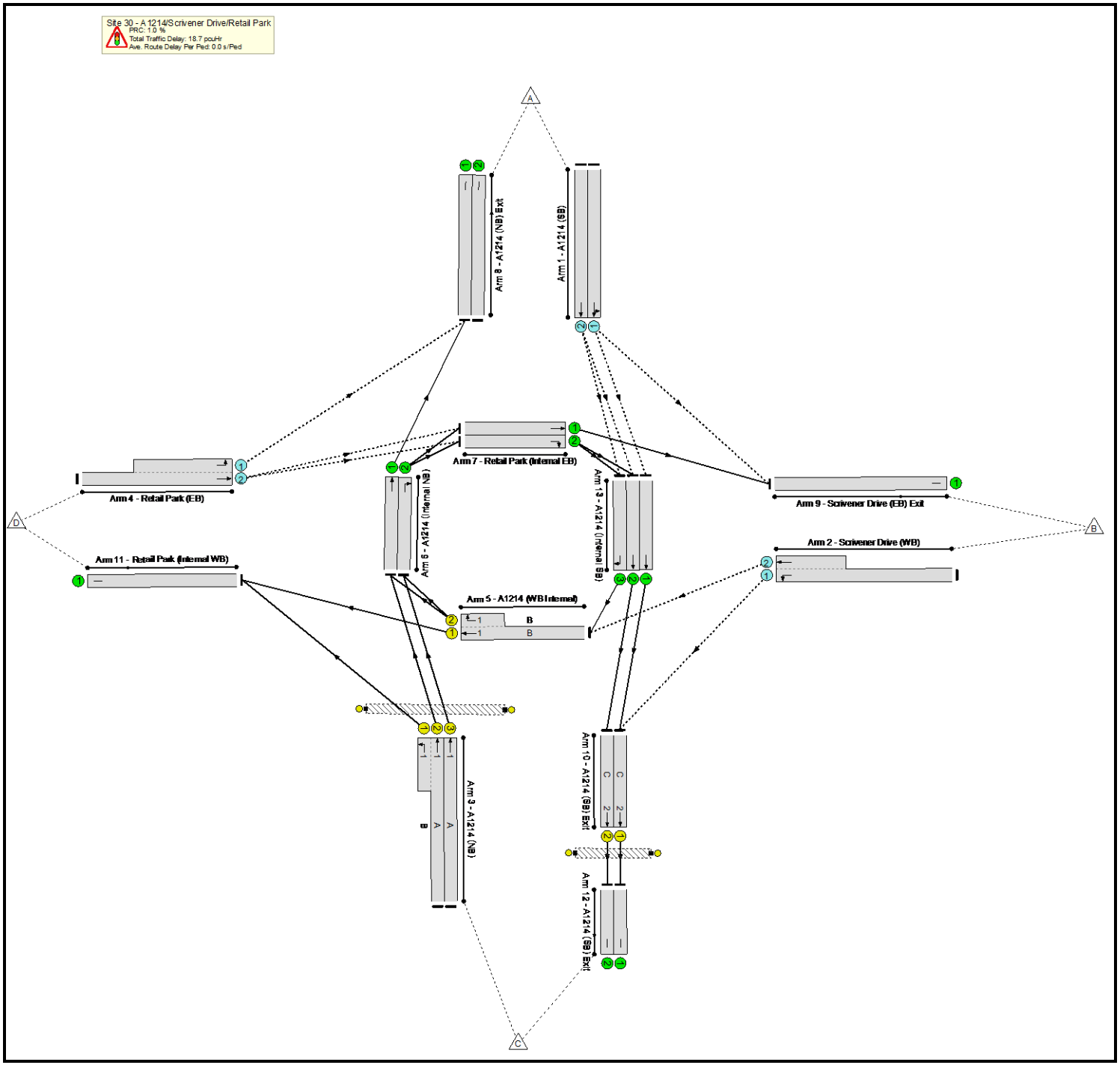
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.1%**
Site 30 - A1214/Scrivener Drive/Retail Park	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.1%**
1/1	A1214 (SB) Left Ahead	O	N/A	N/A	-		-	-	-	438	1800	658	66.6%
1/2	A1214 (SB) Ahead	O	N/A	N/A	-		-	-	-	481	1800	653	73.7%
2/1+2/2	Scrivener Drive (WB) Ahead Left	O	N/A	N/A	-		-	-	-	534	1800:1800	864+310	45.5 : 45.5%
3/2+3/1	A1214 (NB) Ahead Left	U	1	N/A	A B		3	45:39	-	569	1900:1900	676+52	78.2 : 78.2%
3/3	A1214 (NB) Ahead	U	1	N/A	A		3	45	-	602	1900	676	89.1%
4/2+4/1	Retail Park (EB) Ahead Left	O	N/A	N/A	-		-	-	-	622	1800:1800	665+256	67.6 : 67.6%
5/1+5/2	A1214 (WB Internal) Right Ahead	U	1	N/A	B		3	39	-	299	1900:1900	591+12	49.6 : 49.6%
6/1	A1214 (Internal NB) Ahead	U	N/A	N/A	-		-	-	-	534	1900	1900	28.1%
6/2	A1214 (Internal NB) Right	U	N/A	N/A	-		-	-	-	602	1900	1900	31.7%
7/1	Retail Park (Internal EB) Ahead	U	N/A	N/A	-		-	-	-	770	1900	1900	40.5%
7/2	Retail Park (Internal EB) Right	U	N/A	N/A	-		-	-	-	281	1900	1900	14.8%
8/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
8/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-

Full Input Data And Results

9/1	Scrivener Drive (EB) Exit	U	N/A	N/A	-		-	-	-	798	Inf	Inf	0.0%
10/1	A1214 (SB) Exit Ahead	U	2	N/A	C		1	114	-	803	1900	1619	49.6%
10/2	A1214 (SB) Exit Ahead	U	2	N/A	C		1	114	-	604	1900	1619	37.3%
11/1	Retail Park (Internal WB)	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
12/1	A1214 (SB) Exit	U	N/A	N/A	-		-	-	-	803	Inf	Inf	0.0%
12/2	A1214 (SB) Exit	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
13/1	A1214 (Internal SB) Ahead	U	N/A	N/A	-		-	-	-	410	1900	1900	21.6%
13/2	A1214 (Internal SB) Ahead	U	N/A	N/A	-		-	-	-	604	1900	1900	31.8%
13/3	A1214 (Internal SB) Right	U	N/A	N/A	-		-	-	-	158	1900	1900	8.3%
Ped Link: P1	Unnamed Ped Link	-	2	-	E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		3	42	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3231**	**0**	**0**	**6.9**	**11.8**	**0.0**	**18.7**	**-**	**-**	**-**	**-**
Site 30 - A1214/Scrivener Drive/Retail Park	**-**	**-**	**3231**	**0**	**0**	**6.9**	**11.8**	**0.0**	**18.7**	**-**	**-**	**-**	**-**
1/1	438	438	438	0	0	0.0	1.0	-	1.0	8.3	1.7	1.0	2.7
1/2	481	481	481	0	0	0.1	1.4	-	1.4	10.7	2.4	1.4	3.8
2/1+2/2	534	534	1068	0	0	0.0	0.4	-	0.4	2.8	0.0	0.4	0.4
3/2+3/1	569	569	-	-	-	2.0	1.8	-	3.8	23.9	5.9	1.8	7.6
3/3	602	602	-	-	-	2.3	3.7	-	6.0	35.9	7.0	3.7	10.7
4/2+4/1	622	622	1244	0	0	0.6	1.0	-	1.6	9.5	3.2	1.0	4.3
5/1+5/2	299	299	-	-	-	1.1	0.5	-	1.6	18.8	2.9	0.5	3.4
6/1	534	534	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/2	602	602	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/1	770	770	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/2	281	281	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	-	-	-	-	-	-	-	-	-	-	-	-	-
9/1	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	803	803	-	-	-	0.6	0.5	-	1.1	4.7	7.6	0.5	8.1
10/2	604	604	-	-	-	0.3	0.3	-	0.6	3.4	3.4	0.3	3.7
11/1	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	410	410	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
13/2	604	604	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
13/3	158	158	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

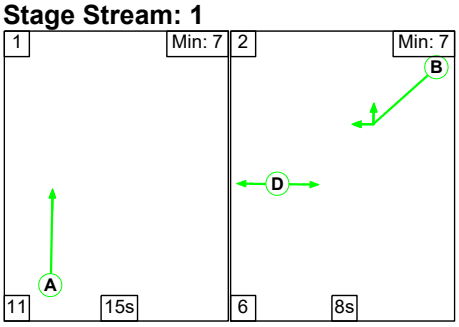
C1 - Site 30 - A1214/Scrivener Drive/Retail Park	Stream: 1	PRC for Signalled Lanes (%):	1.0	Total Delay for Signalled Lanes (pcuHr):	11.35	Cycle Time (s):	135
C1 - Site 30 - A1214/Scrivener Drive/Retail Park	Stream: 2	PRC for Signalled Lanes (%):	81.4	Total Delay for Signalled Lanes (pcuHr):	1.64	Cycle Time (s):	135
		PRC Over All Lanes (%):	1.0	Total Delay Over All Lanes(pcuHr):	18.74		

Full Input Data And Results

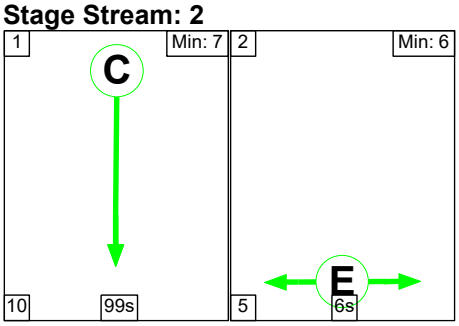
Scenario 3: 'FB WD AM ' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

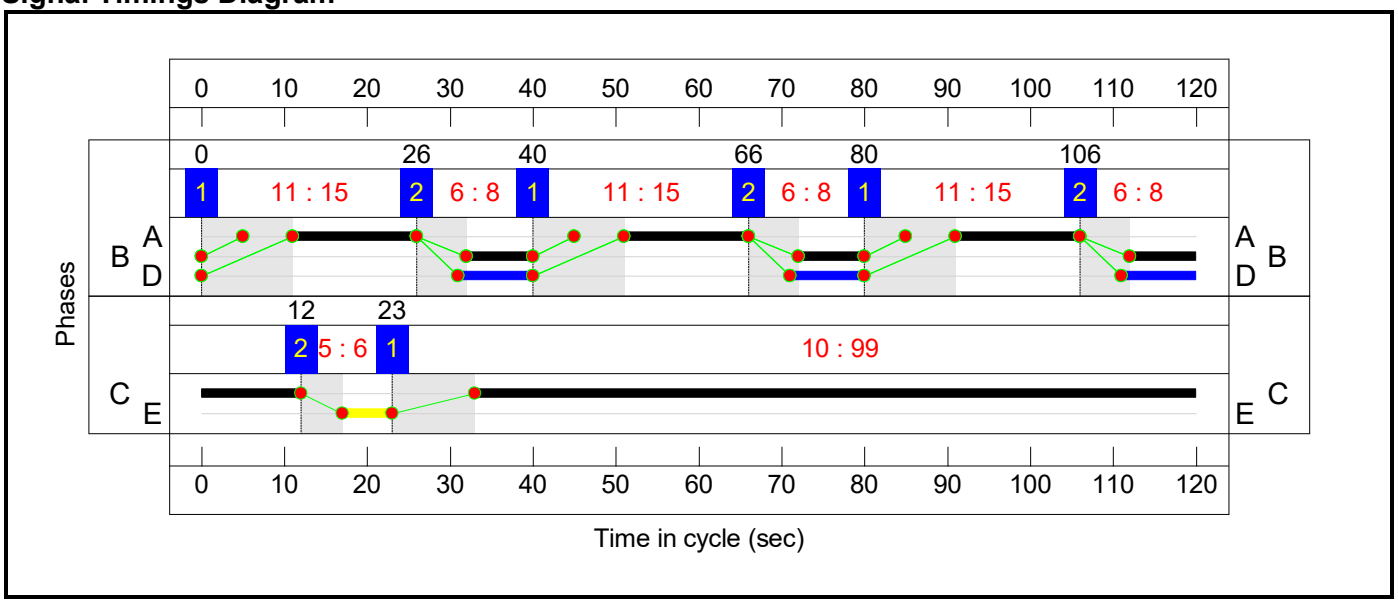
Stage Stream: 1

Stage	1	2	1	2	1	2
Duration	15	8	15	8	15	8
Change Point	0	26	40	66	80	106

Stage Stream: 2

Stage	1	2
Duration	99	6
Change Point	23	12

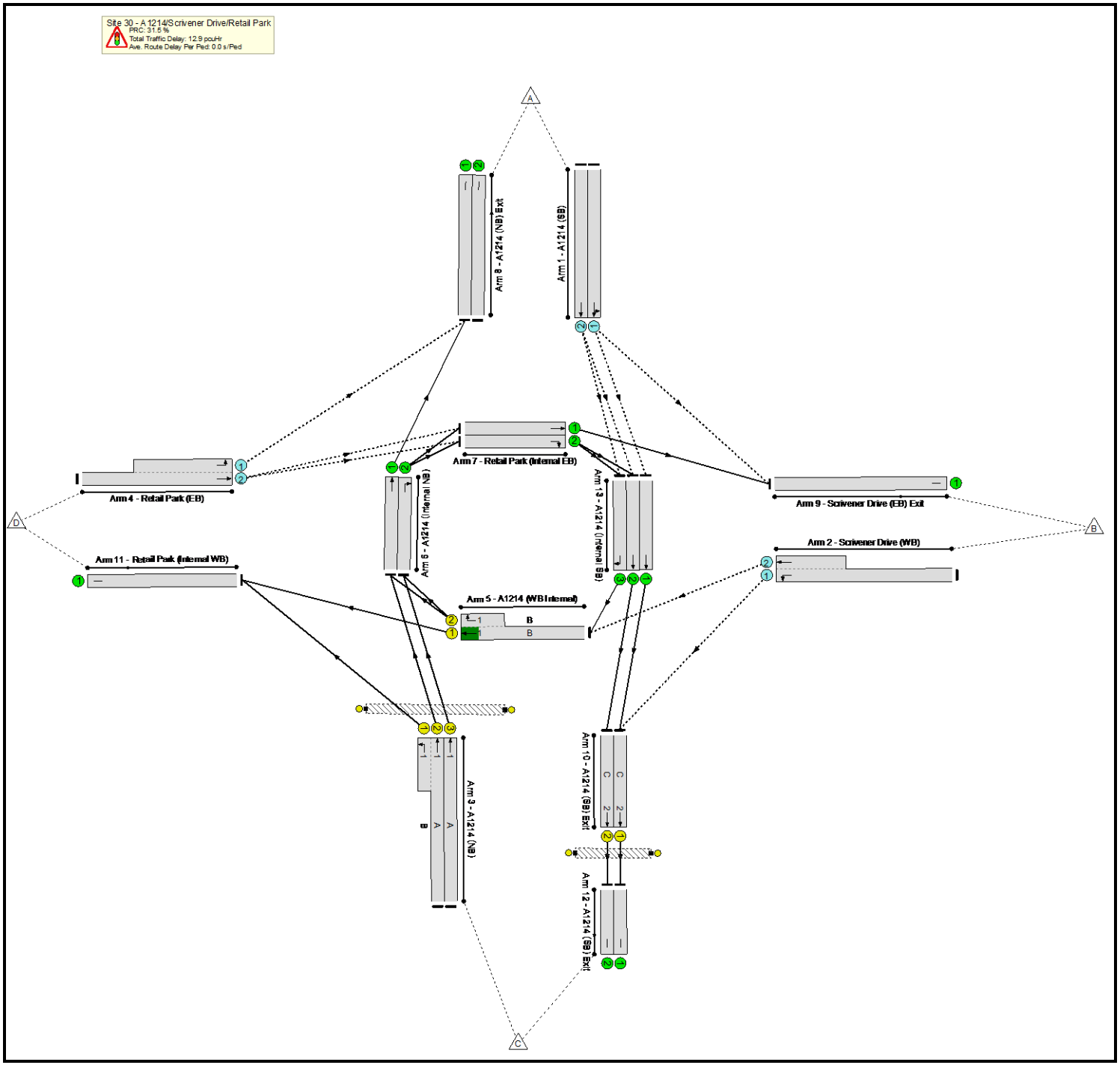
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.4%**
Site 30 - A1214/Scrivener Drive/Retail Park	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.4%**
1/1	A1214 (SB) Left Ahead	O	N/A	N/A	-		-	-	-	297	1800	742	40.0%
1/2	A1214 (SB) Ahead	O	N/A	N/A	-		-	-	-	496	1800	740	67.0%
2/1+2/2	Scrivener Drive (WB) Ahead Left	O	N/A	N/A	-		-	-	-	745	1800:1800	905+211	66.8 : 66.8%
3/2+3/1	A1214 (NB) Ahead Left	U	1	N/A	A B		3	45:24	-	540	1900:1900	760+40	67.5 : 67.5%
3/3	A1214 (NB) Ahead	U	1	N/A	A		3	45	-	505	1900	760	66.4%
4/2+4/1	Retail Park (EB) Ahead Left	O	N/A	N/A	-		-	-	-	359	1800:1800	688+191	40.8 : 40.8%
5/1+5/2	A1214 (WB Internal) Right Ahead	U	1	N/A	B		3	24	-	271	1900:1900	380+16	68.4 : 68.4%
6/1	A1214 (Internal NB) Ahead	U	N/A	N/A	-		-	-	-	524	1900	1900	27.6%
6/2	A1214 (Internal NB) Right	U	N/A	N/A	-		-	-	-	505	1900	1900	26.6%
7/1	Retail Park (Internal EB) Ahead	U	N/A	N/A	-		-	-	-	590	1900	1900	31.1%
7/2	Retail Park (Internal EB) Right	U	N/A	N/A	-		-	-	-	196	1900	1900	10.3%
8/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
8/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-

Full Input Data And Results

9/1	Scrivener Drive (EB) Exit	U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
10/1	A1214 (SB) Exit Ahead	U	2	N/A	C		1	99	-	892	1900	1583	56.3%
10/2	A1214 (SB) Exit Ahead	U	2	N/A	C		1	99	-	562	1900	1583	35.5%
11/1	Retail Park (Internal WB)	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
12/1	A1214 (SB) Exit	U	N/A	N/A	-		-	-	-	892	Inf	Inf	0.0%
12/2	A1214 (SB) Exit	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
13/1	A1214 (Internal SB) Ahead	U	N/A	N/A	-		-	-	-	288	1900	1900	15.2%
13/2	A1214 (Internal SB) Ahead	U	N/A	N/A	-		-	-	-	562	1900	1900	29.6%
13/3	A1214 (Internal SB) Right	U	N/A	N/A	-		-	-	-	130	1900	1900	6.8%
Ped Link: P1	Unnamed Ped Link	-	2	-	E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		3	27	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3001**	**0**	**0**	**5.3**	**7.7**	**0.0**	**12.9**	**-**	**-**	**-**	**-**
Site 30 - A1214/Scrivener Drive/Retail Park	**-**	**-**	**3001**	**0**	**0**	**5.3**	**7.7**	**0.0**	**12.9**	**-**	**-**	**-**	**-**
1/1	297	297	297	0	0	0.0	0.3	-	0.3	4.0	0.0	0.3	0.3
1/2	496	496	496	0	0	0.0	1.0	-	1.0	7.4	1.4	1.0	2.4
2/1+2/2	745	745	1490	0	0	0.0	1.0	-	1.0	4.8	0.0	1.0	1.0
3/2+3/1	540	540	-	-	-	1.5	1.0	-	2.5	16.9	4.6	1.0	5.6
3/3	505	505	-	-	-	1.4	1.0	-	2.4	16.8	4.5	1.0	5.5
4/2+4/1	359	359	718	0	0	0.2	0.3	-	0.5	5.0	1.2	0.3	1.6
5/1+5/2	271	271	-	-	-	1.1	1.1	-	2.2	28.9	2.7	1.1	3.7
6/1	524	524	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/2	505	505	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	590	590	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/2	196	196	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	-	-	-	-	-	-	-	-	-	-	-	-	-
9/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	892	892	-	-	-	0.8	0.6	-	1.4	5.7	9.2	0.6	9.8
10/2	562	562	-	-	-	0.3	0.3	-	0.6	3.9	3.9	0.3	4.2
11/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	892	892	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	288	288	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/2	562	562	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/3	130	130	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

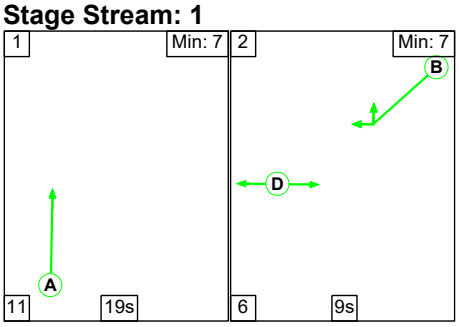
C1 - Site 30 - A1214/Scrivener Drive/Retail Park	Stream: 1	PRC for Signalled Lanes (%):	31.5	Total Delay for Signalled Lanes (pcuHr):	7.07	Cycle Time (s):	120
C1 - Site 30 - A1214/Scrivener Drive/Retail Park	Stream: 2	PRC for Signalled Lanes (%):	59.8	Total Delay for Signalled Lanes (pcuHr):	2.04	Cycle Time (s):	120
		PRC Over All Lanes (%):	31.5	Total Delay Over All Lanes(pcuHr):	12.95		

Full Input Data And Results

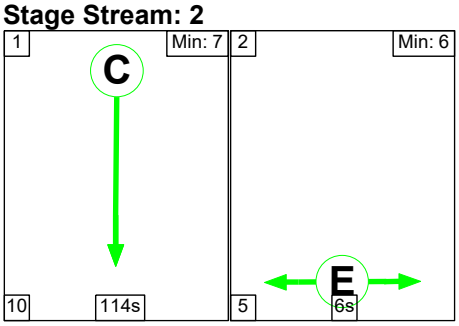
Scenario 4: 'FB WD PM ' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

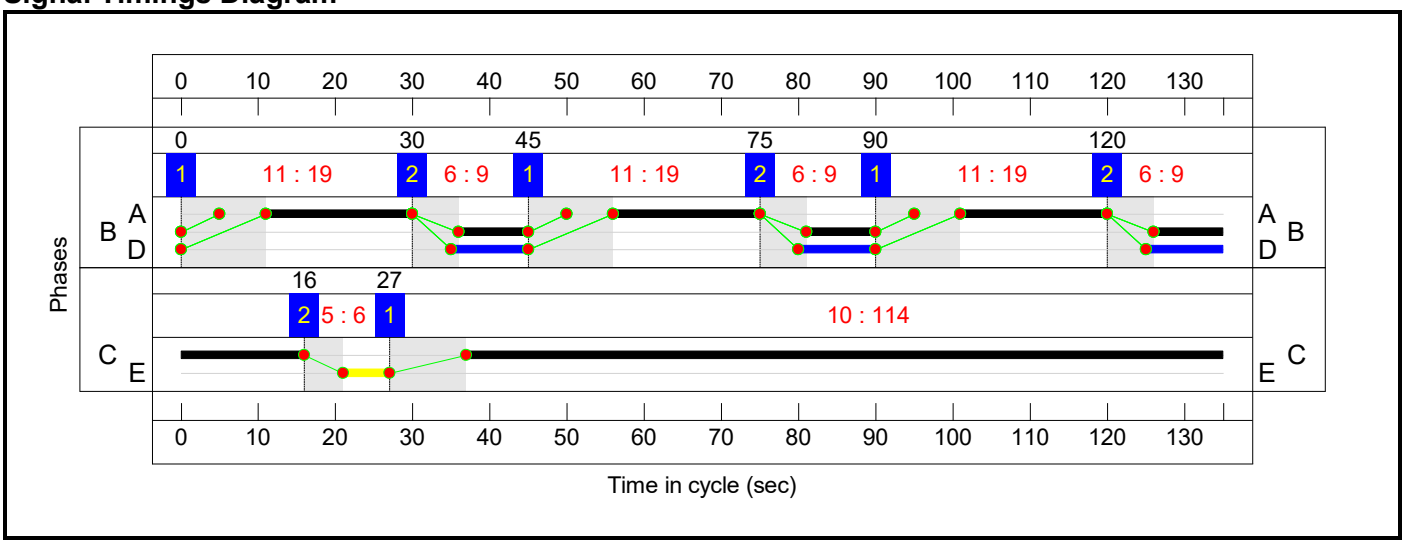
Stage Stream: 1

Stage	1	2	1	2	1	2
Duration	19	9	19	9	19	9
Change Point	0	30	45	75	90	120

Stage Stream: 2

Stage	1	2
Duration	114	6
Change Point	27	16

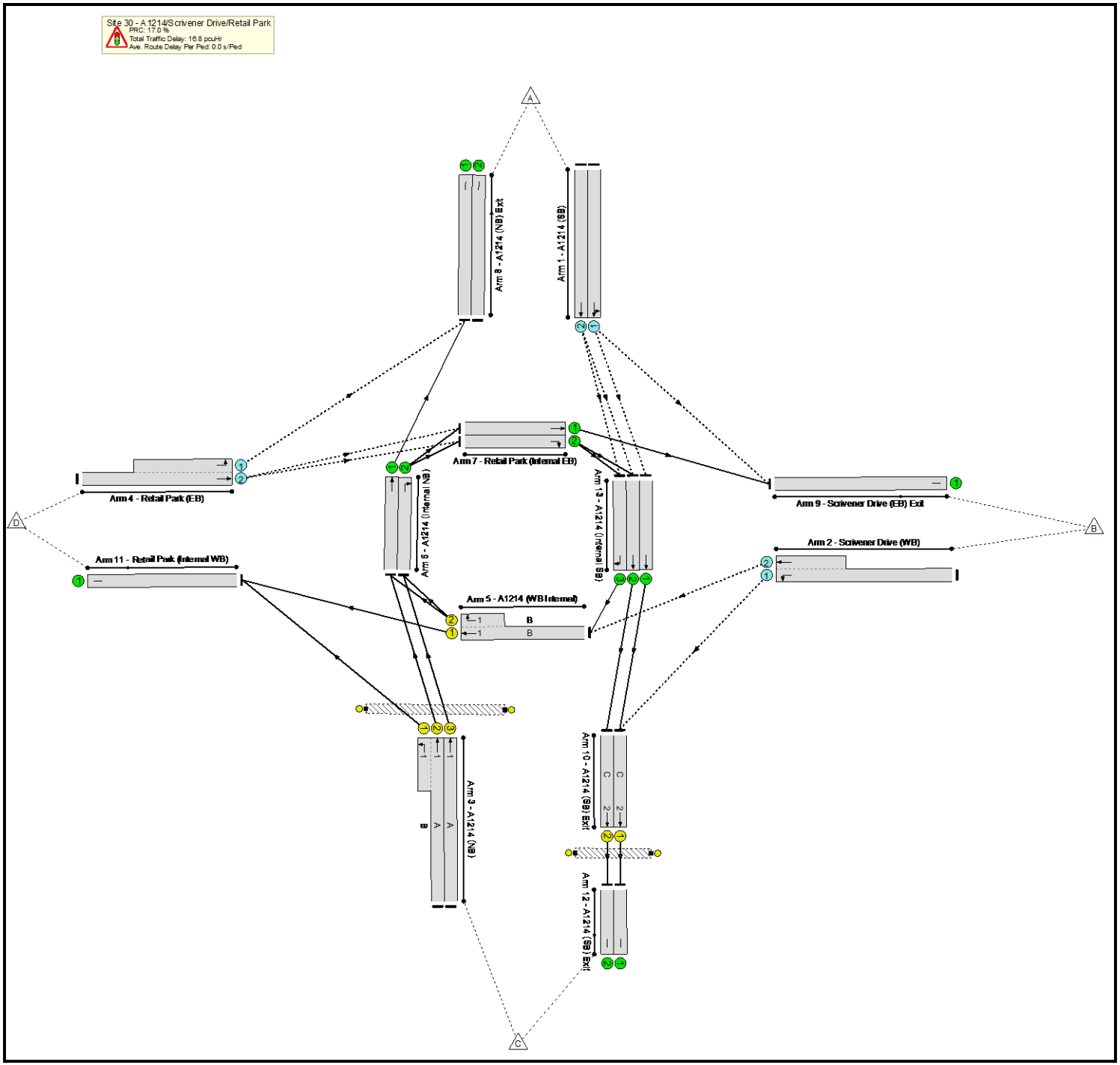
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.9%**
Site 30 - A1214/Scrivener Drive/Retail Park	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.9%**
1/1	A1214 (SB) Left Ahead	O	N/A	N/A	-		-	-	-	457	1800	646	70.7%
1/2	A1214 (SB) Ahead	O	N/A	N/A	-		-	-	-	493	1800	641	76.9%
2/1+2/2	Scrivener Drive (WB) Ahead Left	O	N/A	N/A	-		-	-	-	553	1800:1800	858+311	47.3 : 47.3%
3/2+3/1	A1214 (NB) Ahead Left	U	1	N/A	A B		3	57:27	-	589	1900:1900	837+66	65.3 : 65.3%
3/3	A1214 (NB) Ahead	U	1	N/A	A		3	57	-	622	1900	844	73.7%
4/2+4/1	Retail Park (EB) Ahead Left	O	N/A	N/A	-		-	-	-	644	1800:1800	646+248	72.0 : 72.0%
5/1+5/2	A1214 (WB Internal) Right Ahead	U	1	N/A	B		3	27	-	311	1900:1900	422+11	71.8 : 71.8%
6/1	A1214 (Internal NB) Ahead	U	N/A	N/A	-		-	-	-	554	1900	1900	29.2%
6/2	A1214 (Internal NB) Right	U	N/A	N/A	-		-	-	-	622	1900	1900	32.7%
7/1	Retail Park (Internal EB) Ahead	U	N/A	N/A	-		-	-	-	796	1900	1900	41.9%
7/2	Retail Park (Internal EB) Right	U	N/A	N/A	-		-	-	-	291	1900	1900	15.3%
8/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
8/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-

Full Input Data And Results

9/1	Scrivener Drive (EB) Exit	U	N/A	N/A	-		-	-	-	825	Inf	Inf	0.0%
10/1	A1214 (SB) Exit Ahead	U	2	N/A	C		1	114	-	834	1900	1619	51.5%
10/2	A1214 (SB) Exit Ahead	U	2	N/A	C		1	114	-	620	1900	1619	38.3%
11/1	Retail Park (Internal WB)	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
12/1	A1214 (SB) Exit	U	N/A	N/A	-		-	-	-	834	Inf	Inf	0.0%
12/2	A1214 (SB) Exit	U	N/A	N/A	-		-	-	-	620	Inf	Inf	0.0%
13/1	A1214 (Internal SB) Ahead	U	N/A	N/A	-		-	-	-	428	1900	1900	22.5%
13/2	A1214 (Internal SB) Ahead	U	N/A	N/A	-		-	-	-	620	1900	1900	32.6%
13/3	A1214 (Internal SB) Right	U	N/A	N/A	-		-	-	-	164	1900	1900	8.6%
Ped Link: P1	Unnamed Ped Link	-	2	-	E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		3	30	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3344**	**0**	**0**	**6.5**	**10.3**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
Site 30 - A1214/Scrivener Drive/Retail Park	**-**	**-**	**3344**	**0**	**0**	**6.5**	**10.3**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
1/1	457	457	457	0	0	0.0	1.2	-	1.2	9.6	1.8	1.2	3.0
1/2	493	493	493	0	0	0.1	1.6	-	1.7	12.3	2.6	1.6	4.2
2/1+2/2	553	553	1106	0	0	0.0	0.4	-	0.4	2.9	0.0	0.4	0.4
3/2+3/1	589	589	-	-	-	1.6	0.9	-	2.6	15.8	5.3	0.9	6.2
3/3	622	622	-	-	-	1.8	1.4	-	3.2	18.3	6.4	1.4	7.8
4/2+4/1	644	644	1288	0	0	0.7	1.3	-	1.9	10.8	3.6	1.3	4.9
5/1+5/2	311	311	-	-	-	1.4	1.2	-	2.7	30.9	3.4	1.2	4.7
6/1	554	554	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/2	622	622	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/1	796	796	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
7/2	291	291	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	-	-	-	-	-	-	-	-	-	-	-	-	-
9/1	825	825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	834	834	-	-	-	0.6	0.5	-	1.1	4.9	8.1	0.5	8.6
10/2	620	620	-	-	-	0.3	0.3	-	0.6	3.5	3.5	0.3	3.8
11/1	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	428	428	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
13/2	620	620	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
13/3	164	164	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

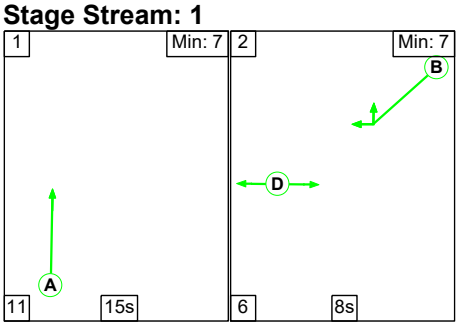
C1 - Site 30 - A1214/Scrivener Drive/Retail Park	Stream: 1	PRC for Signalled Lanes (%):	22.2	Total Delay for Signalled Lanes (pcuHr):	8.41	Cycle Time (s):	135
C1 - Site 30 - A1214/Scrivener Drive/Retail Park	Stream: 2	PRC for Signalled Lanes (%):	74.7	Total Delay for Signalled Lanes (pcuHr):	1.74	Cycle Time (s):	135
		PRC Over All Lanes (%):	17.0	Total Delay Over All Lanes(pcuHr):	16.77		

Full Input Data And Results

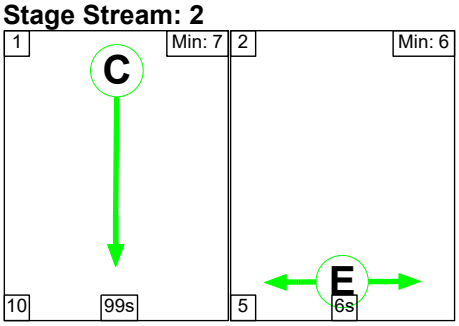
Scenario 5: 'FB+CD WD AM ' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

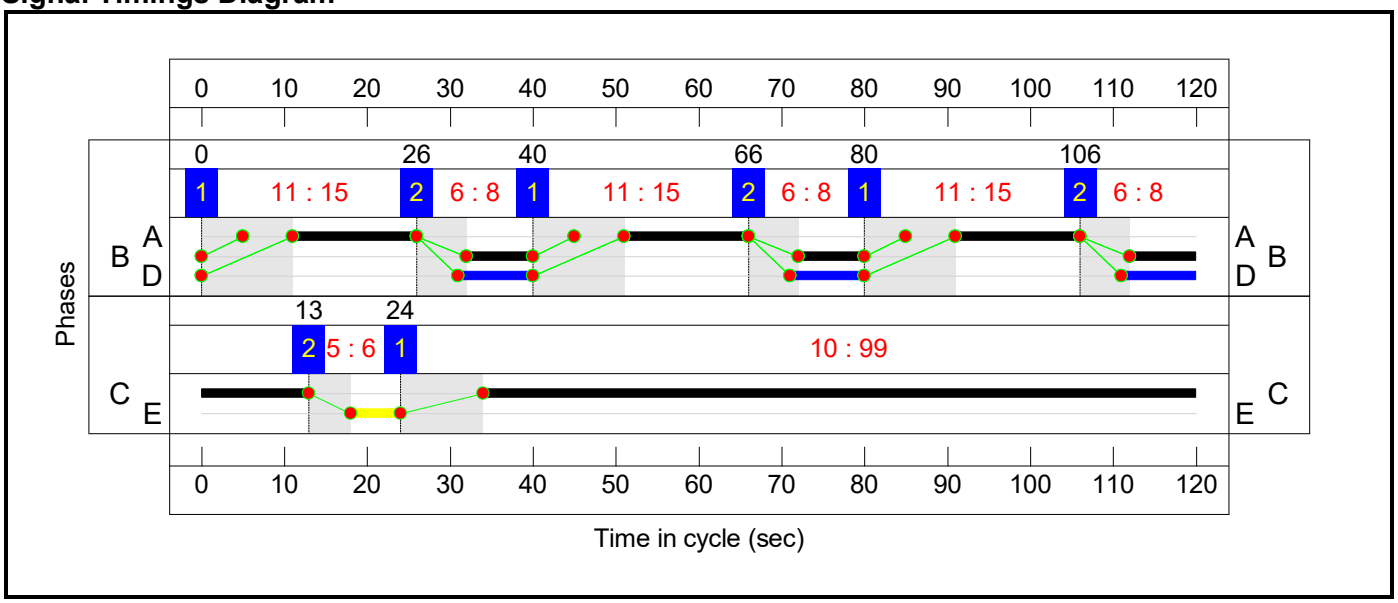
Stage Stream: 1

Stage	1	2	1	2	1	2
Duration	15	8	15	8	15	8
Change Point	0	26	40	66	80	106

Stage Stream: 2

Stage	1	2
Duration	99	6
Change Point	24	13

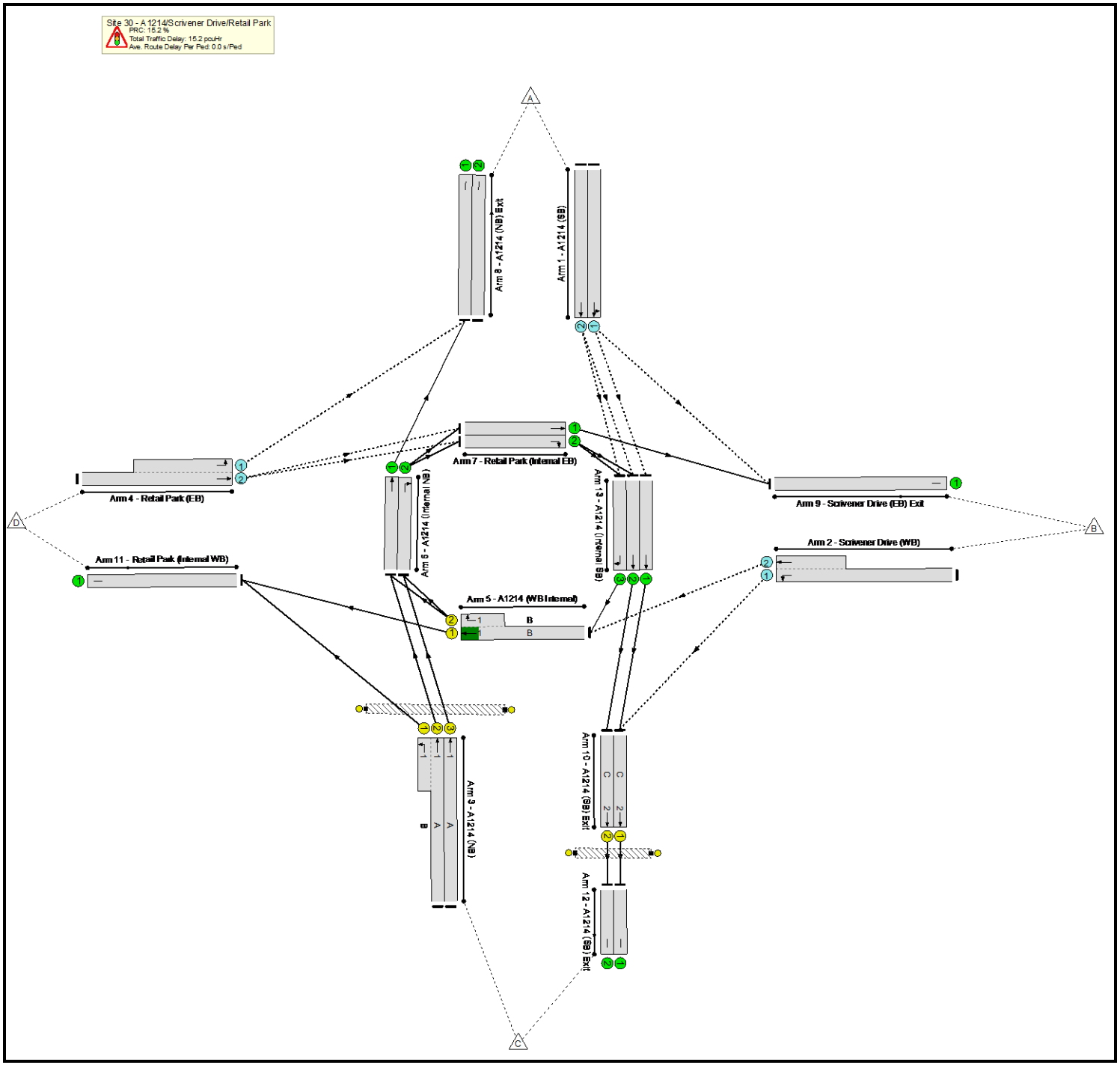
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.2%**
Site 30 - A1214/Scrivener Drive/Retail Park	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.2%**
1/1	A1214 (SB) Left Ahead	O	N/A	N/A	-		-	-	-	339	1800	720	47.1%
1/2	A1214 (SB) Ahead	O	N/A	N/A	-		-	-	-	509	1800	718	70.9%
2/1+2/2	Scrivener Drive (WB) Ahead Left	O	N/A	N/A	-		-	-	-	745	1800:1800	891+208	67.8 : 67.8%
3/2+3/1	A1214 (NB) Ahead Left	U	1	N/A	A B		3	45:24	-	584	1900:1900	760+37	73.3 : 73.3%
3/3	A1214 (NB) Ahead	U	1	N/A	A		3	45	-	505	1900	760	66.4%
4/2+4/1	Retail Park (EB) Ahead Left	O	N/A	N/A	-		-	-	-	465	1800:1800	674+227	51.6 : 51.6%
5/1+5/2	A1214 (WB Internal) Right Ahead	U	1	N/A	B		3	24	-	308	1900:1900	380+14	78.2 : 78.2%
6/1	A1214 (Internal NB) Ahead	U	N/A	N/A	-		-	-	-	568	1900	1900	29.9%
6/2	A1214 (Internal NB) Right	U	N/A	N/A	-		-	-	-	505	1900	1900	26.6%
7/1	Retail Park (Internal EB) Ahead	U	N/A	N/A	-		-	-	-	590	1900	1900	31.1%
7/2	Retail Park (Internal EB) Right	U	N/A	N/A	-		-	-	-	263	1900	1900	13.8%
8/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	685	Inf	Inf	0.0%
8/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-

Full Input Data And Results

9/1	Scrivener Drive (EB) Exit	U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
10/1	A1214 (SB) Exit Ahead	U	2	N/A	C		1	99	-	934	1900	1583	59.0%
10/2	A1214 (SB) Exit Ahead	U	2	N/A	C		1	99	-	605	1900	1583	38.2%
11/1	Retail Park (Internal WB)	U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
12/1	A1214 (SB) Exit	U	N/A	N/A	-		-	-	-	934	Inf	Inf	0.0%
12/2	A1214 (SB) Exit	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
13/1	A1214 (Internal SB) Ahead	U	N/A	N/A	-		-	-	-	330	1900	1900	17.4%
13/2	A1214 (Internal SB) Ahead	U	N/A	N/A	-		-	-	-	605	1900	1900	31.8%
13/3	A1214 (Internal SB) Right	U	N/A	N/A	-		-	-	-	167	1900	1900	8.8%
Ped Link: P1	Unnamed Ped Link	-	2	-	E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		3	27	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3268**	**0**	**0**	**5.8**	**9.4**	**0.0**	**15.2**	**-**	**-**	**-**	**-**
Site 30 - A1214/Scrivener Drive/Retail Park	**-**	**-**	**3268**	**0**	**0**	**5.8**	**9.4**	**0.0**	**15.2**	**-**	**-**	**-**	**-**
1/1	339	339	339	0	0	0.0	0.4	-	0.4	4.7	0.0	0.4	0.4
1/2	509	509	509	0	0	0.0	1.2	-	1.2	8.7	1.6	1.2	2.8
2/1+2/2	745	745	1490	0	0	0.0	1.0	-	1.0	5.1	0.0	1.0	1.0
3/2+3/1	584	584	-	-	-	1.7	1.4	-	3.0	18.6	5.1	1.4	6.5
3/3	505	505	-	-	-	1.4	1.0	-	2.4	16.8	4.5	1.0	5.5
4/2+4/1	465	465	930	0	0	0.3	0.5	-	0.8	6.2	1.7	0.5	2.3
5/1+5/2	308	308	-	-	-	1.3	1.7	-	3.0	35.3	3.0	1.7	4.7
6/1	568	568	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
6/2	505	505	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	590	590	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/2	263	263	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	-	-	-	-	-	-	-	-	-	-	-	-	-
9/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	934	934	-	-	-	0.9	0.7	-	1.6	6.0	10.1	0.7	10.8
10/2	605	605	-	-	-	0.4	0.3	-	0.7	4.0	4.0	0.3	4.3
11/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	330	330	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
13/2	605	605	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
13/3	167	167	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

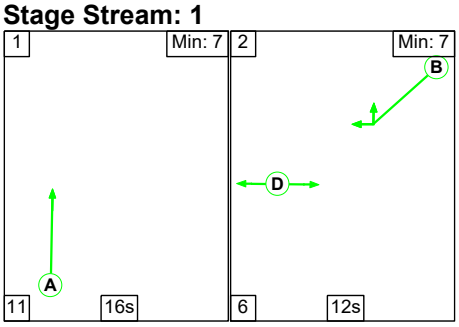
C1 - Site 30 - A1214/Scrivener Drive/Retail Park	Stream: 1	PRC for Signalled Lanes (%):	15.2	Total Delay for Signalled Lanes (pcuHr):	8.40	Cycle Time (s):	120
C1 - Site 30 - A1214/Scrivener Drive/Retail Park	Stream: 2	PRC for Signalled Lanes (%):	52.6	Total Delay for Signalled Lanes (pcuHr):	2.24	Cycle Time (s):	120
		PRC Over All Lanes (%):	15.2	Total Delay Over All Lanes(pcuHr):	15.24		

Full Input Data And Results

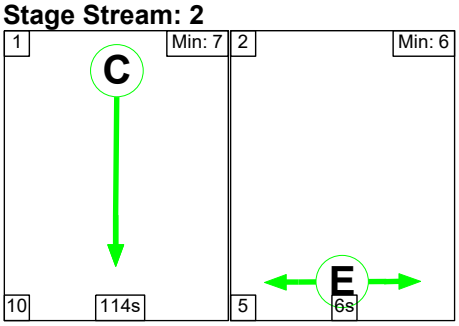
Scenario 6: 'FB+CD WD PM ' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

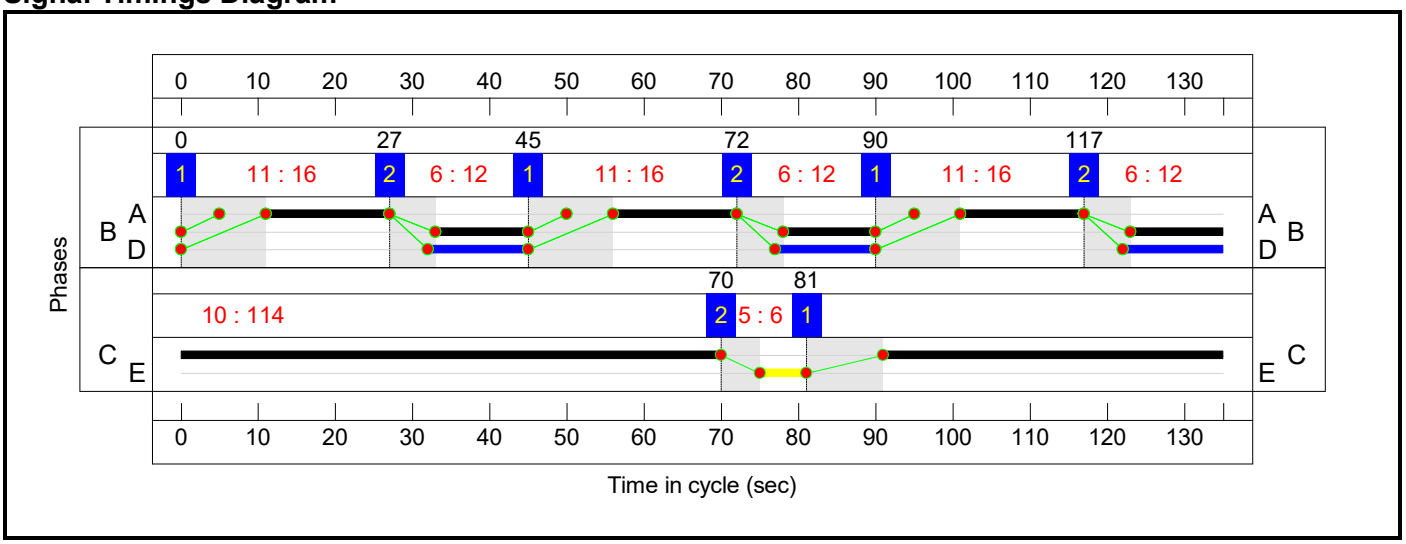
Stage Stream: 1

Stage	1	2	1	2	1	2
Duration	16	12	16	12	16	12
Change Point	0	27	45	72	90	117

Stage Stream: 2

Stage	1	2
Duration	114	6
Change Point	81	70

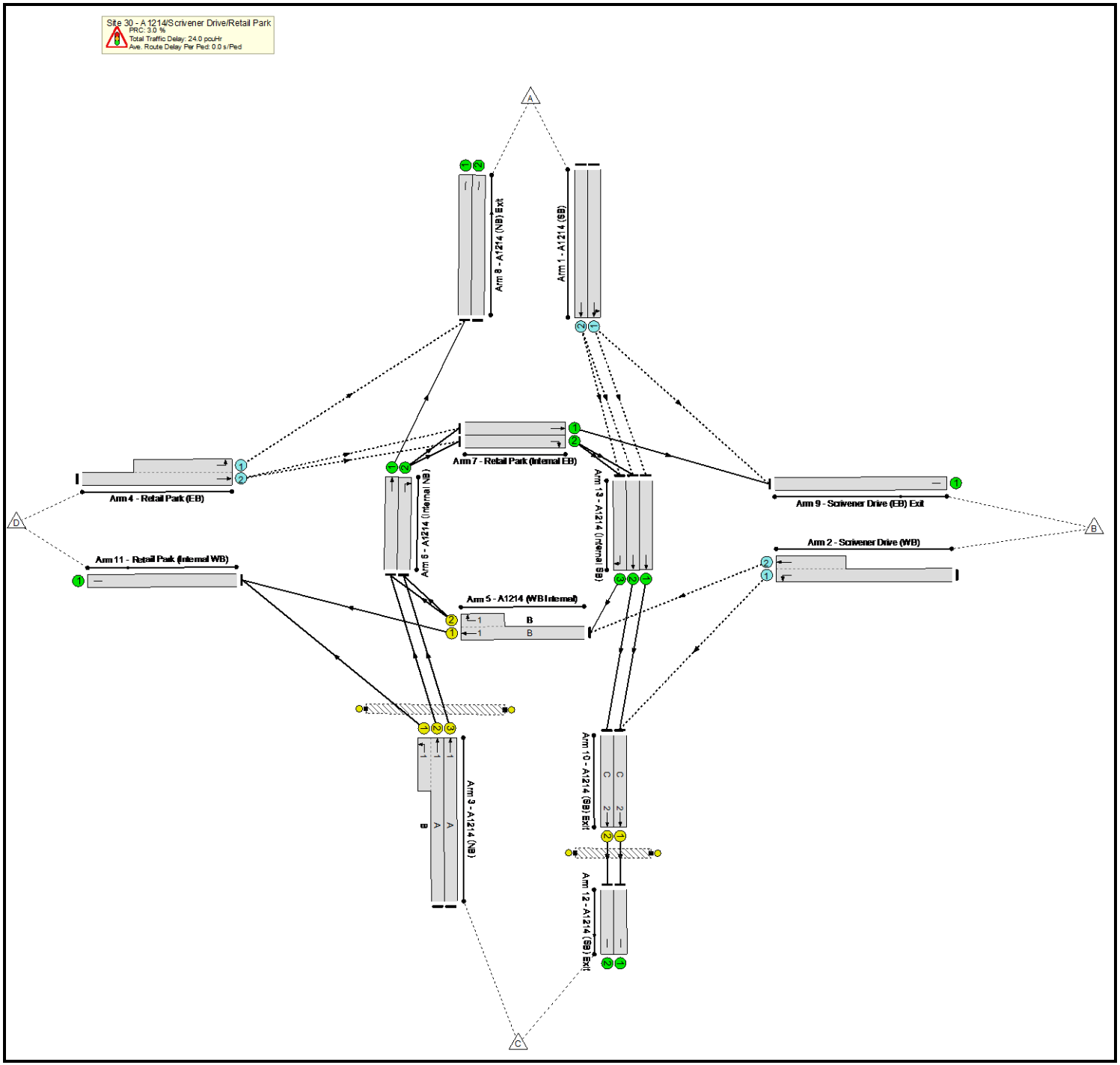
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.4%**
Site 30 - A1214/Scrivener Drive/Retail Park	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.4%**
1/1	A1214 (SB) Left Ahead	O	N/A	N/A	-		-	-	-	483	1800	614	78.6%
1/2	A1214 (SB) Ahead	O	N/A	N/A	-		-	-	-	500	1800	608	82.2%
2/1+2/2	Scrivener Drive (WB) Ahead Left	O	N/A	N/A	-		-	-	-	553	1800:1800	850+308	47.8 : 47.8%
3/2+3/1	A1214 (NB) Ahead Left	U	1	N/A	A B		3	48:36	-	629	1900:1900	718+53	81.6 : 81.6%
3/3	A1214 (NB) Ahead	U	1	N/A	A		3	48	-	622	1900	718	86.7%
4/2+4/1	Retail Park (EB) Ahead Left	O	N/A	N/A	-		-	-	-	801	1800:1800	645+271	87.4 : 87.4%
5/1+5/2	A1214 (WB Internal) Right Ahead	U	1	N/A	B		3	36	-	334	1900:1900	549+13	59.4 : 59.4%
6/1	A1214 (Internal NB) Ahead	U	N/A	N/A	-		-	-	-	594	1900	1900	31.3%
6/2	A1214 (Internal NB) Right	U	N/A	N/A	-		-	-	-	622	1900	1900	32.7%
7/1	Retail Park (Internal EB) Ahead	U	N/A	N/A	-		-	-	-	796	1900	1900	41.9%
7/2	Retail Park (Internal EB) Right	U	N/A	N/A	-		-	-	-	390	1900	1900	20.5%
8/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	831	Inf	Inf	0.0%
8/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-

Full Input Data And Results

9/1	Scrivener Drive (EB) Exit	U	N/A	N/A	-		-	-	-	825	Inf	Inf	0.0%
10/1	A1214 (SB) Exit Ahead	U	2	N/A	C		1	114	-	860	1900	1619	53.1%
10/2	A1214 (SB) Exit Ahead	U	2	N/A	C		1	114	-	703	1900	1619	43.4%
11/1	Retail Park (Internal WB)	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
12/1	A1214 (SB) Exit	U	N/A	N/A	-		-	-	-	860	Inf	Inf	0.0%
12/2	A1214 (SB) Exit	U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
13/1	A1214 (Internal SB) Ahead	U	N/A	N/A	-		-	-	-	454	1900	1900	23.9%
13/2	A1214 (Internal SB) Ahead	U	N/A	N/A	-		-	-	-	703	1900	1900	37.0%
13/3	A1214 (Internal SB) Right	U	N/A	N/A	-		-	-	-	187	1900	1900	9.8%
Ped Link: P1	Unnamed Ped Link	-	2	-	E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		3	39	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3691**	**0**	**0**	**7.9**	**16.1**	**0.0**	**24.0**	**-**	**-**	**-**	**-**
Site 30 - A1214/Scrivener Drive/Retail Park	**-**	**-**	**3691**	**0**	**0**	**7.9**	**16.1**	**0.0**	**24.0**	**-**	**-**	**-**	**-**
1/1	483	483	483	0	0	0.1	1.8	-	1.8	13.8	2.4	1.8	4.2
1/2	500	500	500	0	0	0.1	2.2	-	2.3	16.6	2.8	2.2	5.0
2/1+2/2	553	553	1106	0	0	0.0	0.5	-	0.5	3.0	0.0	0.5	0.5
3/2+3/1	629	629	-	-	-	2.2	2.2	-	4.3	24.9	6.5	2.2	8.7
3/3	622	622	-	-	-	2.2	3.1	-	5.3	30.6	7.1	3.1	10.1
4/2+4/1	801	801	1602	0	0	1.1	3.3	-	4.4	19.8	5.6	3.3	8.9
5/1+5/2	334	334	-	-	-	1.3	0.7	-	2.1	22.2	3.4	0.7	4.2
6/1	594	594	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
6/2	622	622	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/1	796	796	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
7/2	390	390	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
8/1	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	-	-	-	-	-	-	-	-	-	-	-	-	-
9/1	825	825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	860	860	-	-	-	0.6	0.6	-	1.2	5.0	8.6	0.6	9.2
10/2	703	703	-	-	-	0.2	0.4	-	0.6	3.2	4.9	0.4	5.3
11/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	454	454	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
13/2	703	703	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
13/3	187	187	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

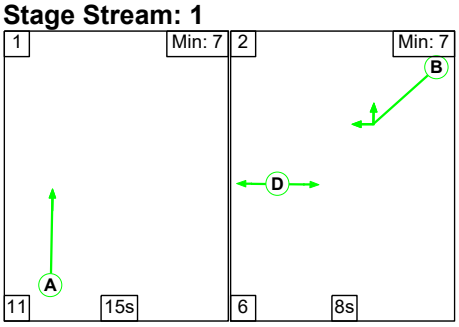
C1 - Site 30 - A1214/Scrivener Drive/Retail Park	Stream: 1	PRC for Signalled Lanes (%):	3.9	Total Delay for Signalled Lanes (pcuHr):	11.70	Cycle Time (s):	135
C1 - Site 30 - A1214/Scrivener Drive/Retail Park	Stream: 2	PRC for Signalled Lanes (%):	69.4	Total Delay for Signalled Lanes (pcuHr):	1.83	Cycle Time (s):	135
		PRC Over All Lanes (%):	3.0	Total Delay Over All Lanes(pcuHr):	24.00		

Full Input Data And Results

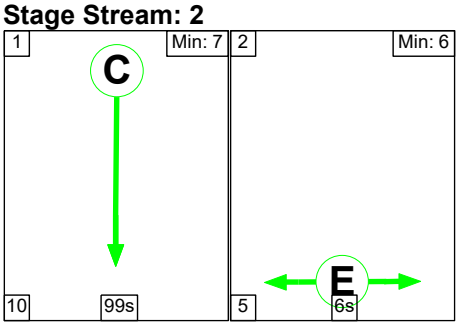
Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

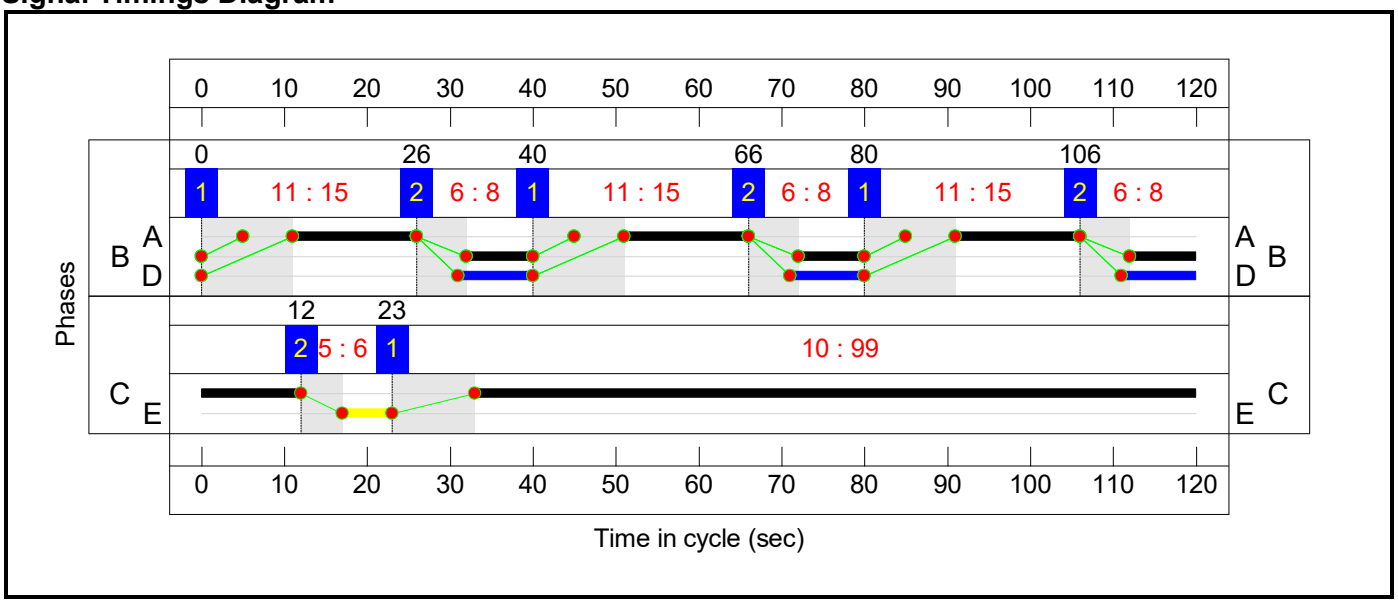
Stage Stream: 1

Stage	1	2	1	2	1	2
Duration	15	8	15	8	15	8
Change Point	0	26	40	66	80	106

Stage Stream: 2

Stage	1	2
Duration	99	6
Change Point	23	12

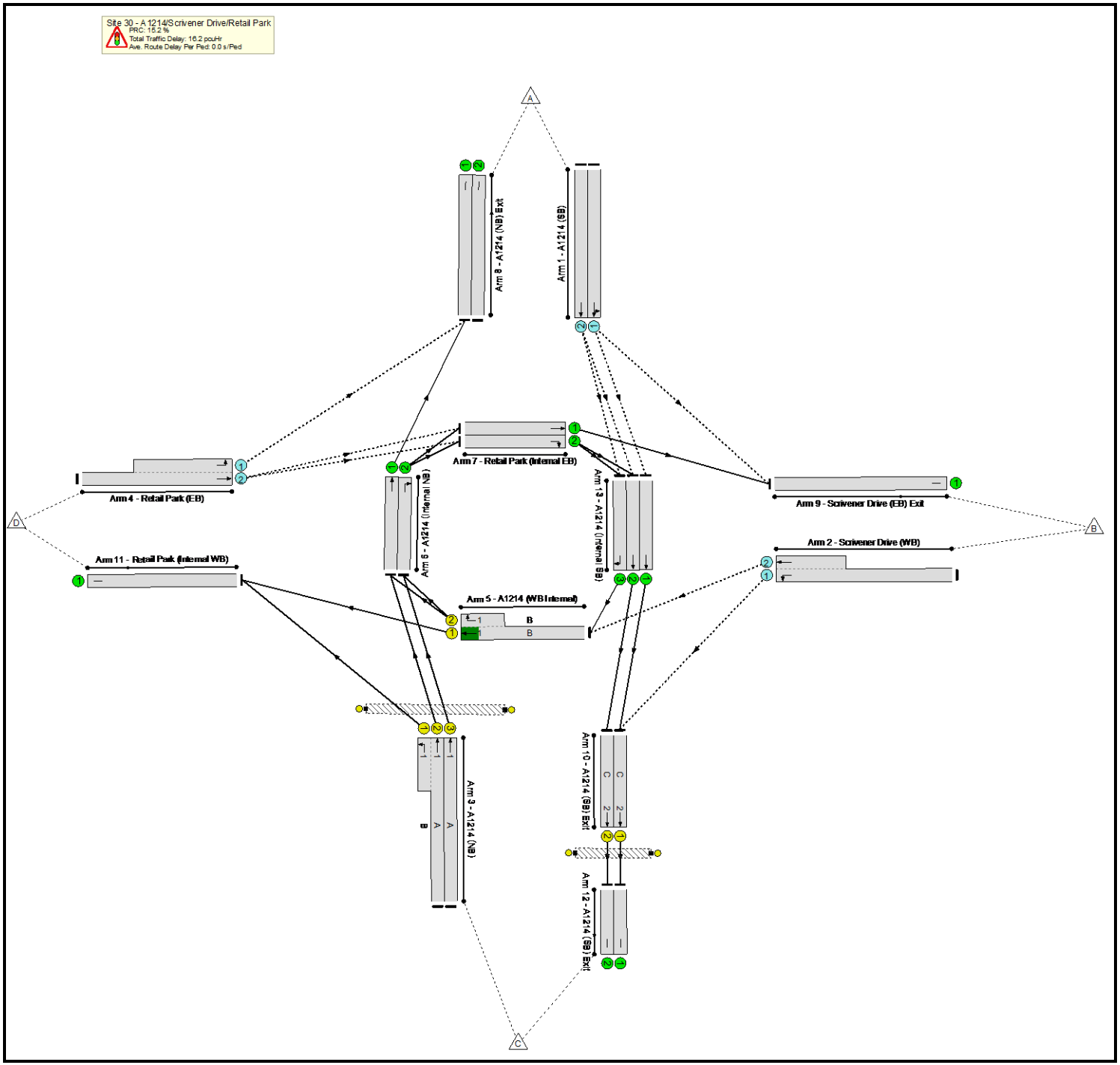
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.2%**
Site 30 - A1214/Scrivener Drive/Retail Park	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.2%**
1/1	A1214 (SB) Left Ahead	O	N/A	N/A	-		-	-	-	360	1800	720	50.0%
1/2	A1214 (SB) Ahead	O	N/A	N/A	-		-	-	-	524	1800	718	73.0%
2/1+2/2	Scrivener Drive (WB) Ahead Left	O	N/A	N/A	-		-	-	-	745	1800:1800	884+206	68.3 : 68.3%
3/2+3/1	A1214 (NB) Ahead Left	U	1	N/A	A B		3	45:24	-	620	1900:1900	760+35	78.0 : 78.0%
3/3	A1214 (NB) Ahead	U	1	N/A	A		3	45	-	505	1900	760	66.4%
4/2+4/1	Retail Park (EB) Ahead Left	O	N/A	N/A	-		-	-	-	465	1800:1800	663+223	52.5 : 52.5%
5/1+5/2	A1214 (WB Internal) Right Ahead	U	1	N/A	B		3	24	-	308	1900:1900	380+14	78.2 : 78.2%
6/1	A1214 (Internal NB) Ahead	U	N/A	N/A	-		-	-	-	604	1900	1900	31.8%
6/2	A1214 (Internal NB) Right	U	N/A	N/A	-		-	-	-	505	1900	1900	26.6%
7/1	Retail Park (Internal EB) Ahead	U	N/A	N/A	-		-	-	-	590	1900	1900	31.1%
7/2	Retail Park (Internal EB) Right	U	N/A	N/A	-		-	-	-	263	1900	1900	13.8%
8/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
8/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-

Full Input Data And Results

9/1	Scrivener Drive (EB) Exit	U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
10/1	A1214 (SB) Exit Ahead	U	2	N/A	C		1	99	-	955	1900	1583	60.3%
10/2	A1214 (SB) Exit Ahead	U	2	N/A	C		1	99	-	620	1900	1583	39.2%
11/1	Retail Park (Internal WB)	U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
12/1	A1214 (SB) Exit	U	N/A	N/A	-		-	-	-	955	Inf	Inf	0.0%
12/2	A1214 (SB) Exit	U	N/A	N/A	-		-	-	-	620	Inf	Inf	0.0%
13/1	A1214 (Internal SB) Ahead	U	N/A	N/A	-		-	-	-	351	1900	1900	18.5%
13/2	A1214 (Internal SB) Ahead	U	N/A	N/A	-		-	-	-	620	1900	1900	32.6%
13/3	A1214 (Internal SB) Right	U	N/A	N/A	-		-	-	-	167	1900	1900	8.8%
Ped Link: P1	Unnamed Ped Link	-	2	-	E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		3	27	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3304**	**0**	**0**	**6.1**	**10.1**	**0.0**	**16.2**	**-**	**-**	**-**	**-**
Site 30 - A1214/Scrivener Drive/Retail Park	**-**	**-**	**3304**	**0**	**0**	**6.1**	**10.1**	**0.0**	**16.2**	**-**	**-**	**-**	**-**
1/1	360	360	360	0	0	0.0	0.5	-	0.5	5.0	0.0	0.5	0.5
1/2	524	524	524	0	0	0.0	1.3	-	1.4	9.3	1.7	1.3	3.1
2/1+2/2	745	745	1490	0	0	0.0	1.1	-	1.1	5.2	0.0	1.1	1.1
3/2+3/1	620	620	-	-	-	1.8	1.7	-	3.6	20.7	5.6	1.7	7.3
3/3	505	505	-	-	-	1.4	1.0	-	2.4	16.8	4.5	1.0	5.5
4/2+4/1	465	465	930	0	0	0.3	0.6	-	0.9	6.6	1.8	0.6	2.4
5/1+5/2	308	308	-	-	-	1.3	1.7	-	3.0	35.3	3.0	1.7	4.7
6/1	604	604	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
6/2	505	505	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	590	590	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/2	263	263	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	-	-	-	-	-	-	-	-	-	-	-	-	-
9/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	955	955	-	-	-	0.9	0.8	-	1.6	6.2	10.6	0.8	11.4
10/2	620	620	-	-	-	0.4	0.3	-	0.7	4.1	4.0	0.3	4.3
11/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	955	955	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	351	351	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
13/2	620	620	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
13/3	167	167	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

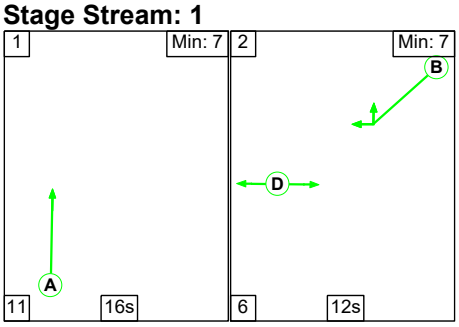
C1 - Site 30 - A1214/Scrivener Drive/Retail Park	Stream: 1	PRC for Signalled Lanes (%):	15.2	Total Delay for Signalled Lanes (pcuHr):	8.94	Cycle Time (s):	120
C1 - Site 30 - A1214/Scrivener Drive/Retail Park	Stream: 2	PRC for Signalled Lanes (%):	49.2	Total Delay for Signalled Lanes (pcuHr):	2.35	Cycle Time (s):	120
		PRC Over All Lanes (%):	15.2	Total Delay Over All Lanes(pcuHr):	16.19		

Full Input Data And Results

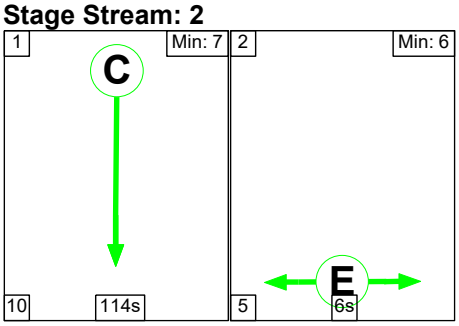
Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

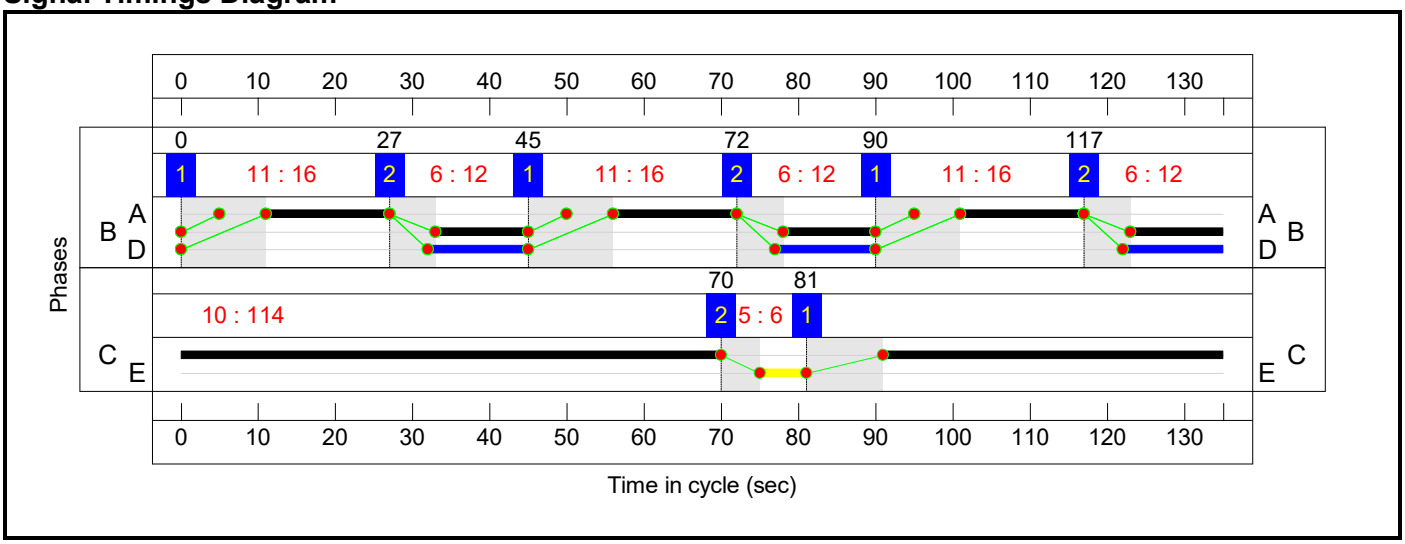
Stage Stream: 1

Stage	1	2	1	2	1	2
Duration	16	12	16	12	16	12
Change Point	0	27	45	72	90	117

Stage Stream: 2

Stage	1	2
Duration	114	6
Change Point	81	70

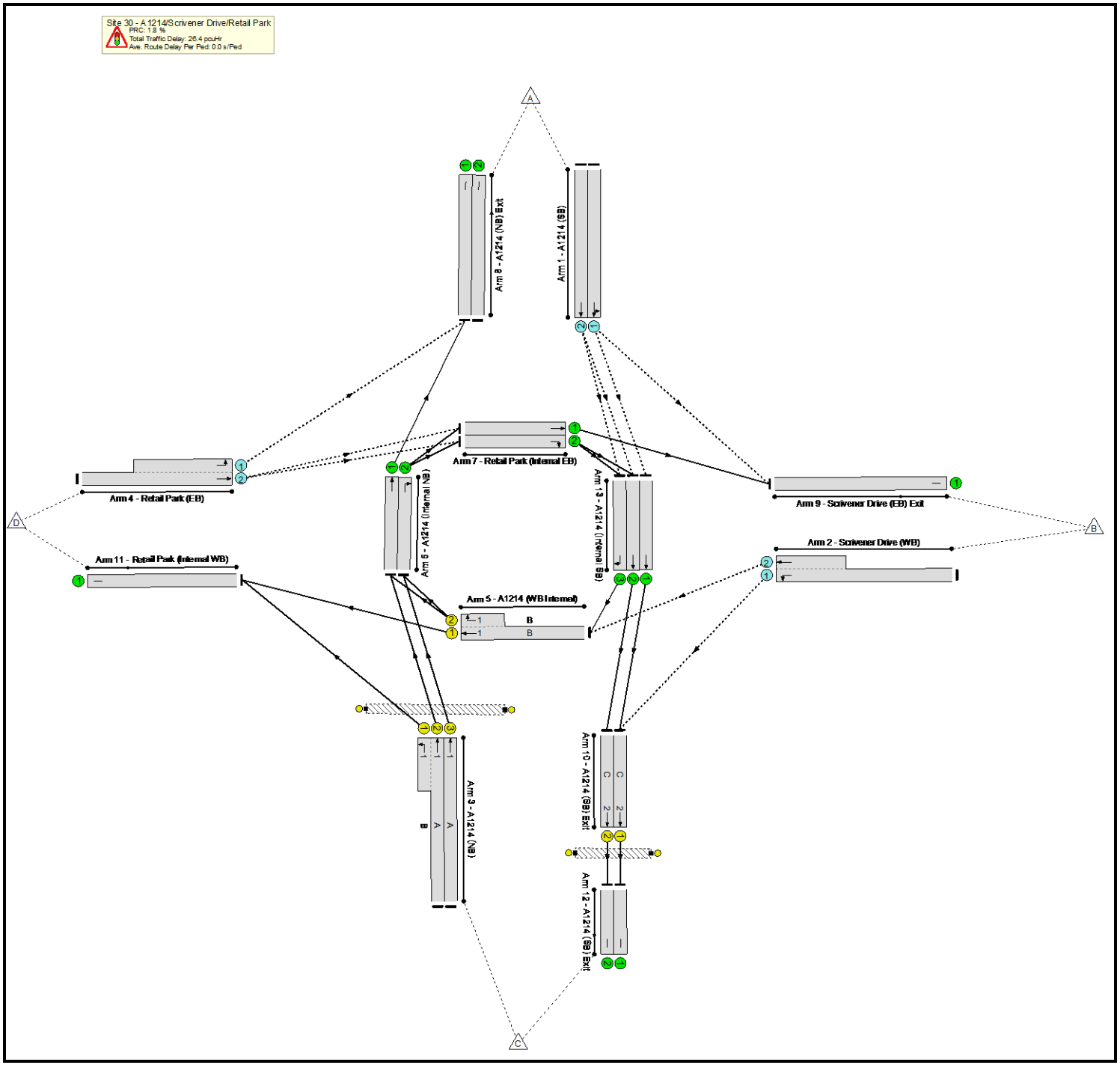
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.4%**
Site 30 - A1214/Scrivener Drive/Retail Park	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.4%**
1/1	A1214 (SB) Left Ahead	O	N/A	N/A	-		-	-	-	504	1800	614	82.1%
1/2	A1214 (SB) Ahead	O	N/A	N/A	-		-	-	-	516	1800	608	84.8%
2/1+2/2	Scrivener Drive (WB) Ahead Left	O	N/A	N/A	-		-	-	-	553	1800:1800	843+305	48.2 : 48.2%
3/2+3/1	A1214 (NB) Ahead Left	U	1	N/A	A B		3	48:36	-	665	1900:1900	718+50	86.7 : 86.7%
3/3	A1214 (NB) Ahead	U	1	N/A	A		3	48	-	622	1900	718	86.7%
4/2+4/1	Retail Park (EB) Ahead Left	O	N/A	N/A	-		-	-	-	801	1800:1800	638+268	88.4 : 88.4%
5/1+5/2	A1214 (WB Internal) Right Ahead	U	1	N/A	B		3	36	-	334	1900:1900	549+13	59.4 : 59.4%
6/1	A1214 (Internal NB) Ahead	U	N/A	N/A	-		-	-	-	630	1900	1900	33.2%
6/2	A1214 (Internal NB) Right	U	N/A	N/A	-		-	-	-	622	1900	1900	32.7%
7/1	Retail Park (Internal EB) Ahead	U	N/A	N/A	-		-	-	-	796	1900	1900	41.9%
7/2	Retail Park (Internal EB) Right	U	N/A	N/A	-		-	-	-	390	1900	1900	20.5%
8/1	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%
8/2	A1214 (NB) Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-

Full Input Data And Results

9/1	Scrivener Drive (EB) Exit	U	N/A	N/A	-		-	-	-	825	Inf	Inf	0.0%
10/1	A1214 (SB) Exit Ahead	U	2	N/A	C		1	114	-	881	1900	1619	54.4%
10/2	A1214 (SB) Exit Ahead	U	2	N/A	C		1	114	-	719	1900	1619	44.4%
11/1	Retail Park (Internal WB)	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
12/1	A1214 (SB) Exit	U	N/A	N/A	-		-	-	-	881	Inf	Inf	0.0%
12/2	A1214 (SB) Exit	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
13/1	A1214 (Internal SB) Ahead	U	N/A	N/A	-		-	-	-	475	1900	1900	25.0%
13/2	A1214 (Internal SB) Ahead	U	N/A	N/A	-		-	-	-	719	1900	1900	37.8%
13/3	A1214 (Internal SB) Right	U	N/A	N/A	-		-	-	-	187	1900	1900	9.8%
Ped Link: P1	Unnamed Ped Link	-	2	-	E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		3	39	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3728**	**0**	**0**	**8.2**	**18.2**	**0.0**	**26.4**	**-**	**-**	**-**	**-**
Site 30 - A1214/Scrivener Drive/Retail Park	**-**	**-**	**3728**	**0**	**0**	**8.2**	**18.2**	**0.0**	**26.4**	**-**	**-**	**-**	**-**
1/1	504	504	504	0	0	0.1	2.2	-	2.3	16.3	2.8	2.2	5.0
1/2	516	516	516	0	0	0.1	2.6	-	2.7	19.1	3.2	2.6	5.8
2/1+2/2	553	553	1106	0	0	0.0	0.5	-	0.5	3.0	0.0	0.5	0.5
3/2+3/1	665	665	-	-	-	2.4	3.1	-	5.4	29.5	7.2	3.1	10.3
3/3	622	622	-	-	-	2.2	3.1	-	5.3	30.6	7.1	3.1	10.1
4/2+4/1	801	801	1602	0	0	1.2	3.6	-	4.7	21.3	5.8	3.6	9.4
5/1+5/2	334	334	-	-	-	1.3	0.7	-	2.1	22.3	3.4	0.7	4.2
6/1	630	630	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
6/2	622	622	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/1	796	796	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
7/2	390	390	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
8/1	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	-	-	-	-	-	-	-	-	-	-	-	-	-
9/1	825	825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	881	881	-	-	-	0.7	0.6	-	1.2	5.1	9.1	0.6	9.7
10/2	719	719	-	-	-	0.3	0.4	-	0.7	3.3	5.0	0.4	5.4
11/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	881	881	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	475	475	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	719	719	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
13/3	187	187	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

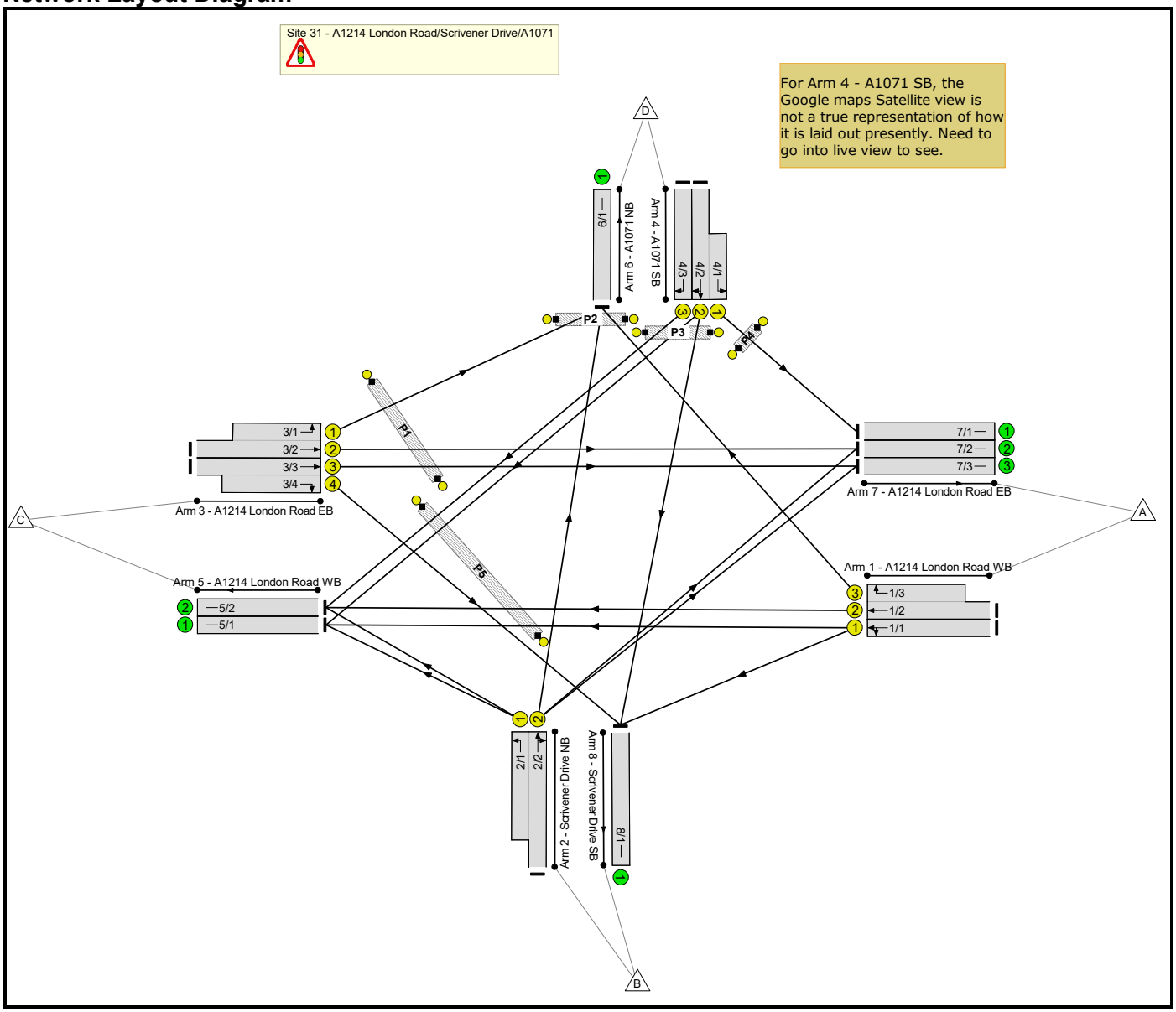
C1 - Site 30 - A1214/Scrivener Drive/Retail Park	Stream: 1	PRC for Signalled Lanes (%):	3.9	Total Delay for Signalled Lanes (pcuHr):	12.81	Cycle Time (s):	135
C1 - Site 30 - A1214/Scrivener Drive/Retail Park	Stream: 2	PRC for Signalled Lanes (%):	65.3	Total Delay for Signalled Lanes (pcuHr):	1.90	Cycle Time (s):	135
		PRC Over All Lanes (%):	1.8	Total Delay Over All Lanes(pcuHr):	26.44		

Full Input Data And Results

User and Project Details

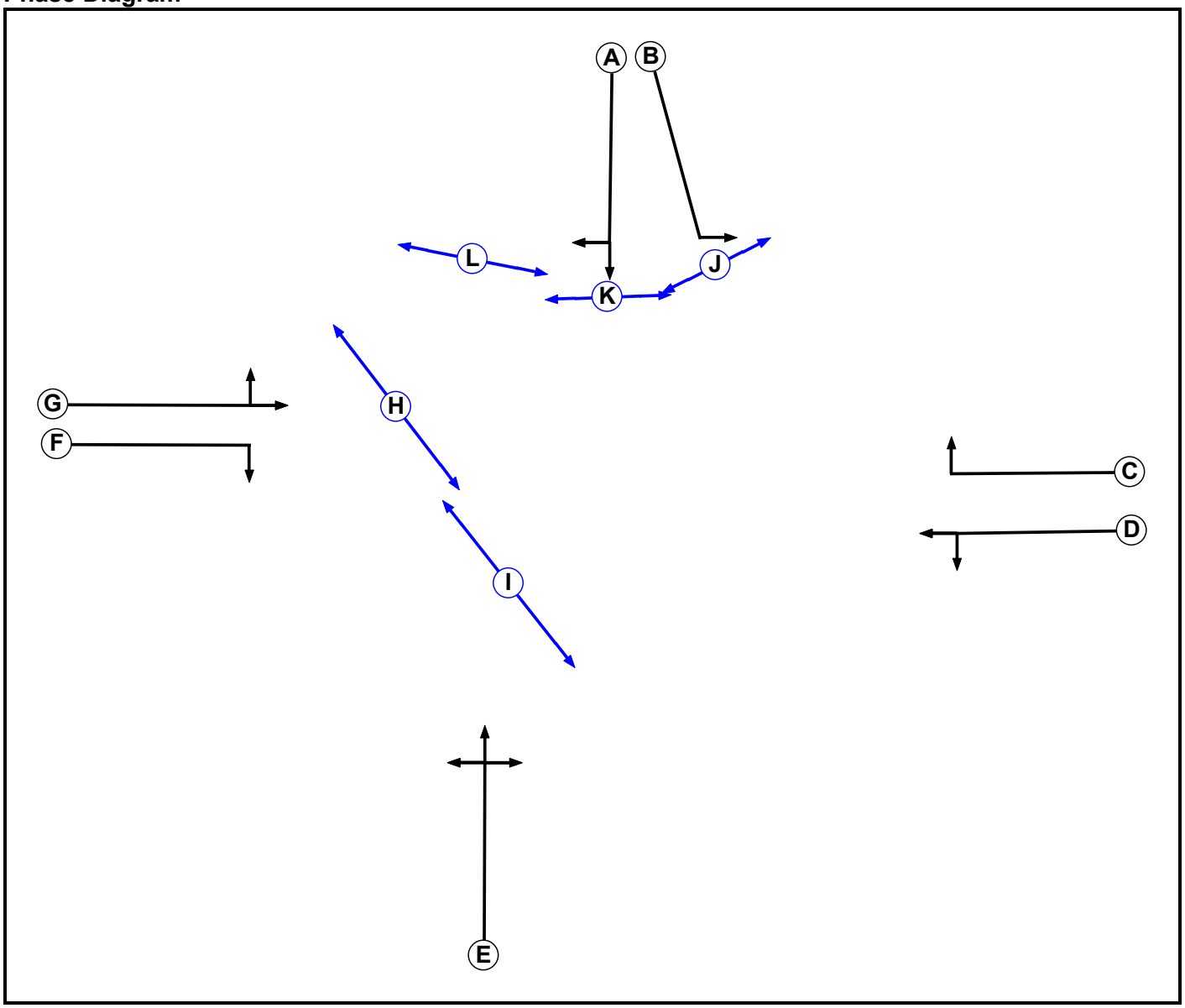
Project:	
Title:	
Location:	
Additional detail:	
File name:	Site 31_DM.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	7
F	Traffic		-9999	7
G	Traffic		-9999	7
H	Pedestrian		-9999	7
I	Pedestrian		-9999	5
J	Pedestrian		-9999	5
K	Pedestrian		-9999	5
L	Pedestrian		-9999	5

Full Input Data And Results

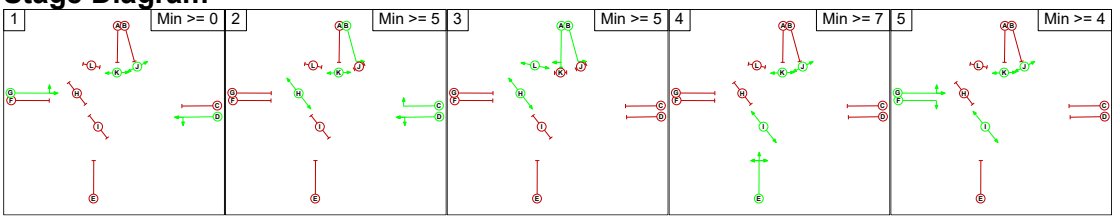
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L
A		-	8	9	13	13	6	-	12	-	7	-
B	-		-	-	6	-	6	-	-	6	-	-
C	6	-		-	6	-	6	-	-	-	-	10
D	7	-	-		10	10	-	-	9	-	-	-
E	13	13	11	6		6	9	12	-	-	-	12
F	6	-	-	6	6		-	-	-	-	-	-
G	10	10	8	-	7	-		8	-	-	-	11
H	-	-	-	-	5	-	5		-	-	-	-
I	5	-	-	5	-	-	-	-		-	-	-
J	-	5	-	-	-	-	-	-	-		-	-
K	5	-	-	-	-	-	-	-	-	-		-
L	-	-	5	-	5	-	5	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	D G J K
2	B C D H K
3	A B H L
4	E I J K
5	F G I J K

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	5
1		10	11	10	10
2	6		10	10	10
3	9	9		13	13
4	9	13	13		9
5	6	10	11	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A1214 London Road WB)	U	D	2	3	60.0	User	1800	-	-	-	-	-
1/2 (A1214 London Road WB)	U	D	2	3	60.0	User	1800	-	-	-	-	-
1/3 (A1214 London Road WB)	U	C	2	3	20.0	User	1800	-	-	-	-	-
2/1 (Scrivener Drive NB)	U	E	2	3	15.7	User	1800	-	-	-	-	-
2/2 (Scrivener Drive NB)	U	E	2	3	60.0	User	1800	-	-	-	-	-
3/1 (A1214 London Road EB)	U	G	2	3	7.6	User	1800	-	-	-	-	-
3/2 (A1214 London Road EB)	U	G	2	3	60.0	User	1800	-	-	-	-	-
3/3 (A1214 London Road EB)	U	G	2	3	60.0	User	1800	-	-	-	-	-
3/4 (A1214 London Road EB)	U	F	2	3	15.1	User	1800	-	-	-	-	-
4/1 (A1071 SB)	U	B	2	3	5.7	User	1800	-	-	-	-	-
4/2 (A1071 SB)	U	A	2	3	60.0	User	1800	-	-	-	-	-
4/3 (A1071 SB)	U	A	2	3	60.0	User	1800	-	-	-	-	-
5/1 (A1214 London Road WB)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (A1214 London Road WB)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A1071 NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A1214 London Road EB)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (A1214 London Road EB)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/3 (A1214 London Road EB)	U		2	3	60.0	Inf	-	-	-	-	-	-

8/1 (Scrivener Drive SB)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Base Peak'	08:15	09:15	01:00	
2: 'PM Base Peak'	15:45	16:45	01:00	
3: 'FB WD AM '	08:15	09:15	01:00	
4: 'FB WD PM '	15:45	16:45	01:00	
5: 'FB+CD WD AM '	08:15	09:15	01:00	
6: 'FB+CD WD PM '	15:45	16:45	01:00	
7: 'FB+CD+N2T WD AM'	08:15	09:15	01:00	
8: 'FB+CD+N2T WD PM'	15:45	16:45	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	113	529	148	790
	B	61	0	20	203	284
	C	353	12	0	281	646
	D	95	172	258	0	525
	Tot.	509	297	807	632	2245

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Base Peak
Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071	
1/1	308
1/2 (with short)	482(In) 334(Out)
1/3 (short)	148
2/1 (short)	20
2/2 (with short)	284(In) 264(Out)
3/1 (short)	281
3/2 (with short)	390(In) 109(Out)
3/3 (with short)	256(In) 244(Out)
3/4 (short)	12
4/1 (short)	95
4/2 (with short)	311(In) 216(Out)
4/3	214
5/1	249
5/2	558
6/1	632
7/1	95
7/2	140
7/3	274
8/1	297

Full Input Data And Results

Lane Saturation Flows

Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 London Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 London Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1214 London Road WB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 London Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1214 London Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1214 London Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
3/4 (A1214 London Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1071 SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1071 SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1071 SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 London Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A1214 London Road WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A1071 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A1214 London Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1214 London Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1214 London Road EB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Scrivener Drive SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: 'PM Base Peak' (FG2: 'PM Base Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	80	516	173	769
	B	92	0	15	215	322
	C	422	58	0	331	811
	D	98	177	269	0	544
	Tot.	612	315	800	719	2446

Traffic Lane Flows

Lane	Scenario 2: PM Base Peak
Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071	
1/1	288
1/2 (with short)	481(In) 308(Out)
1/3 (short)	173
2/1 (short)	15
2/2 (with short)	322(In) 307(Out)
3/1 (short)	331
3/2 (with short)	416(In) 85(Out)
3/3 (with short)	395(In) 337(Out)
3/4 (short)	58
4/1 (short)	98
4/2 (with short)	320(In) 222(Out)
4/3	224
5/1	260
5/2	540
6/1	719
7/1	98
7/2	131
7/3	383
8/1	315

Full Input Data And Results

Lane Saturation Flows

Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 London Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 London Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1214 London Road WB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 London Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1214 London Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1214 London Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
3/4 (A1214 London Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1071 SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1071 SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1071 SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 London Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A1214 London Road WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A1071 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A1214 London Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1214 London Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1214 London Road EB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Scrivener Drive SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'FB WD AM ' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	116	546	153	815
	B	63	0	21	210	294
	C	365	12	0	290	667
	D	98	177	267	0	542
	Tot.	526	305	834	653	2318

Traffic Lane Flows

Lane	Scenario 3: FB WD AM
Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071	
1/1	320
1/2 (with short)	495(In) 342(Out)
1/3 (short)	153
2/1 (short)	21
2/2 (with short)	294(In) 273(Out)
3/1 (short)	290
3/2 (with short)	402(In) 112(Out)
3/3 (with short)	265(In) 253(Out)
3/4 (short)	12
4/1 (short)	98
4/2 (with short)	319(In) 221(Out)
4/3	223
5/1	258
5/2	576
6/1	653
7/1	98
7/2	144
7/3	284
8/1	305

Full Input Data And Results

Lane Saturation Flows

Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 London Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 London Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1214 London Road WB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 London Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1214 London Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1214 London Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
3/4 (A1214 London Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1071 SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1071 SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1071 SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 London Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A1214 London Road WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A1071 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A1214 London Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1214 London Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1214 London Road EB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Scrivener Drive SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: 'FB WD PM ' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	83	533	179	795
	B	95	0	16	222	333
	C	436	60	0	342	838
	D	101	183	278	0	562
	Tot.	632	326	827	743	2528

Traffic Lane Flows

Lane	Scenario 4: FB WD PM
Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071	
1/1	299
1/2 (with short)	496(In) 317(Out)
1/3 (short)	179
2/1 (short)	16
2/2 (with short)	333(In) 317(Out)
3/1 (short)	342
3/2 (with short)	426(In) 84(Out)
3/3 (with short)	412(In) 352(Out)
3/4 (short)	60
4/1 (short)	101
4/2 (with short)	330(In) 229(Out)
4/3	232
5/1	270
5/2	557
6/1	743
7/1	101
7/2	132
7/3	399
8/1	326

Full Input Data And Results

Lane Saturation Flows

Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 London Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 London Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1214 London Road WB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 London Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1214 London Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1214 London Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
3/4 (A1214 London Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1071 SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1071 SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1071 SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 London Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A1214 London Road WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A1071 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A1214 London Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1214 London Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1214 London Road EB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Scrivener Drive SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: 'FB+CD WD AM ' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	116	577	154	847
	B	63	0	21	214	298
	C	397	12	0	300	709
	D	101	181	301	0	583
	Tot.	561	309	899	668	2437

Traffic Lane Flows

Lane	Scenario 5: FB+CD WD AM
Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071	
1/1	339
1/2 (with short)	508(In) 354(Out)
1/3 (short)	154
2/1 (short)	21
2/2 (with short)	298(In) 277(Out)
3/1 (short)	300
3/2 (with short)	427(In) 127(Out)
3/3 (with short)	282(In) 270(Out)
3/4 (short)	12
4/1 (short)	101
4/2 (with short)	339(In) 238(Out)
4/3	244
5/1	290
5/2	609
6/1	668
7/1	101
7/2	159
7/3	301
8/1	309

Full Input Data And Results

Lane Saturation Flows

Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 London Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 London Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1214 London Road WB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 London Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1214 London Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1214 London Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
3/4 (A1214 London Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1071 SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1071 SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1071 SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 London Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A1214 London Road WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A1071 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A1214 London Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1214 London Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1214 London Road EB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Scrivener Drive SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: 'FB+CD WD PM ' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	83	552	182	817
	B	95	0	16	223	334
	C	484	60	0	364	908
	D	103	184	300	0	587
	Tot.	682	327	868	769	2646

Traffic Lane Flows

Lane	Scenario 6: FB+CD WD PM
Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071	
1/1	309
1/2 (with short)	508(In) 326(Out)
1/3 (short)	182
2/1 (short)	16
2/2 (with short)	334(In) 318(Out)
3/1 (short)	364
3/2 (with short)	464(In) 100(Out)
3/3 (with short)	444(In) 384(Out)
3/4 (short)	60
4/1 (short)	103
4/2 (with short)	341(In) 238(Out)
4/3	246
5/1	288
5/2	580
6/1	769
7/1	103
7/2	148
7/3	431
8/1	327

Full Input Data And Results

Lane Saturation Flows

Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 London Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 London Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1214 London Road WB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 London Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1214 London Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1214 London Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
3/4 (A1214 London Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1071 SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1071 SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1071 SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 London Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A1214 London Road WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A1071 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A1214 London Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1214 London Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1214 London Road EB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Scrivener Drive SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	116	577	154	847
	B	63	0	21	214	298
	C	397	12	0	336	745
	D	101	181	337	0	619
	Tot.	561	309	935	704	2509

Traffic Lane Flows

Lane	Scenario 7: FB+CD+N2T WD AM
Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071	
1/1	339
1/2 (with short)	508(In) 354(Out)
1/3 (short)	154
2/1 (short)	21
2/2 (with short)	298(In) 277(Out)
3/1 (short)	336
3/2 (with short)	413(In) 77(Out)
3/3 (with short)	332(In) 320(Out)
3/4 (short)	12
4/1 (short)	101
4/2 (with short)	354(In) 253(Out)
4/3	265
5/1	305
5/2	630
6/1	704
7/1	101
7/2	109
7/3	351
8/1	309

Full Input Data And Results

Lane Saturation Flows

Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 London Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 London Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1214 London Road WB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 London Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1214 London Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1214 London Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
3/4 (A1214 London Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1071 SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1071 SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1071 SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 London Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A1214 London Road WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A1071 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A1214 London Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1214 London Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1214 London Road EB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Scrivener Drive SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	83	552	182	817
	B	95	0	16	223	334
	C	484	60	0	401	945
	D	103	184	336	0	623
	Tot.	682	327	904	806	2719

Traffic Lane Flows

Lane	Scenario 8: FB+CD+N2T WD PM
Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071	
1/1	313
1/2 (with short)	504(In) 322(Out)
1/3 (short)	182
2/1 (short)	16
2/2 (with short)	334(In) 318(Out)
3/1 (short)	401
3/2 (with short)	469(In) 68(Out)
3/3 (with short)	476(In) 416(Out)
3/4 (short)	60
4/1 (short)	103
4/2 (with short)	357(In) 254(Out)
4/3	266
5/1	308
5/2	596
6/1	806
7/1	103
7/2	116
7/3	463
8/1	327

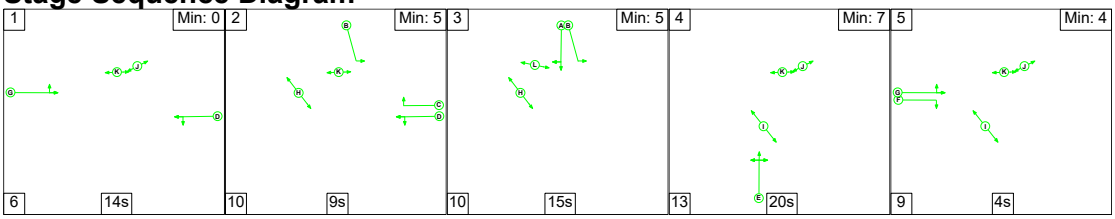
Full Input Data And Results

Lane Saturation Flows

Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 London Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 London Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1214 London Road WB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 London Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1214 London Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1214 London Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
3/4 (A1214 London Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1071 SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1071 SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1071 SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 London Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A1214 London Road WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A1071 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A1214 London Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1214 London Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1214 London Road EB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Scrivener Drive SB Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Stage Sequence Diagram

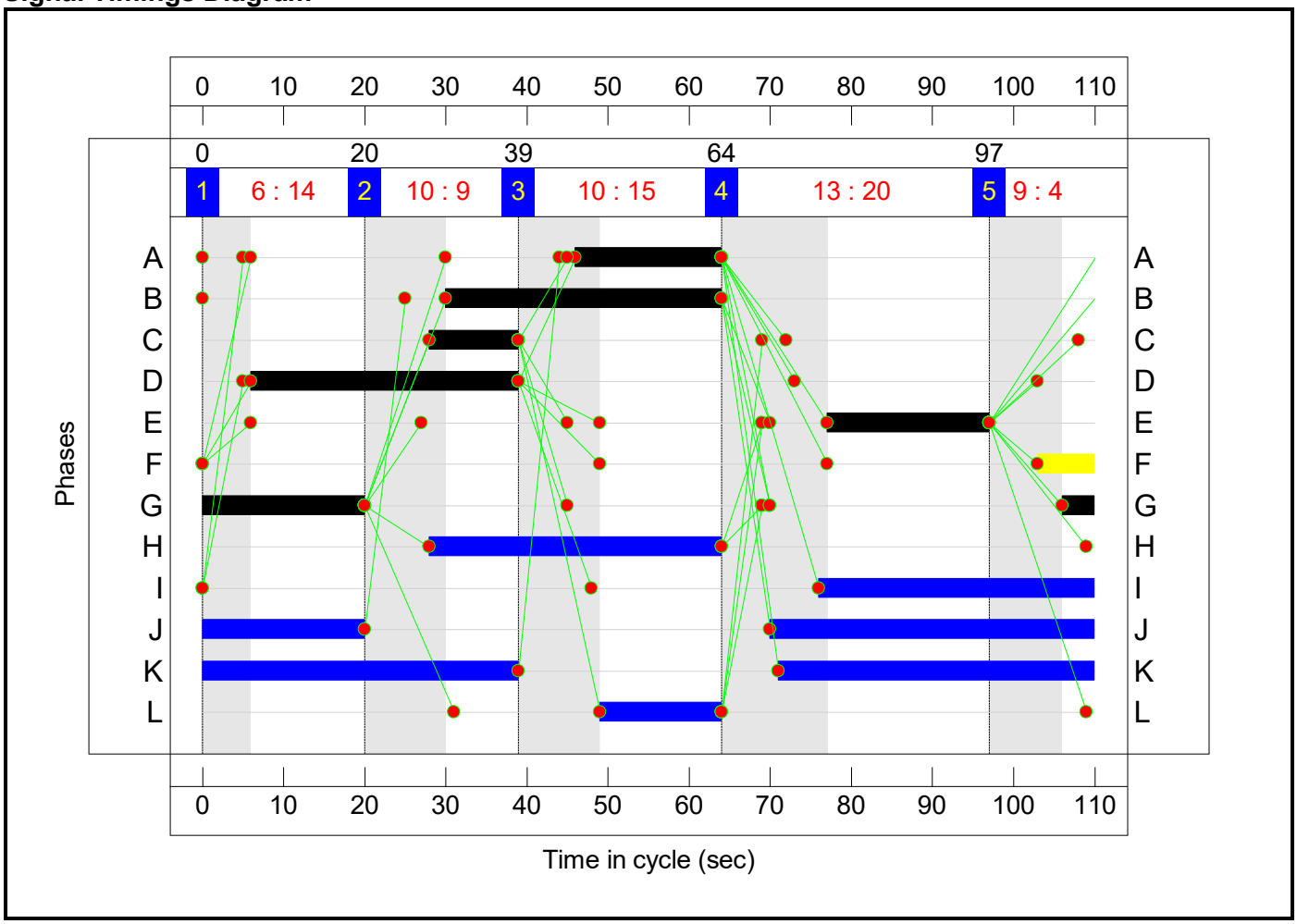


Full Input Data And Results

Stage Timings

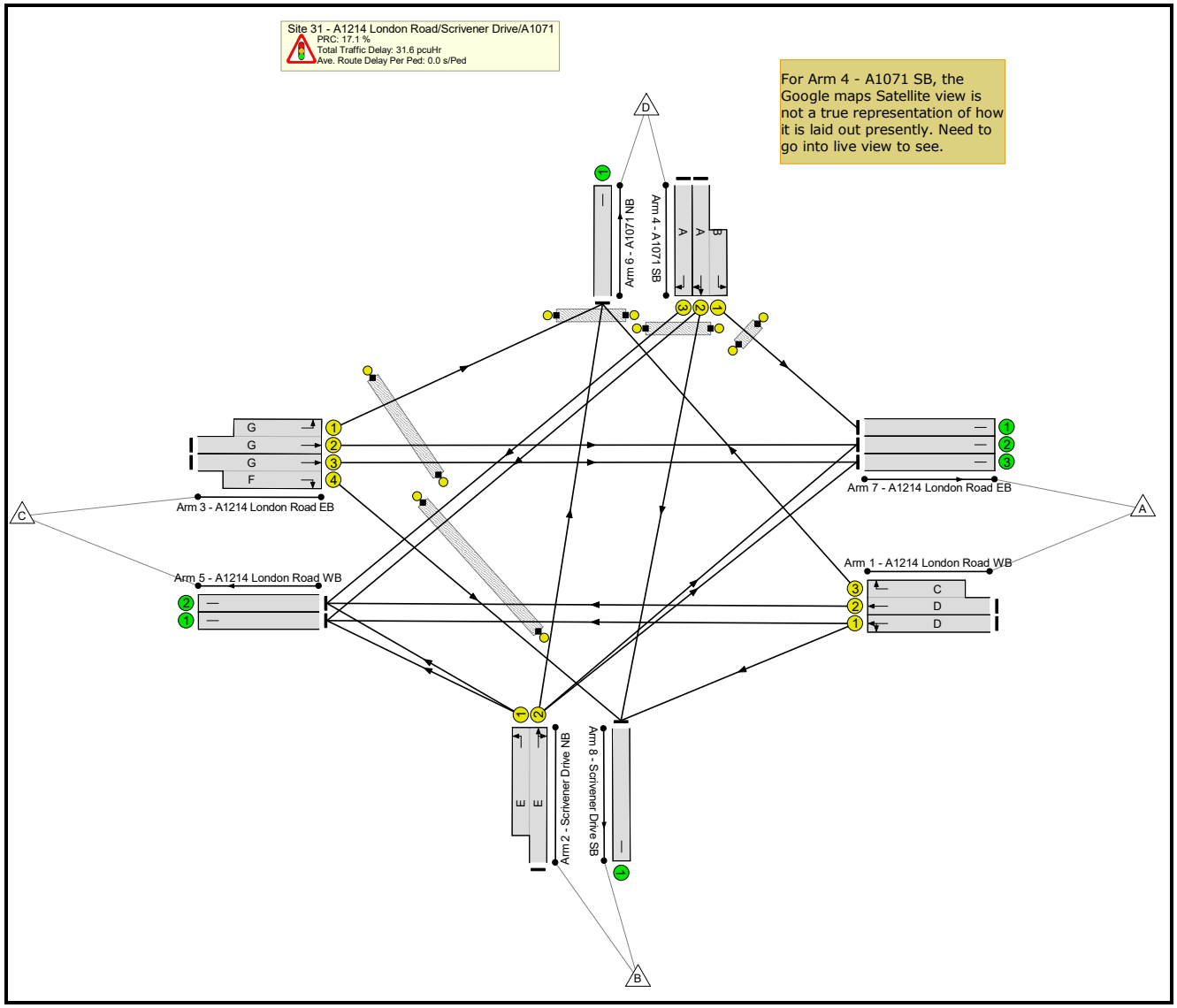
Stage	1	2	3	4	5
Duration	14	9	15	20	4
Change Point	0	20	39	64	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.8%**
Site 31 - A1214 London Road/Scrivener Drive/A1071	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.8%**
1/1	A1214 London Road WB Ahead Left	U	N/A	N/A	D		1	33	-	308	1800	556	55.4%
1/2+1/3	A1214 London Road WB Ahead Right	U	N/A	N/A	D C		1	33:11	-	482	1800:1800	556+196	60.0 : 75.4%
2/2+2/1	Scrivener Drive NB Left Ahead Right	U	N/A	N/A	E		1	20	-	284	1800:1800	344+26	76.8 : 76.8%
3/2+3/1	A1214 London Road EB Left Ahead	U	N/A	N/A	G		1	24	-	390	1800:1800	144+372	75.5 : 75.5%
3/3+3/4	A1214 London Road EB Ahead Right	U	N/A	N/A	G F		1	24:7	-	256	1800:1800	409+20	59.6 : 59.6%
4/2+4/1	A1071 SB Right Left Ahead	U	N/A	N/A	A B		1	18:34	-	311	1800:1800	282+124	76.6 : 76.6%
4/3	A1071 SB Right	U	N/A	N/A	A		1	18	-	214	1800	311	68.8%
5/1	A1214 London Road WB	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
5/2	A1214 London Road WB	U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
6/1	A1071 NB	U	N/A	N/A	-		-	-	-	632	Inf	Inf	0.0%
7/1	A1214 London Road EB	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
7/2	A1214 London Road EB	U	N/A	N/A	-		-	-	-	140	Inf	Inf	0.0%
7/3	A1214 London Road EB	U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
8/1	Scrivener Drive SB	U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	36	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	15	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	78	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	60	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	I		1	34	-	0	-	0	0.0%

Full Input Data And Results

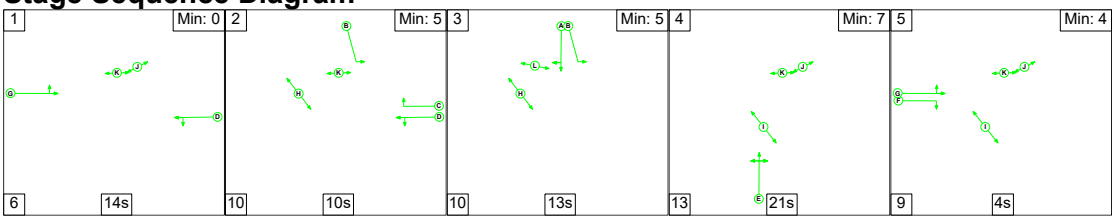
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**23.6**	**8.0**	**0.0**	**31.6**	**-**	**-**	**-**	**-**
Site 31 - A1214 London Road/Scrivener Drive/A1071	**-**	**-**	**0**	**0**	**0**	**23.6**	**8.0**	**0.0**	**31.6**	**-**	**-**	**-**	**-**
1/1	308	308	-	-	-	2.7	0.6	-	3.3	38.9	7.8	0.6	8.4
1/2+1/3	482	482	-	-	-	4.9	0.9	-	5.8	43.6	8.6	0.9	9.5
2/2+2/1	284	284	-	-	-	3.3	1.6	-	4.9	62.0	7.6	1.6	9.2
3/2+3/1	390	390	-	-	-	4.1	1.5	-	5.6	51.7	7.9	1.5	9.4
3/3+3/4	256	256	-	-	-	2.7	0.7	-	3.5	48.8	6.6	0.7	7.4
4/2+4/1	311	311	-	-	-	3.3	1.6	-	4.9	56.4	6.5	1.6	8.1
4/3	214	214	-	-	-	2.5	1.1	-	3.6	60.9	6.1	1.1	7.2
5/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	140	140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 31 - A1214 London Road/Scrivener Drive/A1071 PRC for Signalled Lanes (%): 17.1 Total Delay for Signalled Lanes (pcuHr): 31.62 Cycle Time (s): 110
PRC Over All Lanes (%): 17.1 Total Delay Over All Lanes(pcuHr): 31.62

Full Input Data And Results

Scenario 2: 'PM Base Peak' (FG2: 'PM Base Peak', Plan 1: 'Network Control Plan 1')

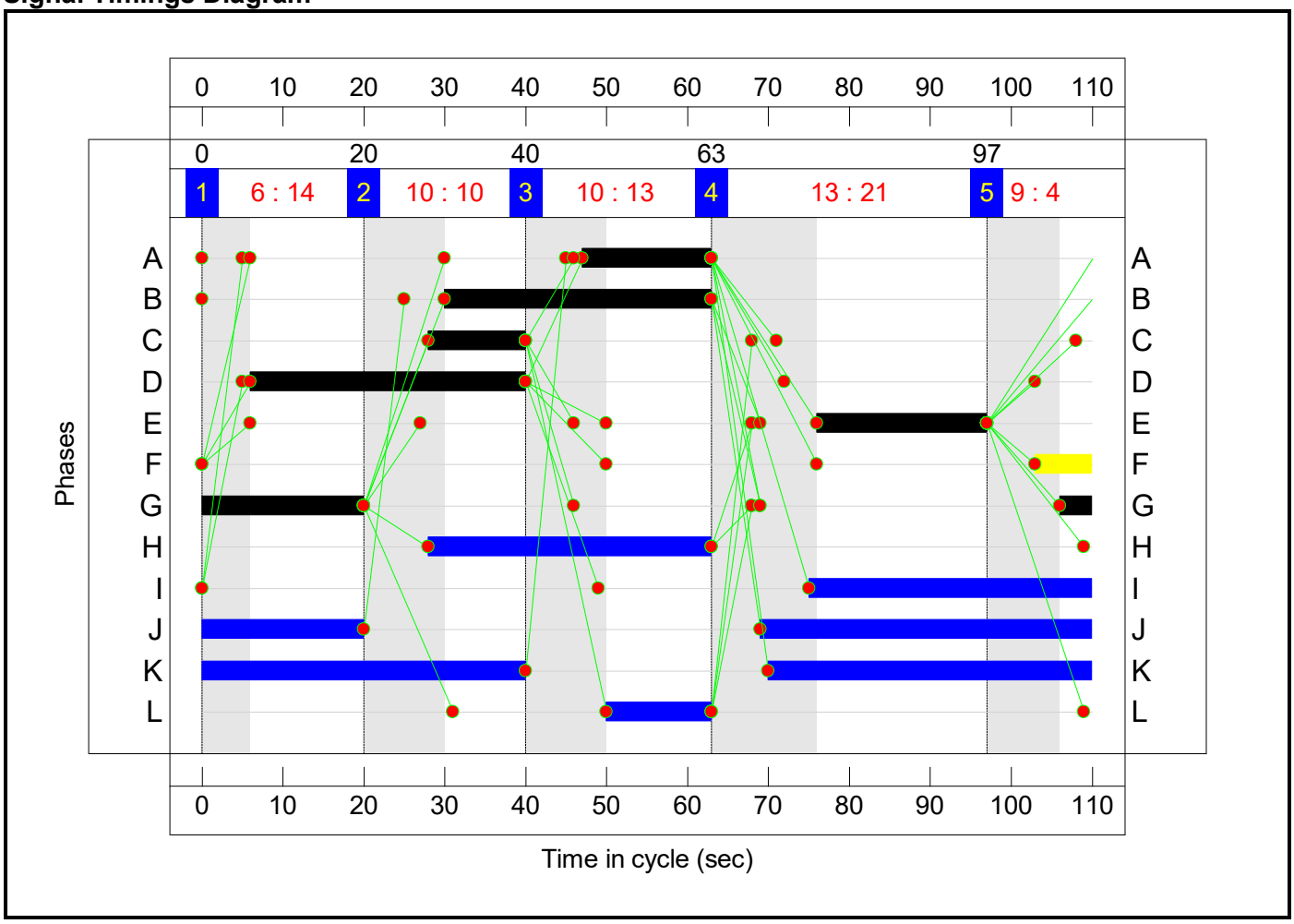
Stage Sequence Diagram



Stage Timings

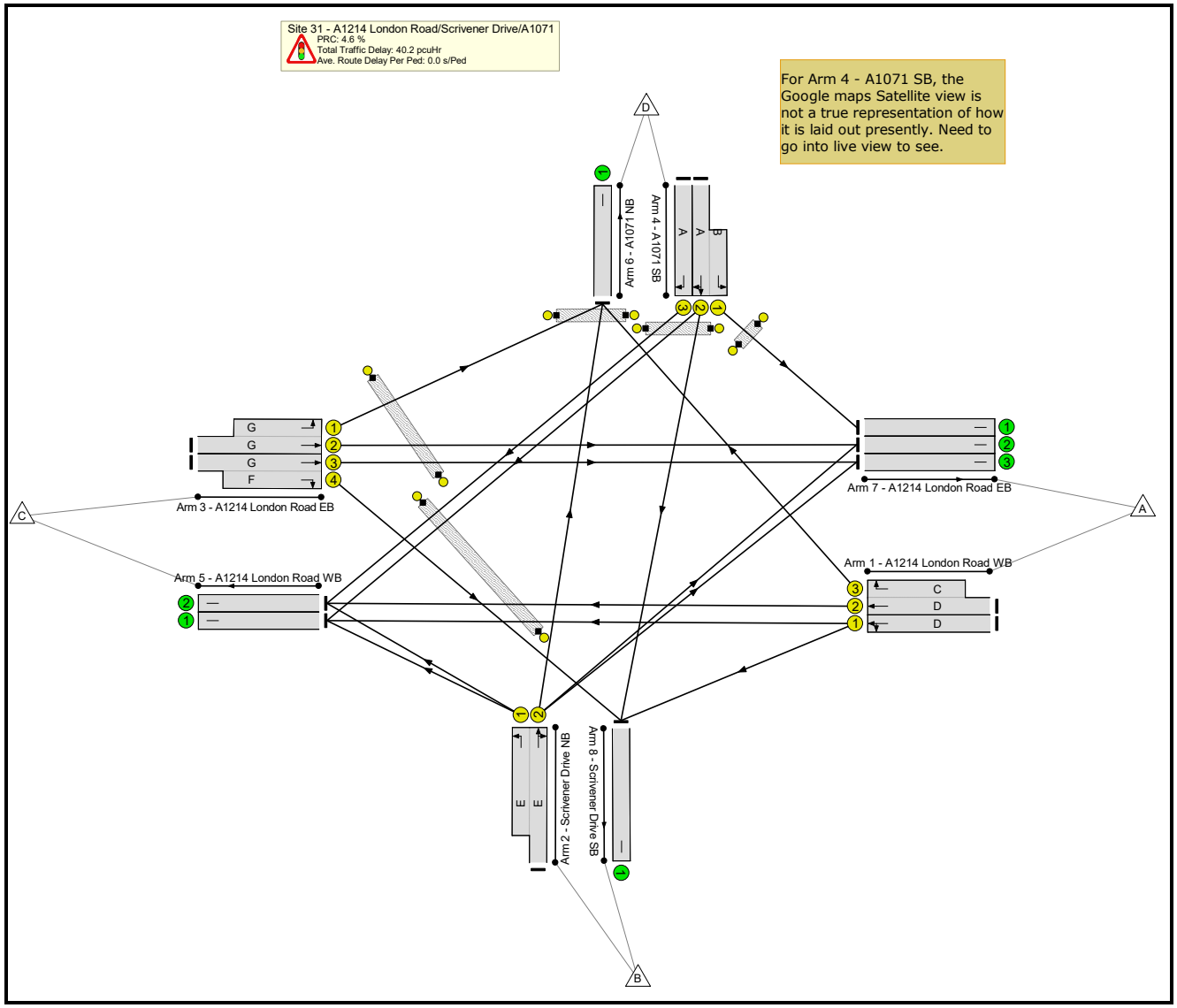
Stage	1	2	3	4	5
Duration	14	10	13	21	4
Change Point	0	20	40	63	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.0%**
Site 31 - A1214 London Road/Scrivener Drive/A1071	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.0%**
1/1	A1214 London Road WB Ahead Left	U	N/A	N/A	D		1	34	-	288	1800	573	50.3%
1/2+1/3	A1214 London Road WB Ahead Right	U	N/A	N/A	D C		1	34:12	-	481	1800:1800	573+213	53.8 : 81.3%
2/2+2/1	Scrivener Drive NB Left Ahead Right	U	N/A	N/A	E		1	21	-	322	1800:1800	360+18	85.3 : 85.3%
3/2+3/1	A1214 London Road EB Left Ahead	U	N/A	N/A	G		1	24	-	416	1800:1800	99+385	86.0 : 86.0%
3/3+3/4	A1214 London Road EB Ahead Right	U	N/A	N/A	G F		1	24:7	-	395	1800:1800	409+70	82.4 : 82.4%
4/2+4/1	A1071 SB Right Left Ahead	U	N/A	N/A	A B		1	16:33	-	320	1800:1800	259+114	85.7 : 85.7%
4/3	A1071 SB Right	U	N/A	N/A	A		1	16	-	224	1800	278	80.5%
5/1	A1214 London Road WB	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
5/2	A1214 London Road WB	U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
6/1	A1071 NB	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
7/1	A1214 London Road EB	U	N/A	N/A	-		-	-	-	98	Inf	Inf	0.0%
7/2	A1214 London Road EB	U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
7/3	A1214 London Road EB	U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%
8/1	Scrivener Drive SB	U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	35	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	13	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	80	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	61	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	I		1	35	-	0	-	0	0.0%

Full Input Data And Results

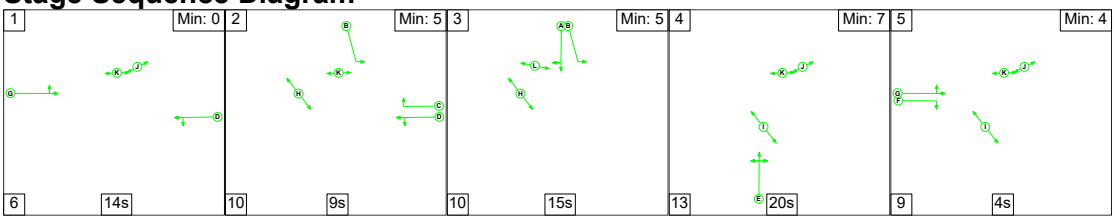
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**26.6**	**13.6**	**0.0**	**40.2**	**-**	**-**	**-**	**-**
Site 31 - A1214 London Road/Scrivener Drive/A1071	**-**	**-**	**0**	**0**	**0**	**26.6**	**13.6**	**0.0**	**40.2**	**-**	**-**	**-**	**-**
1/1	288	288	-	-	-	2.4	0.5	-	2.9	36.7	7.1	0.5	7.6
1/2+1/3	481	481	-	-	-	4.9	0.8	-	5.7	42.7	7.7	0.8	8.5
2/2+2/1	322	322	-	-	-	3.8	2.6	-	6.4	71.7	9.0	2.6	11.7
3/2+3/1	416	416	-	-	-	4.6	2.8	-	7.4	63.9	10.1	2.8	12.9
3/3+3/4	395	395	-	-	-	4.6	2.2	-	6.8	61.9	9.7	2.2	12.0
4/2+4/1	320	320	-	-	-	3.5	2.7	-	6.3	70.5	6.9	2.7	9.7
4/3	224	224	-	-	-	2.8	1.9	-	4.7	75.9	6.6	1.9	8.5
5/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	131	131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 31 - A1214 London Road/Scrivener Drive/A1071 PRC for Signalled Lanes (%): 4.6 Total Delay for Signalled Lanes (pcuHr): 40.22 Cycle Time (s): 110
PRC Over All Lanes (%): 4.6 Total Delay Over All Lanes(pcuHr): 40.22

Full Input Data And Results

Scenario 3: 'FB WD AM ' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

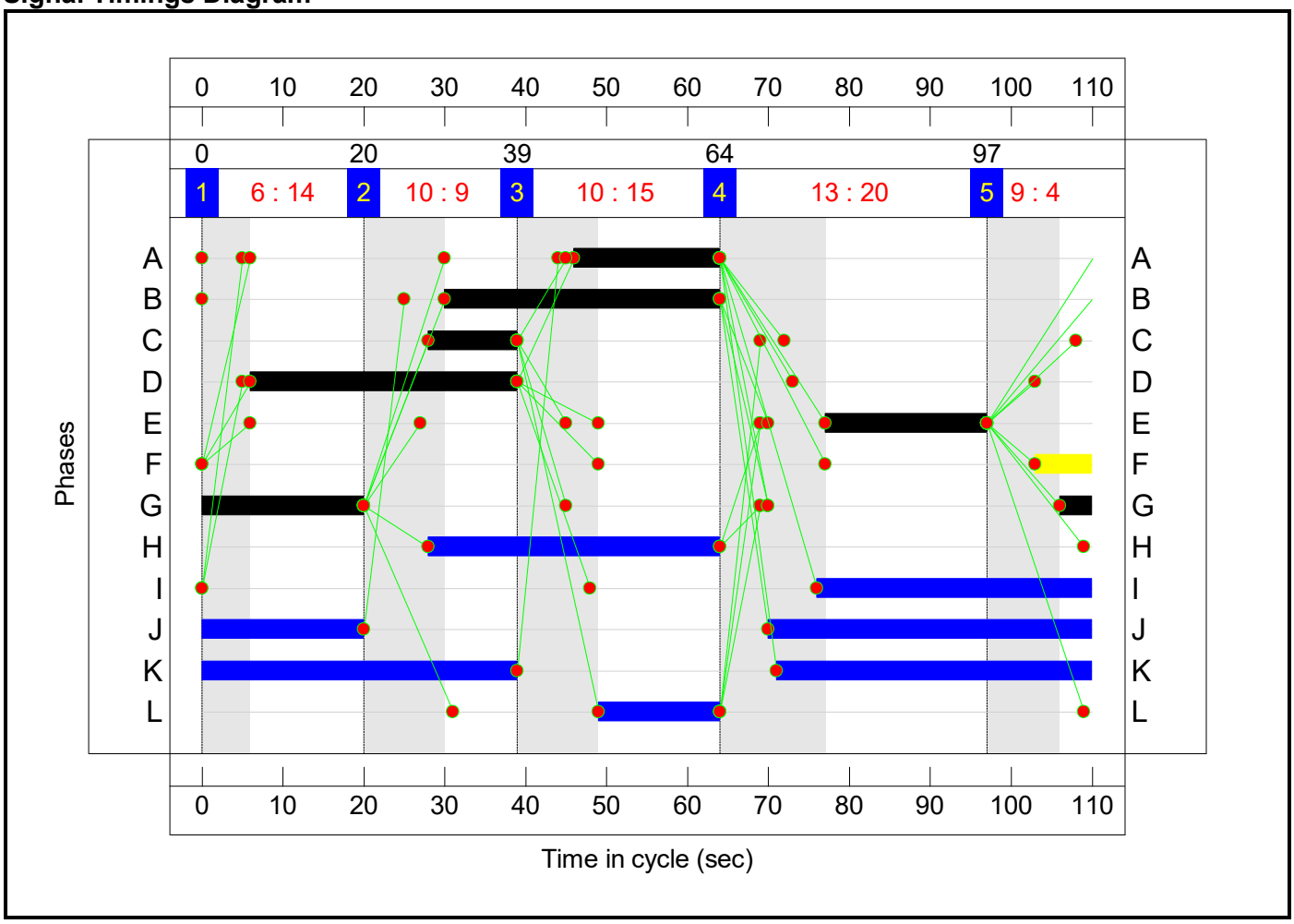
Stage Sequence Diagram



Stage Timings

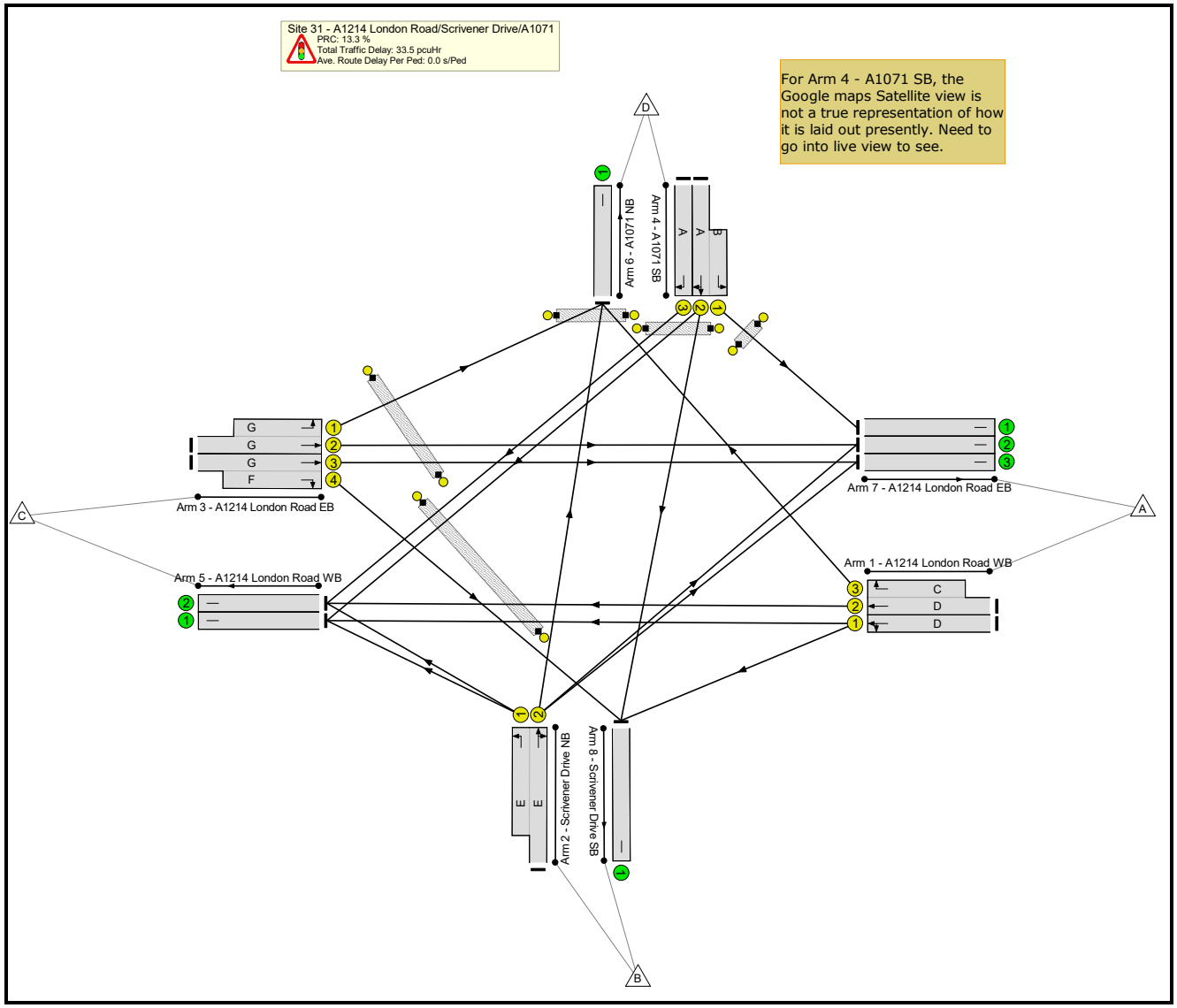
Stage	1	2	3	4	5
Duration	14	9	15	20	4
Change Point	0	20	39	64	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.4%**
Site 31 - A1214 London Road/Scrivener Drive/A1071	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.4%**
1/1	A1214 London Road WB Ahead Left	U	N/A	N/A	D		1	33	-	320	1800	556	57.5%
1/2+1/3	A1214 London Road WB Ahead Right	U	N/A	N/A	D C		1	33:11	-	495	1800:1800	556+196	61.5 : 77.9%
2/2+2/1	Scrivener Drive NB Left Ahead Right	U	N/A	N/A	E		1	20	-	294	1800:1800	344+26	79.4 : 79.4%
3/2+3/1	A1214 London Road EB Left Ahead	U	N/A	N/A	G		1	24	-	402	1800:1800	144+372	77.9 : 77.9%
3/3+3/4	A1214 London Road EB Ahead Right	U	N/A	N/A	G F		1	24:7	-	265	1800:1800	409+19	61.8 : 61.8%
4/2+4/1	A1071 SB Right Left Ahead	U	N/A	N/A	A B		1	18:34	-	319	1800:1800	282+125	78.5 : 78.5%
4/3	A1071 SB Right	U	N/A	N/A	A		1	18	-	223	1800	311	71.7%
5/1	A1214 London Road WB	U	N/A	N/A	-		-	-	-	258	Inf	Inf	0.0%
5/2	A1214 London Road WB	U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
6/1	A1071 NB	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
7/1	A1214 London Road EB	U	N/A	N/A	-		-	-	-	98	Inf	Inf	0.0%
7/2	A1214 London Road EB	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
7/3	A1214 London Road EB	U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
8/1	Scrivener Drive SB	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	36	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	15	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	78	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	60	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	I		1	34	-	0	-	0	0.0%

Full Input Data And Results

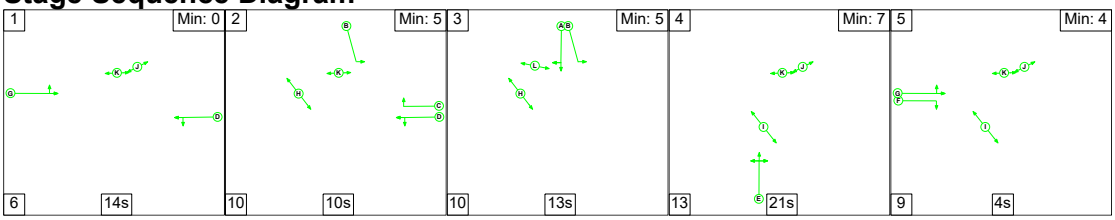
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**24.5**	**9.0**	**0.0**	**33.5**	**-**	**-**	**-**	**-**
Site 31 - A1214 London Road/Scrivener Drive/A1071	**-**	**-**	**0**	**0**	**0**	**24.5**	**9.0**	**0.0**	**33.5**	**-**	**-**	**-**	**-**
1/1	320	320	-	-	-	2.8	0.7	-	3.5	39.5	8.2	0.7	8.9
1/2+1/3	495	495	-	-	-	5.1	1.0	-	6.1	44.1	8.8	1.0	9.8
2/2+2/1	294	294	-	-	-	3.4	1.8	-	5.3	64.6	7.9	1.8	9.7
3/2+3/1	402	402	-	-	-	4.2	1.7	-	6.0	53.3	8.4	1.7	10.1
3/3+3/4	265	265	-	-	-	2.8	0.8	-	3.6	49.5	6.9	0.8	7.7
4/2+4/1	319	319	-	-	-	3.4	1.8	-	5.1	58.0	6.7	1.8	8.4
4/3	223	223	-	-	-	2.7	1.2	-	3.9	62.9	6.4	1.2	7.6
5/1	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 31 - A1214 London Road/Scrivener Drive/A1071 PRC for Signalled Lanes (%): 13.3 Total Delay for Signalled Lanes (pcuHr): 33.48 Cycle Time (s): 110
PRC Over All Lanes (%): 13.3 Total Delay Over All Lanes(pcuHr): 33.48

Full Input Data And Results

Scenario 4: 'FB WD PM ' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

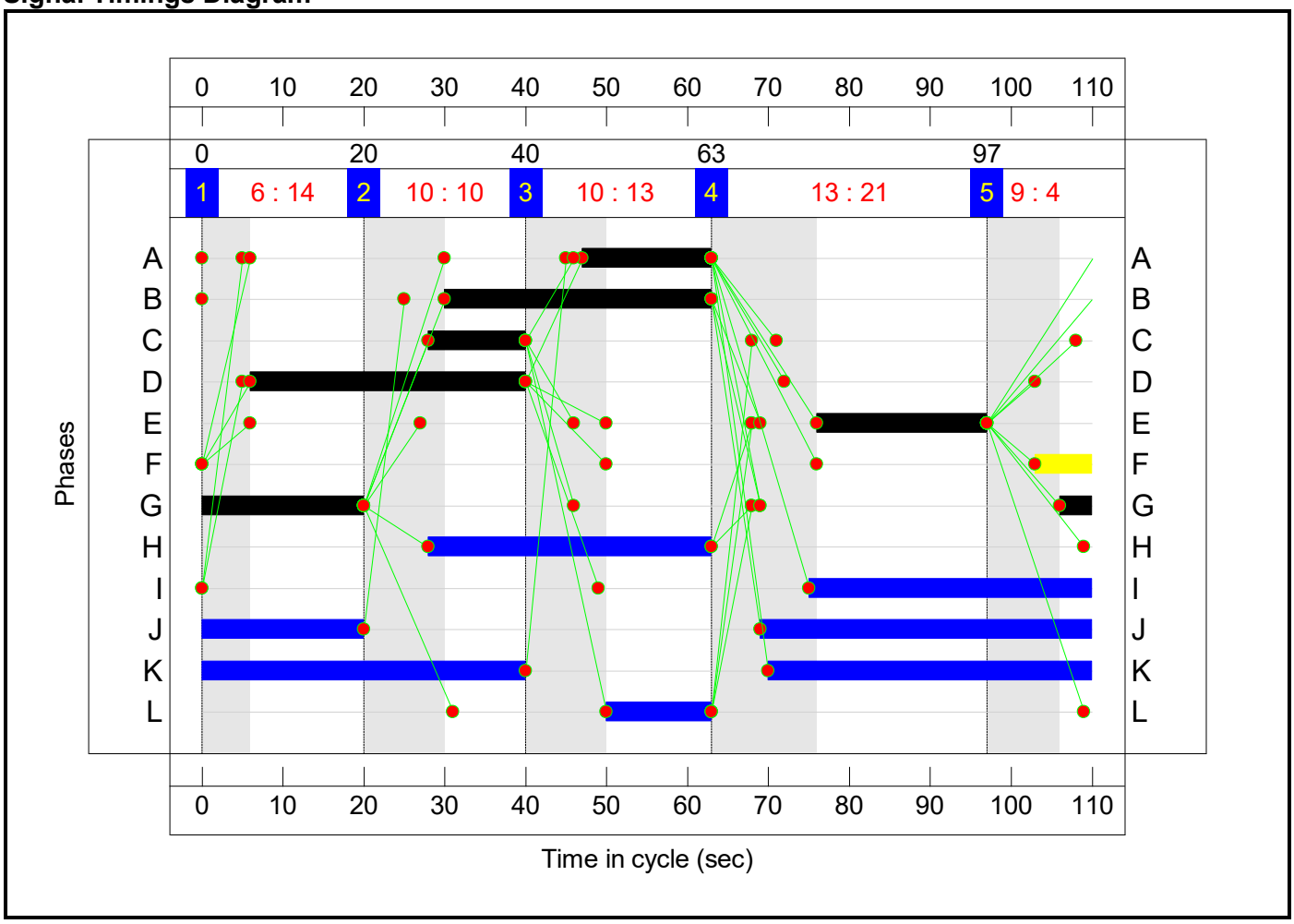
Stage Sequence Diagram



Stage Timings

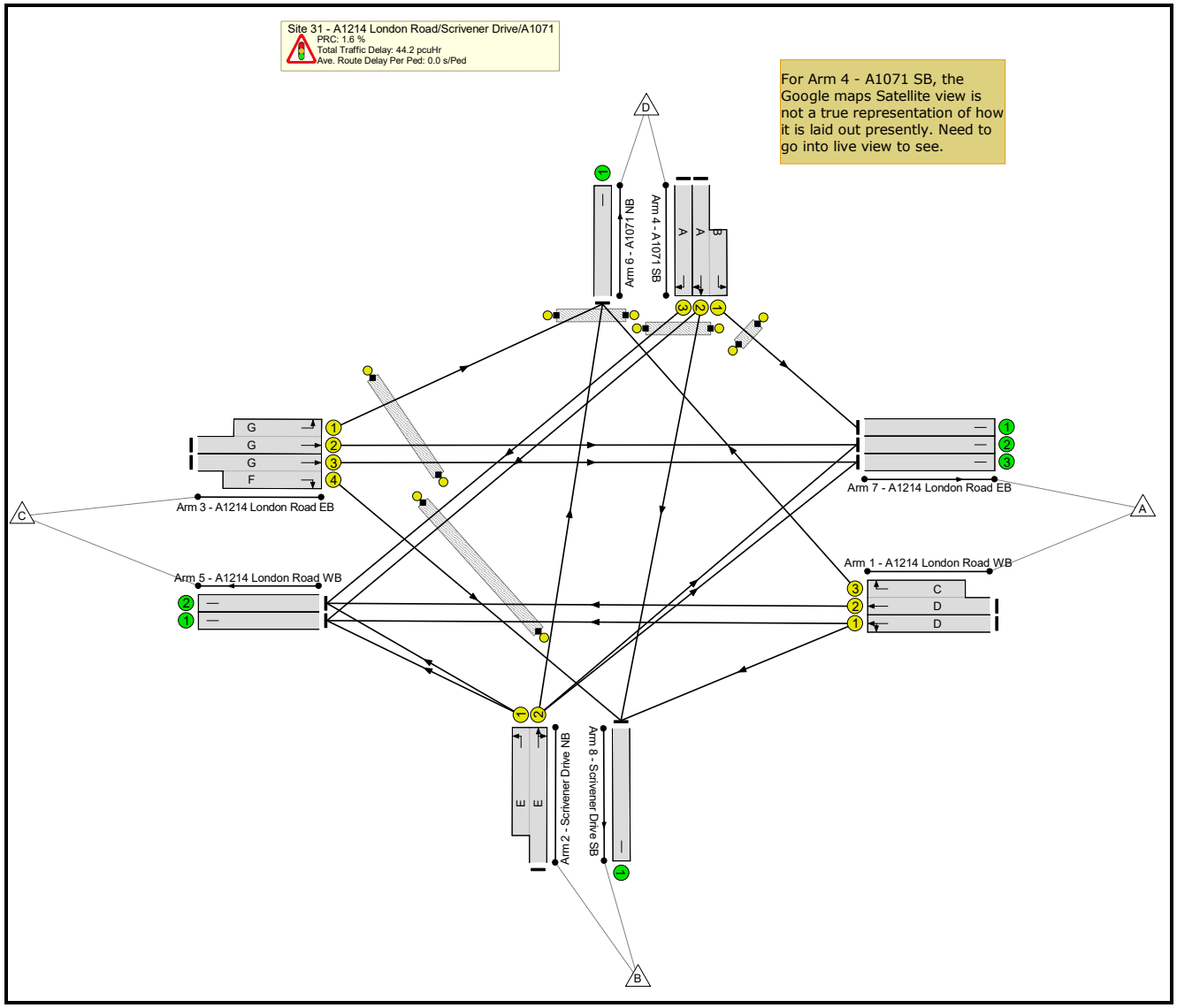
Stage	1	2	3	4	5
Duration	14	10	13	21	4
Change Point	0	20	40	63	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.6%**
Site 31 - A1214 London Road/Scrivener Drive/A1071	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.6%**
1/1	A1214 London Road WB Ahead Left	U	N/A	N/A	D		1	34	-	299	1800	573	52.2%
1/2+1/3	A1214 London Road WB Ahead Right	U	N/A	N/A	D C		1	34:12	-	496	1800:1800	573+213	55.3 : 84.1%
2/2+2/1	Scrivener Drive NB Left Ahead Right	U	N/A	N/A	E		1	21	-	333	1800:1800	360+18	88.1 : 88.1%
3/2+3/1	A1214 London Road EB Left Ahead	U	N/A	N/A	G		1	24	-	426	1800:1800	95+386	88.6 : 88.6%
3/3+3/4	A1214 London Road EB Ahead Right	U	N/A	N/A	G F		1	24:7	-	412	1800:1800	409+70	86.0 : 86.0%
4/2+4/1	A1071 SB Right Left Ahead	U	N/A	N/A	A B		1	16:33	-	330	1800:1800	259+114	88.4 : 88.4%
4/3	A1071 SB Right	U	N/A	N/A	A		1	16	-	232	1800	278	83.4%
5/1	A1214 London Road WB	U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
5/2	A1214 London Road WB	U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
6/1	A1071 NB	U	N/A	N/A	-		-	-	-	743	Inf	Inf	0.0%
7/1	A1214 London Road EB	U	N/A	N/A	-		-	-	-	101	Inf	Inf	0.0%
7/2	A1214 London Road EB	U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
7/3	A1214 London Road EB	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
8/1	Scrivener Drive SB	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	35	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	13	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	80	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	61	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	I		1	35	-	0	-	0	0.0%

Full Input Data And Results

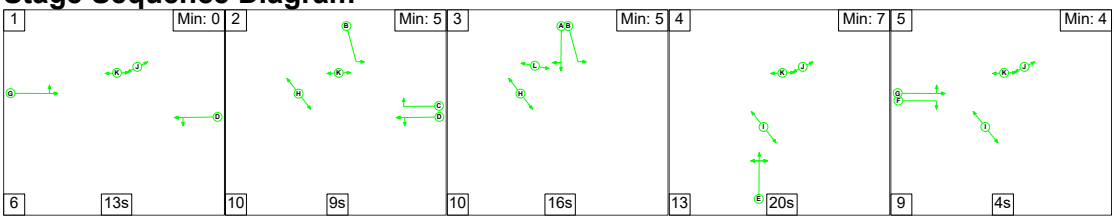
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**27.7**	**16.5**	**0.0**	**44.2**	**-**	**-**	**-**	**-**
Site 31 - A1214 London Road/Scrivener Drive/A1071	**-**	**-**	**0**	**0**	**0**	**27.7**	**16.5**	**0.0**	**44.2**	**-**	**-**	**-**	**-**
1/1	299	299	-	-	-	2.5	0.5	-	3.1	37.2	7.4	0.5	7.9
1/2+1/3	496	496	-	-	-	5.1	0.9	-	5.9	43.2	8.0	0.9	8.9
2/2+2/1	333	333	-	-	-	3.9	3.2	-	7.1	77.3	9.3	3.2	12.6
3/2+3/1	426	426	-	-	-	4.7	3.4	-	8.2	68.9	10.6	3.4	14.0
3/3+3/4	412	412	-	-	-	4.8	2.8	-	7.6	66.8	10.3	2.8	13.1
4/2+4/1	330	330	-	-	-	3.7	3.3	-	7.0	76.2	7.3	3.3	10.6
4/3	232	232	-	-	-	2.9	2.3	-	5.2	80.6	6.8	2.3	9.1
5/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	743	743	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 31 - A1214 London Road/Scrivener Drive/A1071 PRC for Signalled Lanes (%): 1.6 Total Delay for Signalled Lanes (pcuHr): 44.16 Cycle Time (s): 110
PRC Over All Lanes (%): 1.6 Total Delay Over All Lanes(pcuHr): 44.16

Full Input Data And Results

Scenario 5: 'FB+CD WD AM ' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

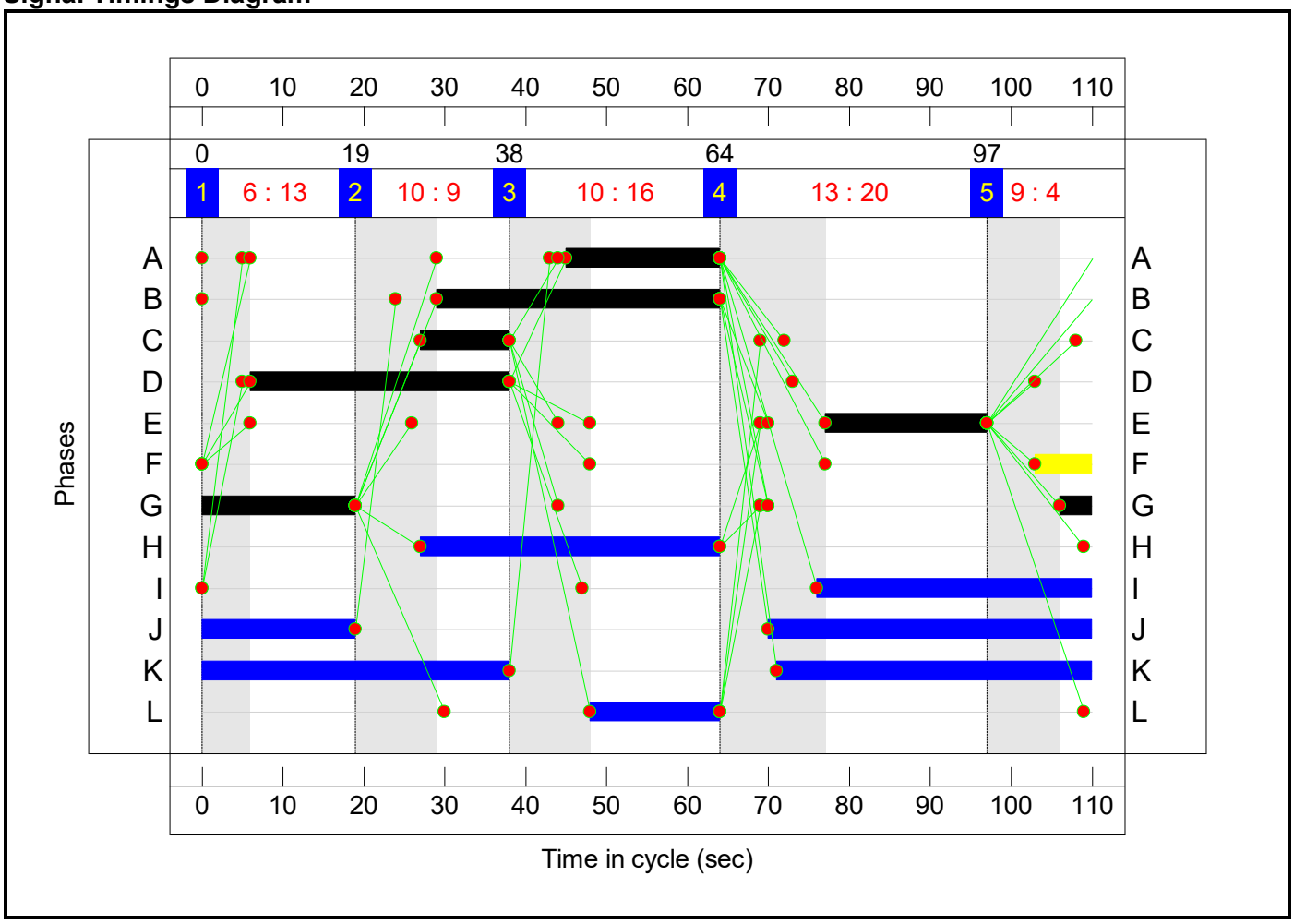
Stage Sequence Diagram



Stage Timings

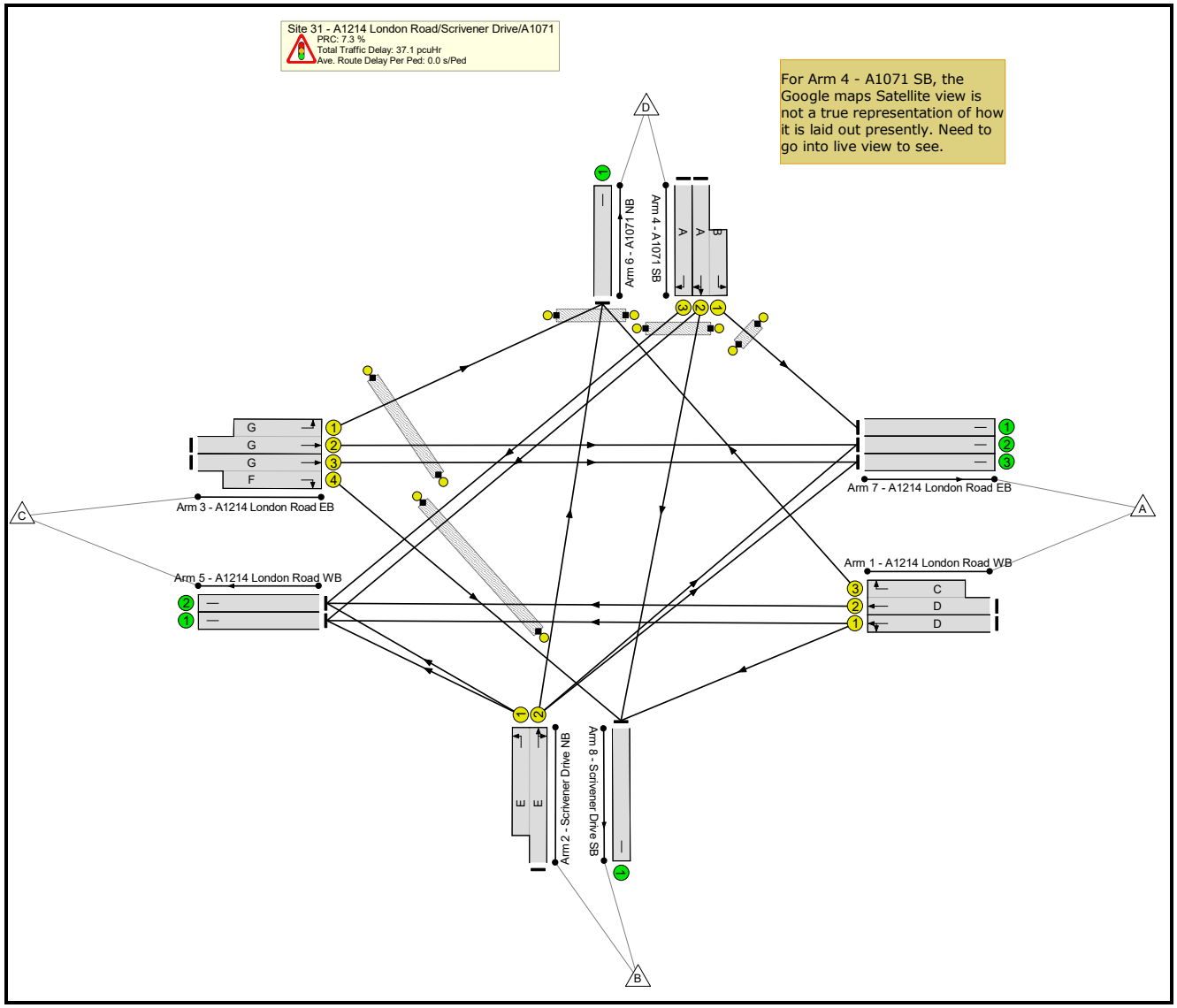
Stage	1	2	3	4	5
Duration	13	9	16	20	4
Change Point	0	19	38	64	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.8%**
Site 31 - A1214 London Road/Scrivener Drive/A1071	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.8%**
1/1	A1214 London Road WB Ahead Left	U	N/A	N/A	D		1	32	-	339	1800	540	62.8%
1/2+1/3	A1214 London Road WB Ahead Right	U	N/A	N/A	D C		1	32:11	-	508	1800:1800	540+196	65.6 : 78.4%
2/2+2/1	Scrivener Drive NB Left Ahead Right	U	N/A	N/A	E		1	20	-	298	1800:1800	344+26	80.6 : 80.6%
3/2+3/1	A1214 London Road EB Left Ahead	U	N/A	N/A	G		1	23	-	427	1800:1800	151+358	83.8 : 83.8%
3/3+3/4	A1214 London Road EB Ahead Right	U	N/A	N/A	G F		1	23:7	-	282	1800:1800	393+17	68.8 : 68.7%
4/2+4/1	A1071 SB Right Left Ahead	U	N/A	N/A	A B		1	19:35	-	339	1800:1800	294+125	80.9 : 80.9%
4/3	A1071 SB Right	U	N/A	N/A	A		1	19	-	244	1800	327	74.6%
5/1	A1214 London Road WB	U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
5/2	A1214 London Road WB	U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
6/1	A1071 NB	U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%
7/1	A1214 London Road EB	U	N/A	N/A	-		-	-	-	101	Inf	Inf	0.0%
7/2	A1214 London Road EB	U	N/A	N/A	-		-	-	-	159	Inf	Inf	0.0%
7/3	A1214 London Road EB	U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%
8/1	Scrivener Drive SB	U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	37	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	16	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	77	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	59	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	I		1	34	-	0	-	0	0.0%

Full Input Data And Results

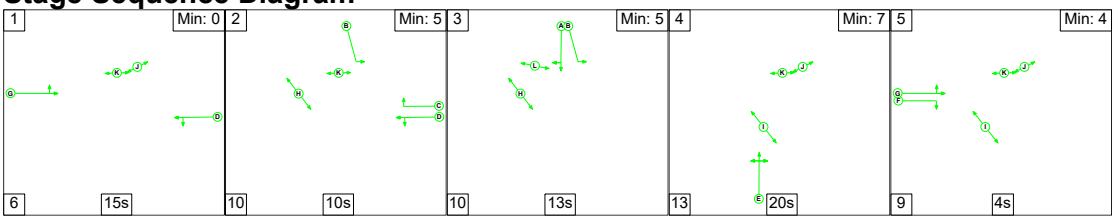
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**26.2**	**10.9**	**0.0**	**37.1**	**-**	**-**	**-**	**-**
Site 31 - A1214 London Road/Scrivener Drive/A1071	**-**	**-**	**0**	**0**	**0**	**26.2**	**10.9**	**0.0**	**37.1**	**-**	**-**	**-**	**-**
1/1	339	339	-	-	-	3.1	0.8	-	4.0	42.1	8.9	0.8	9.7
1/2+1/3	508	508	-	-	-	5.3	1.1	-	6.4	45.7	9.3	1.1	10.4
2/2+2/1	298	298	-	-	-	3.5	2.0	-	5.5	65.9	8.1	2.0	10.0
3/2+3/1	427	427	-	-	-	4.7	2.4	-	7.1	59.9	9.0	2.4	11.4
3/3+3/4	282	282	-	-	-	3.1	1.1	-	4.2	53.7	7.6	1.1	8.7
4/2+4/1	339	339	-	-	-	3.6	2.0	-	5.6	59.4	7.3	2.0	9.3
4/3	244	244	-	-	-	2.9	1.4	-	4.3	63.5	7.0	1.4	8.5
5/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	159	159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 31 - A1214 London Road/Scrivener Drive/A1071 PRC for Signalled Lanes (%): 7.3 Total Delay for Signalled Lanes (pcuHr): 37.07 Cycle Time (s): 110
PRC Over All Lanes (%): 7.3 Total Delay Over All Lanes(pcuHr): 37.07

Full Input Data And Results

Scenario 6: 'FB+CD WD PM ' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

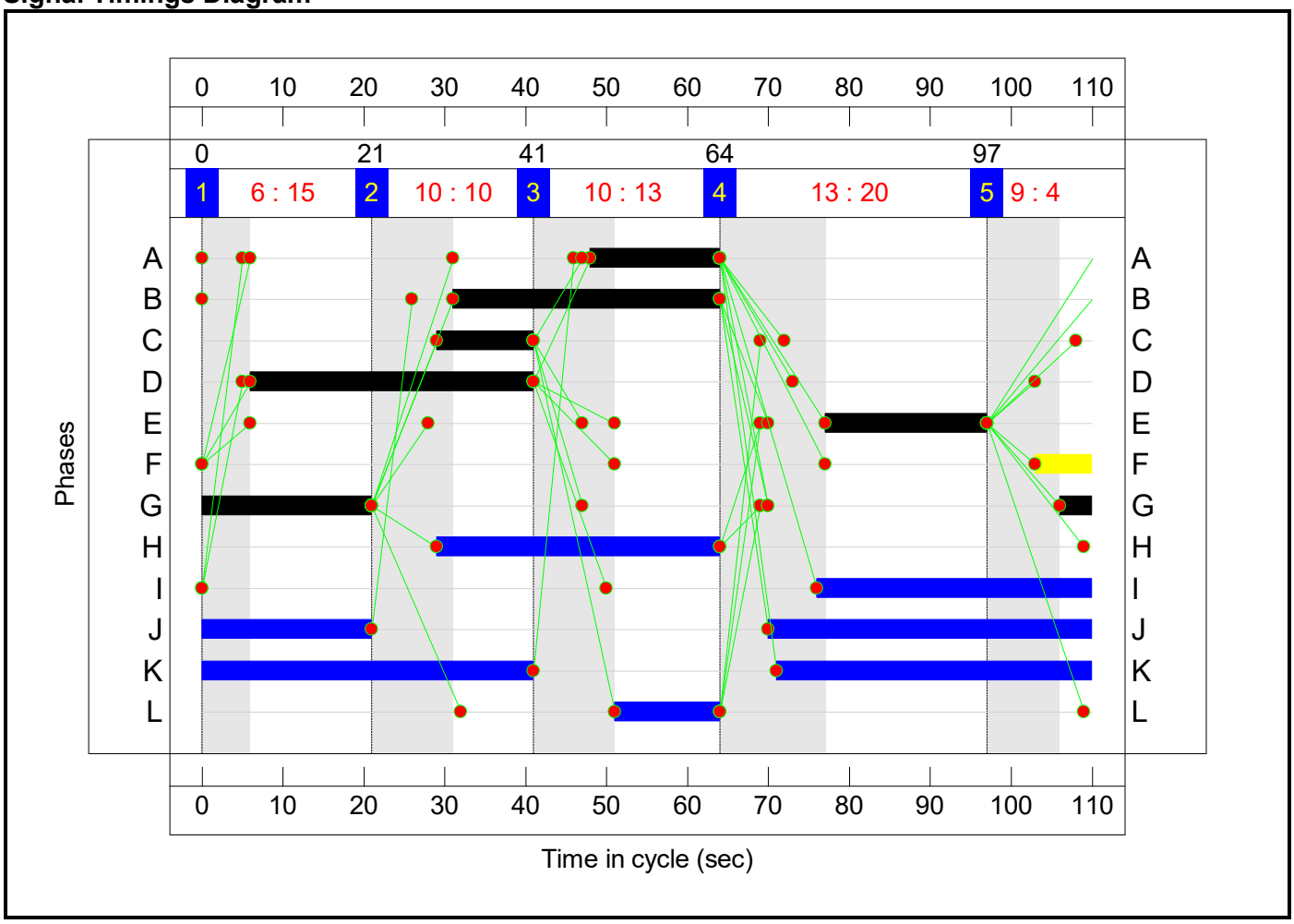
Stage Sequence Diagram



Stage Timings

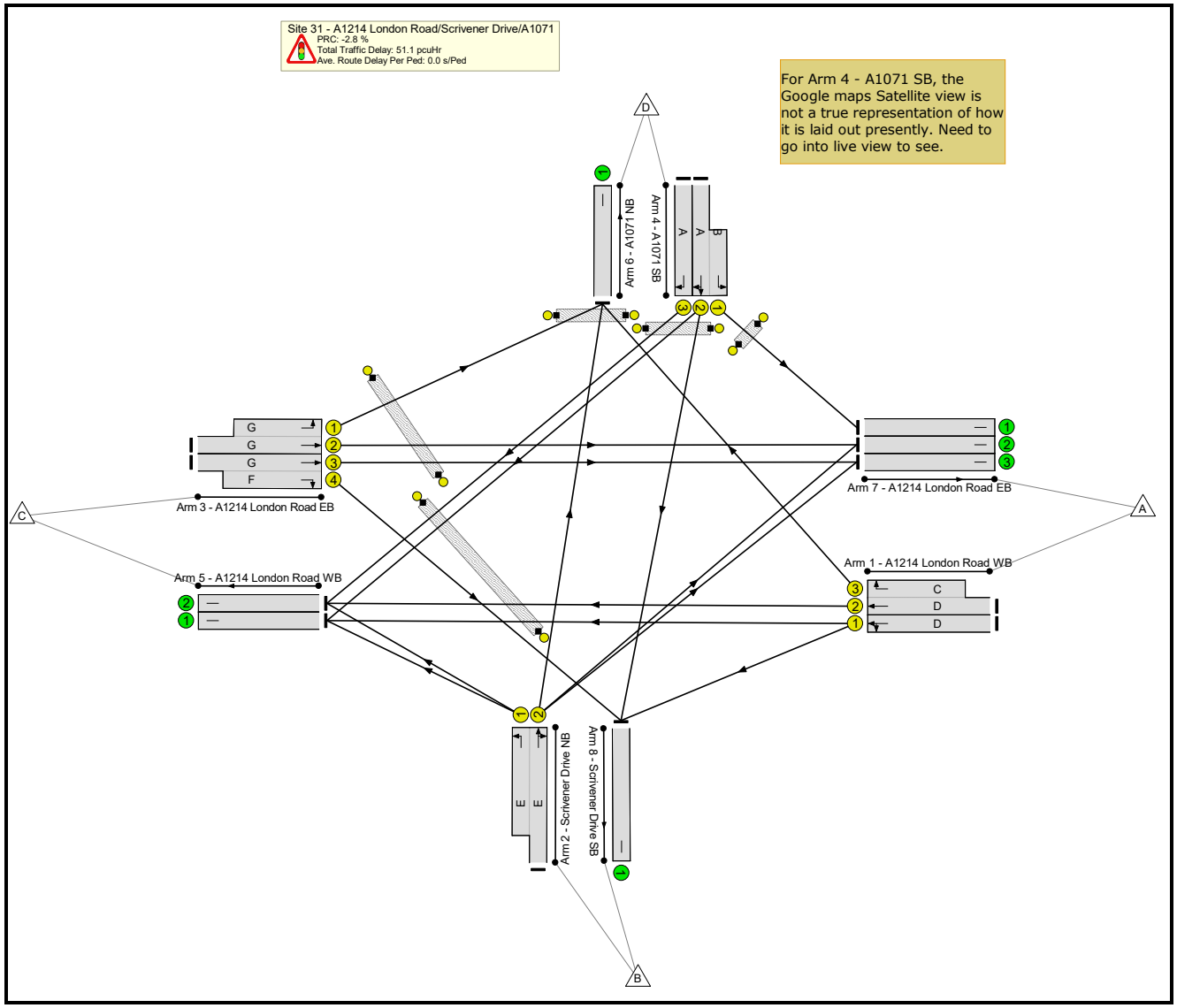
Stage	1	2	3	4	5
Duration	15	10	13	20	4
Change Point	0	21	41	64	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.5%**
Site 31 - A1214 London Road/Scrivener Drive/A1071	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.5%**
1/1	A1214 London Road WB Ahead Left	U	N/A	N/A	D		1	35	-	309	1800	589	52.5%
1/2+1/3	A1214 London Road WB Ahead Right	U	N/A	N/A	D C		1	35:12	-	508	1800:1800	589+213	55.3 : 85.6%
2/2+2/1	Scrivener Drive NB Left Ahead Right	U	N/A	N/A	E		1	20	-	334	1800:1800	344+17	92.5 : 92.5%
3/2+3/1	A1214 London Road EB Left Ahead	U	N/A	N/A	G		1	25	-	464	1800:1800	109+396	92.0 : 92.0%
3/3+3/4	A1214 London Road EB Ahead Right	U	N/A	N/A	G F		1	25:7	-	444	1800:1800	425+66	90.3 : 90.3%
4/2+4/1	A1071 SB Right Left Ahead	U	N/A	N/A	A B		1	16:33	-	341	1800:1800	259+112	91.7 : 91.7%
4/3	A1071 SB Right	U	N/A	N/A	A		1	16	-	246	1800	278	88.4%
5/1	A1214 London Road WB	U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
5/2	A1214 London Road WB	U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
6/1	A1071 NB	U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%
7/1	A1214 London Road EB	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
7/2	A1214 London Road EB	U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
7/3	A1214 London Road EB	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
8/1	Scrivener Drive SB	U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	35	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	13	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	80	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	61	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	I		1	34	-	0	-	0	0.0%

Full Input Data And Results

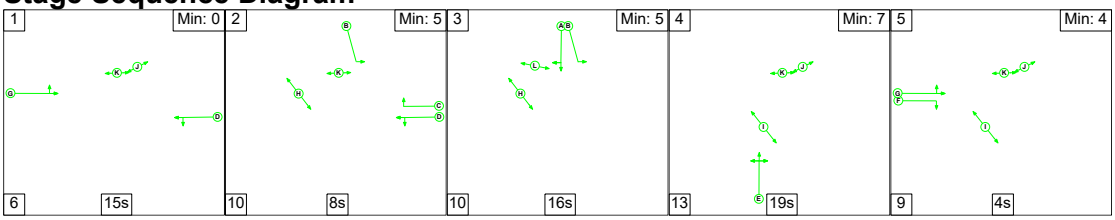
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**29.0**	**22.2**	**0.0**	**51.1**	**-**	**-**	**-**	**-**
Site 31 - A1214 London Road/Scrivener Drive/A1071	**-**	**-**	**0**	**0**	**0**	**29.0**	**22.2**	**0.0**	**51.1**	**-**	**-**	**-**	**-**
1/1	309	309	-	-	-	2.6	0.5	-	3.1	36.5	7.6	0.5	8.2
1/2+1/3	508	508	-	-	-	5.2	0.9	-	6.0	42.6	8.2	0.9	9.0
2/2+2/1	334	334	-	-	-	4.0	4.6	-	8.6	93.2	9.5	4.6	14.2
3/2+3/1	464	464	-	-	-	5.1	4.7	-	9.7	75.6	11.6	4.7	16.2
3/3+3/4	444	444	-	-	-	5.2	4.0	-	9.1	74.1	11.3	4.0	15.3
4/2+4/1	341	341	-	-	-	3.8	4.3	-	8.2	86.3	7.7	4.3	12.0
4/3	246	246	-	-	-	3.1	3.2	-	6.3	92.2	7.3	3.2	10.5
5/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	148	148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 31 - A1214 London Road/Scrivener Drive/A1071 PRC for Signalled Lanes (%): -2.8 Total Delay for Signalled Lanes (pcuHr): 51.14 Cycle Time (s): 110
PRC Over All Lanes (%): -2.8 Total Delay Over All Lanes(pcuHr): 51.14

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

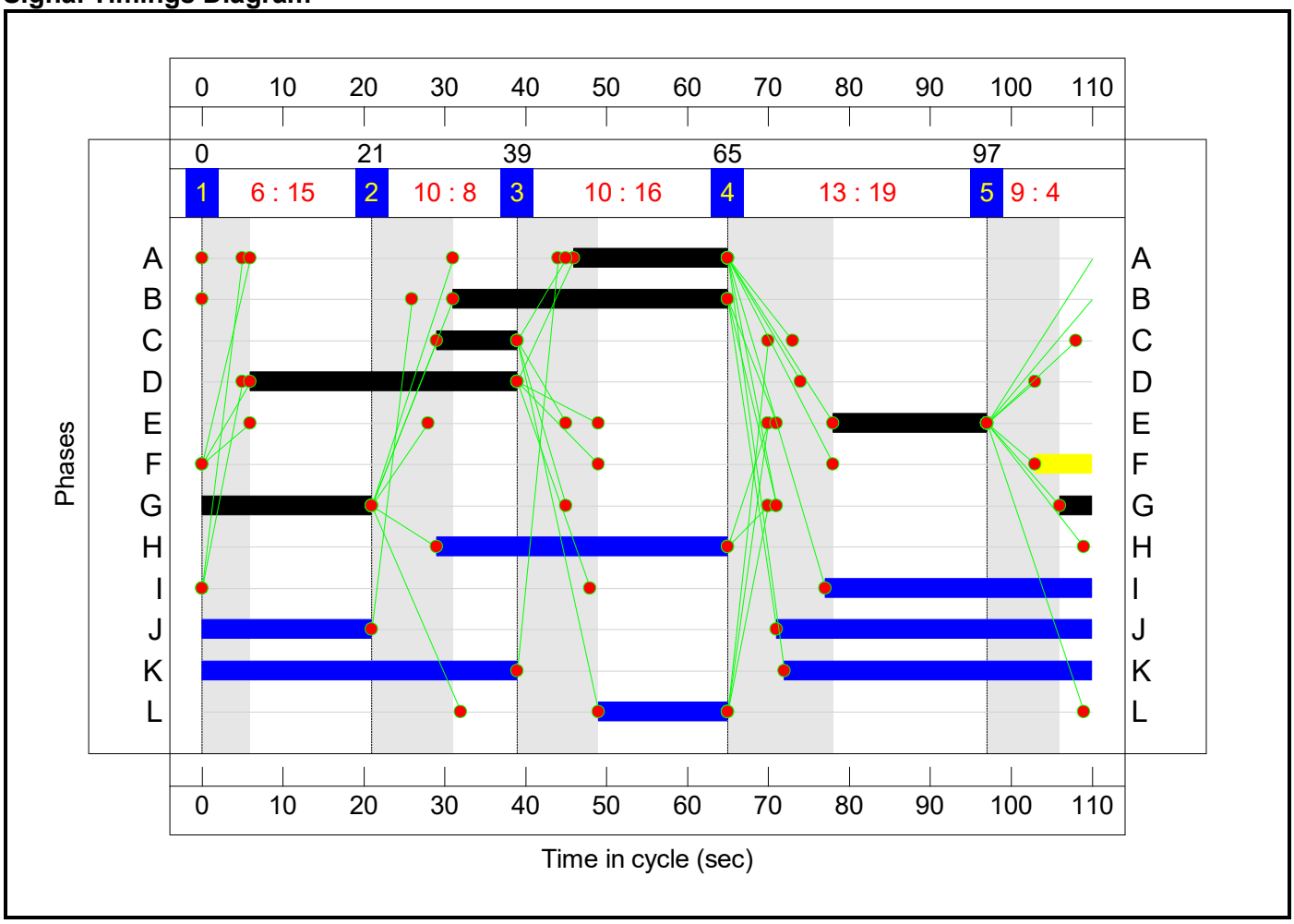
Stage Sequence Diagram



Stage Timings

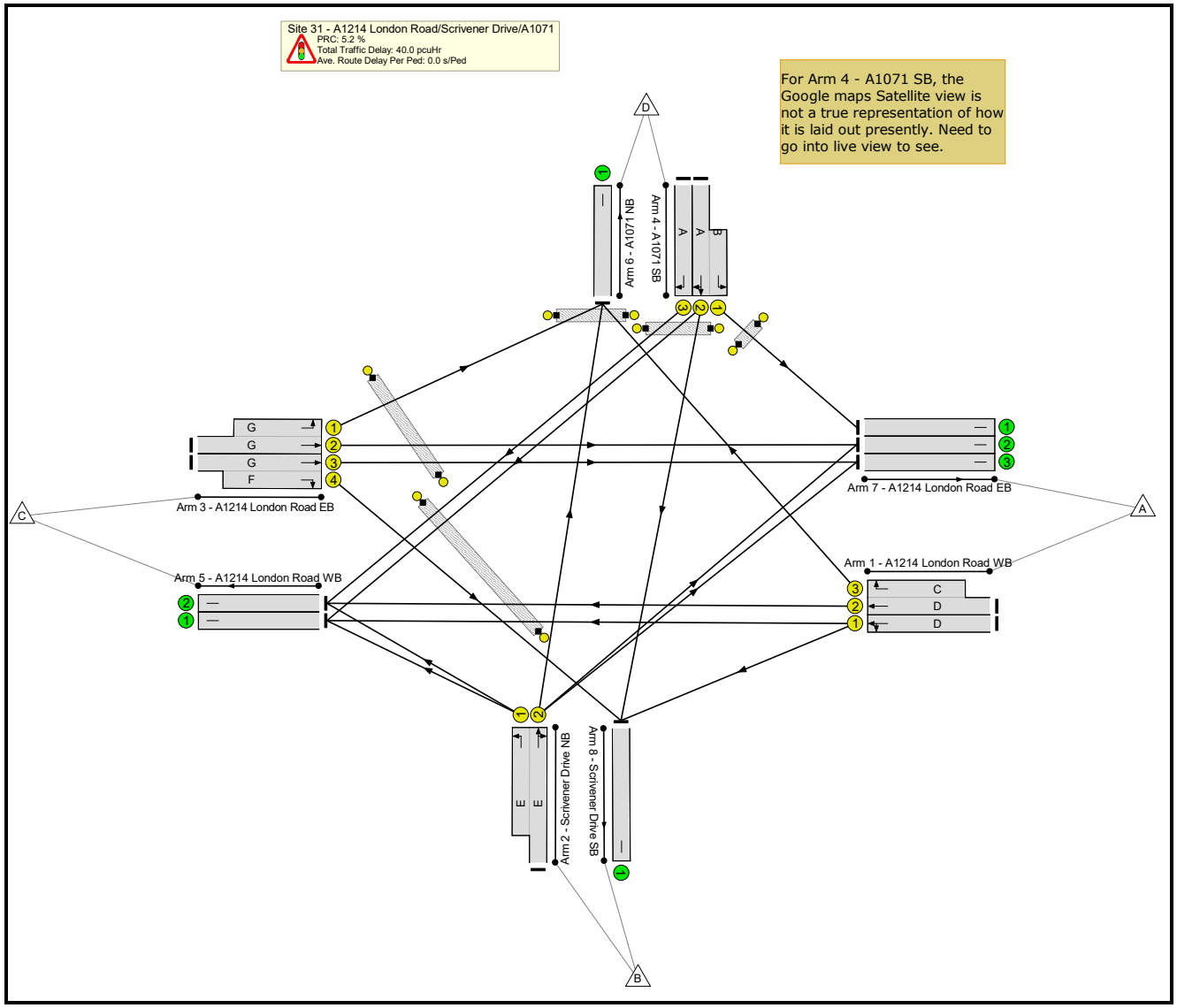
Stage	1	2	3	4	5
Duration	15	8	16	19	4
Change Point	0	21	39	65	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.6%**
Site 31 - A1214 London Road/Scrivener Drive/A1071	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.6%**
1/1	A1214 London Road WB Ahead Left	U	N/A	N/A	D		1	33	-	339	1800	556	60.9%
1/2+1/3	A1214 London Road WB Ahead Right	U	N/A	N/A	D C		1	33:10	-	508	1800:1800	556+180	63.6 : 85.6%
2/2+2/1	Scrivener Drive NB Left Ahead Right	U	N/A	N/A	E		1	19	-	298	1800:1800	327+25	84.6 : 84.6%
3/2+3/1	A1214 London Road EB Left Ahead	U	N/A	N/A	G		1	25	-	413	1800:1800	92+401	83.8 : 83.8%
3/3+3/4	A1214 London Road EB Ahead Right	U	N/A	N/A	G F		1	25:7	-	332	1800:1800	425+16	75.2 : 75.2%
4/2+4/1	A1071 SB Right Left Ahead	U	N/A	N/A	A B		1	19:34	-	354	1800:1800	296+118	85.4 : 85.4%
4/3	A1071 SB Right	U	N/A	N/A	A		1	19	-	265	1800	327	81.0%
5/1	A1214 London Road WB	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
5/2	A1214 London Road WB	U	N/A	N/A	-		-	-	-	630	Inf	Inf	0.0%
6/1	A1071 NB	U	N/A	N/A	-		-	-	-	704	Inf	Inf	0.0%
7/1	A1214 London Road EB	U	N/A	N/A	-		-	-	-	101	Inf	Inf	0.0%
7/2	A1214 London Road EB	U	N/A	N/A	-		-	-	-	109	Inf	Inf	0.0%
7/3	A1214 London Road EB	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
8/1	Scrivener Drive SB	U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	36	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	16	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	77	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	60	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	I		1	33	-	0	-	0	0.0%

Full Input Data And Results

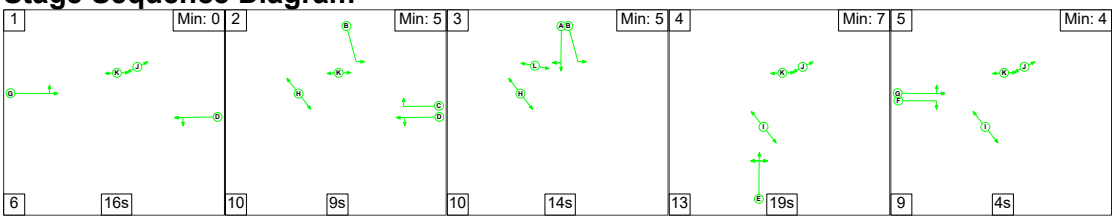
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**27.0**	**13.0**	**0.0**	**40.0**	**-**	**-**	**-**	**-**
Site 31 - A1214 London Road/Scrivener Drive/A1071	**-**	**-**	**0**	**0**	**0**	**27.0**	**13.0**	**0.0**	**40.0**	**-**	**-**	**-**	**-**
1/1	339	339	-	-	-	3.0	0.8	-	3.8	40.6	8.8	0.8	9.5
1/2+1/3	508	508	-	-	-	5.3	1.1	-	6.4	45.4	9.2	1.1	10.3
2/2+2/1	298	298	-	-	-	3.6	2.5	-	6.1	73.5	8.2	2.5	10.7
3/2+3/1	413	413	-	-	-	4.4	2.4	-	6.9	59.8	10.1	2.4	12.5
3/3+3/4	332	332	-	-	-	3.6	1.5	-	5.1	55.3	9.1	1.5	10.5
4/2+4/1	354	354	-	-	-	3.8	2.7	-	6.5	66.3	8.1	2.7	10.7
4/3	265	265	-	-	-	3.2	2.0	-	5.2	70.3	7.7	2.0	9.7
5/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	704	704	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 31 - A1214 London Road/Scrivener Drive/A1071 PRC for Signalled Lanes (%): 5.2 Total Delay for Signalled Lanes (pcuHr): 39.98 Cycle Time (s): 110
PRC Over All Lanes (%): 5.2 Total Delay Over All Lanes(pcuHr): 39.98

Full Input Data And Results

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

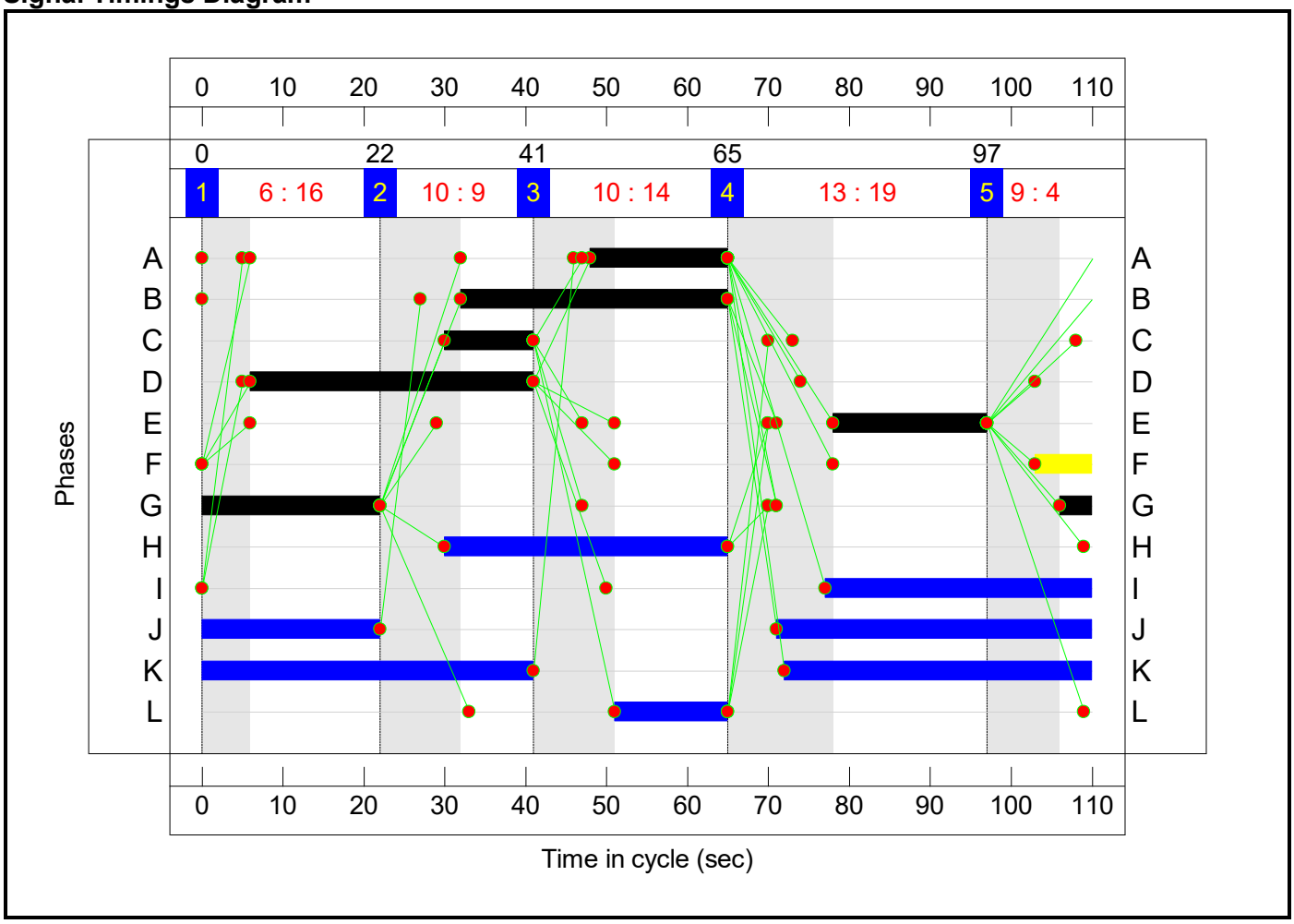
Stage Sequence Diagram



Stage Timings

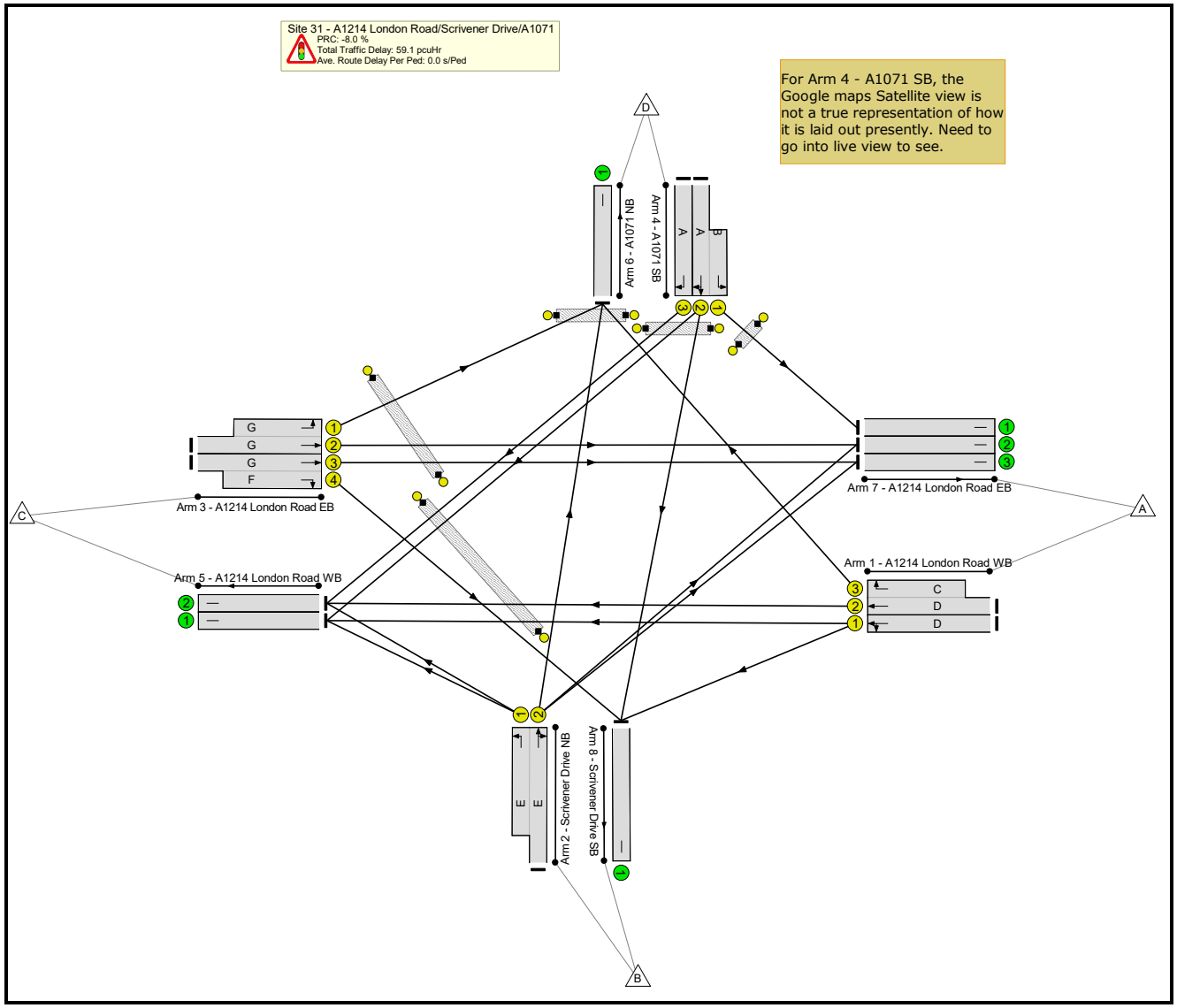
Stage	1	2	3	4	5
Duration	16	9	14	19	4
Change Point	0	22	41	65	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.2%**
Site 31 - A1214 London Road/Scrivener Drive/A1071	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.2%**
1/1	A1214 London Road WB Ahead Left	U	N/A	N/A	D		1	35	-	313	1800	589	53.1%
1/2+1/3	A1214 London Road WB Ahead Right	U	N/A	N/A	D C		1	35:11	-	504	1800:1800	589+196	54.7 : 92.7%
2/2+2/1	Scrivener Drive NB Left Ahead Right	U	N/A	N/A	E		1	19	-	334	1800:1800	327+16	97.2 : 97.2%
3/2+3/1	A1214 London Road EB Left Ahead	U	N/A	N/A	G		1	26	-	469	1800:1800	72+423	94.9 : 94.9%
3/3+3/4	A1214 London Road EB Ahead Right	U	N/A	N/A	G F		1	26:7	-	476	1800:1800	442+64	94.2 : 94.2%
4/2+4/1	A1071 SB Right Left Ahead	U	N/A	N/A	A B		1	17:33	-	357	1800:1800	272+110	93.2 : 93.2%
4/3	A1071 SB Right	U	N/A	N/A	A		1	17	-	266	1800	295	90.3%
5/1	A1214 London Road WB	U	N/A	N/A	-		-	-	-	308	Inf	Inf	0.0%
5/2	A1214 London Road WB	U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
6/1	A1071 NB	U	N/A	N/A	-		-	-	-	806	Inf	Inf	0.0%
7/1	A1214 London Road EB	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
7/2	A1214 London Road EB	U	N/A	N/A	-		-	-	-	116	Inf	Inf	0.0%
7/3	A1214 London Road EB	U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
8/1	Scrivener Drive SB	U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	35	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	14	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	79	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	61	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	I		1	33	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**30.0**	**29.1**	**0.0**	**59.1**	**-**	**-**	**-**	**-**
Site 31 - A1214 London Road/Scrivener Drive/A1071	**-**	**-**	**0**	**0**	**0**	**30.0**	**29.1**	**0.0**	**59.1**	**-**	**-**	**-**	**-**
1/1	313	313	-	-	-	2.6	0.6	-	3.2	36.6	7.7	0.6	8.3
1/2+1/3	504	504	-	-	-	5.2	0.9	-	6.1	43.3	8.0	0.9	8.9
2/2+2/1	334	334	-	-	-	4.1	7.0	-	11.1	120.0	9.6	7.0	16.7
3/2+3/1	469	469	-	-	-	5.2	6.2	-	11.4	87.4	12.7	6.2	18.8
3/3+3/4	476	476	-	-	-	5.5	5.8	-	11.3	85.5	12.4	5.8	18.2
4/2+4/1	357	357	-	-	-	4.0	5.0	-	9.0	90.9	8.4	5.0	13.4
4/3	266	266	-	-	-	3.3	3.7	-	7.0	95.2	7.9	3.7	11.6
5/1	308	308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

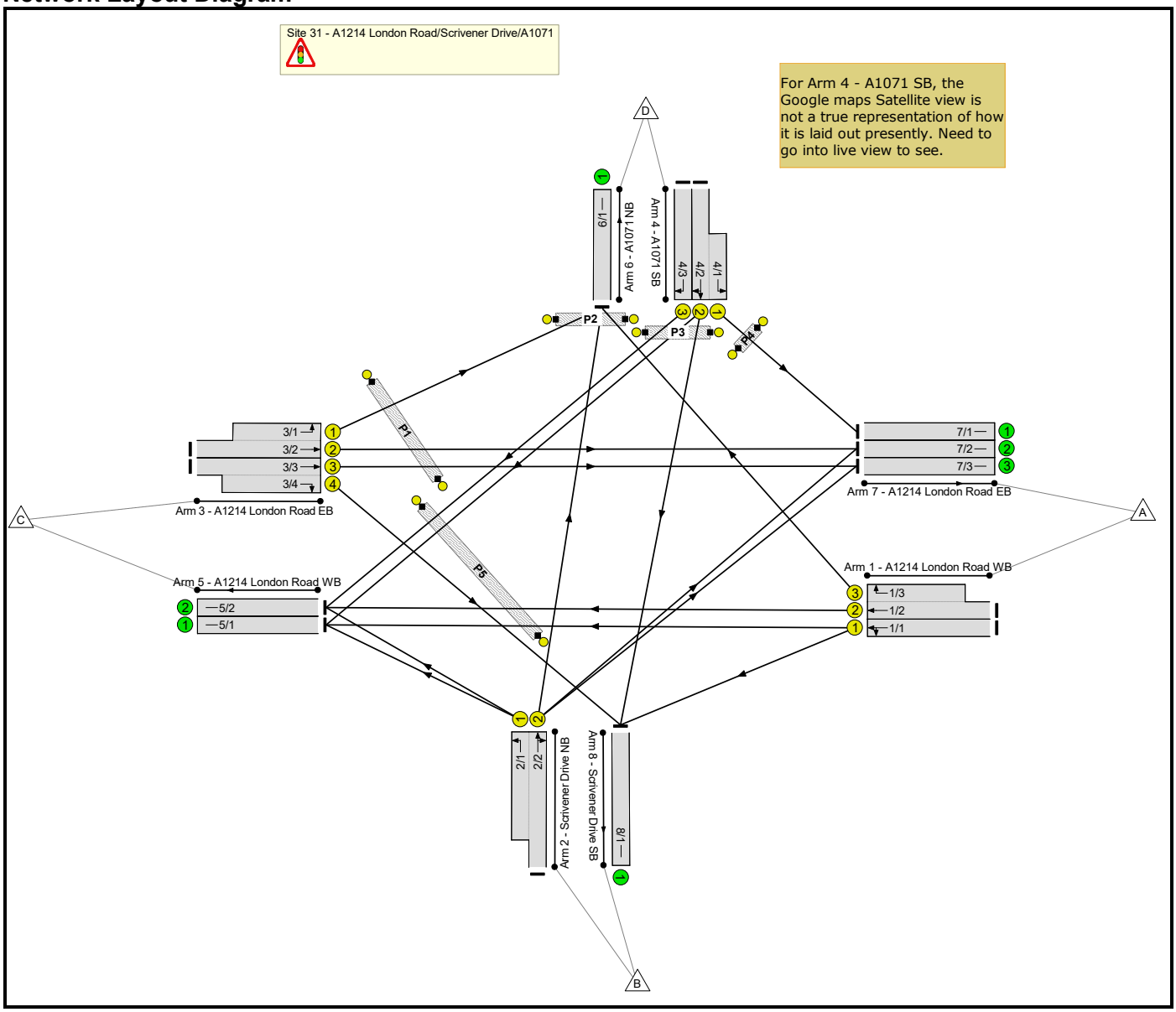
C1 - Site 31 - A1214 London Road/Scrivener Drive/A1071 PRC for Signalled Lanes (%): -8.0 Total Delay for Signalled Lanes (pcuHr): 59.13 Cycle Time (s): 110
PRC Over All Lanes (%): -8.0 Total Delay Over All Lanes(pcuHr): 59.13

Full Input Data And Results

User and Project Details

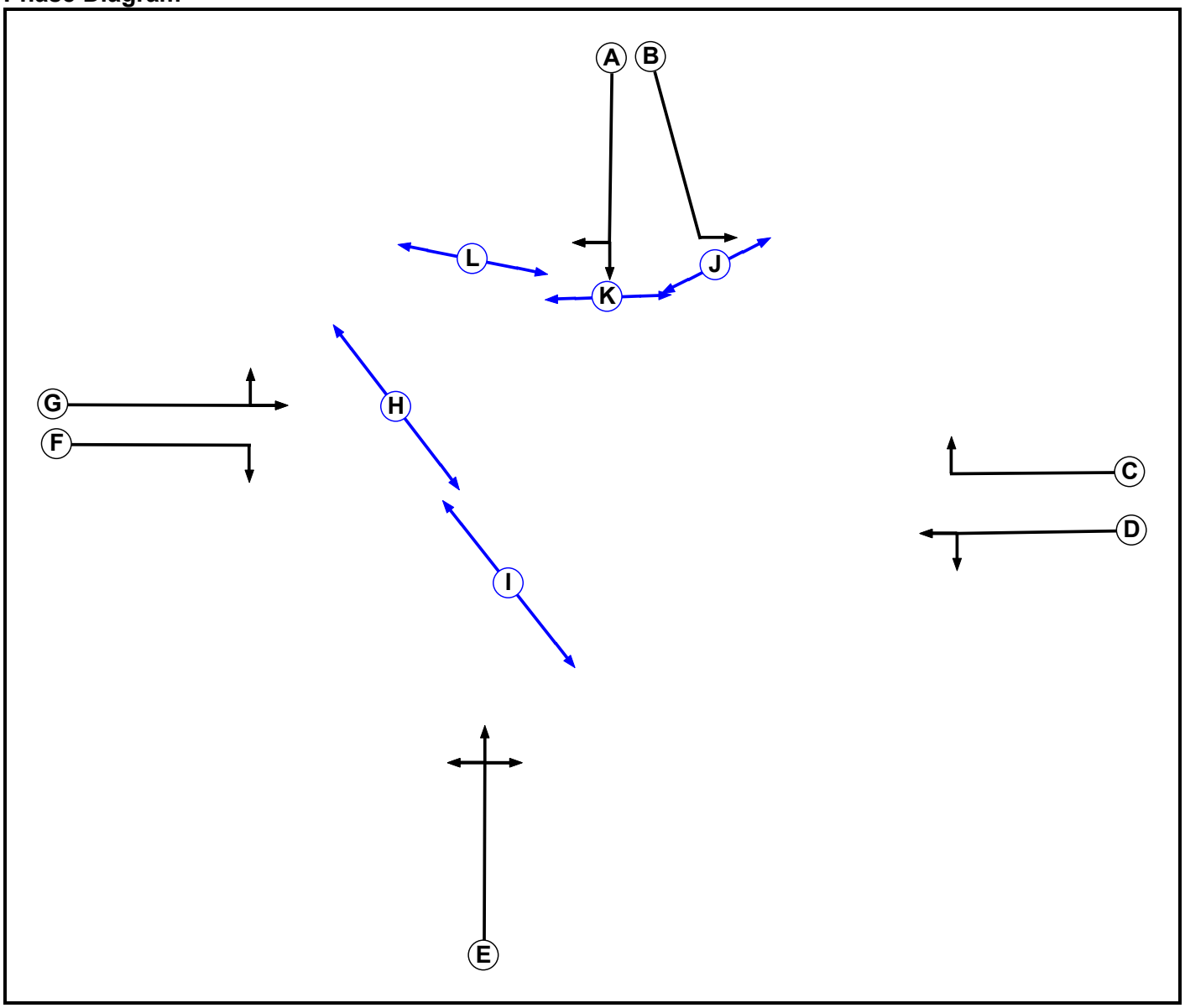
Project:	
Title:	
Location:	
Additional detail:	
File name:	Site 31_DS.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	7
F	Traffic		-9999	7
G	Traffic		-9999	7
H	Pedestrian		-9999	7
I	Pedestrian		-9999	5
J	Pedestrian		-9999	5
K	Pedestrian		-9999	5
L	Pedestrian		-9999	5

Full Input Data And Results

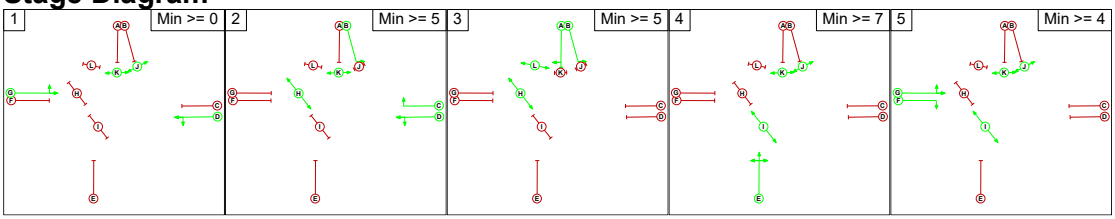
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L
A		-	8	9	13	13	6	-	12	-	7	-
B	-		-	-	6	-	6	-	-	6	-	-
C	6	-		-	6	-	6	-	-	-	-	10
D	7	-	-		10	10	-	-	9	-	-	-
E	13	13	11	6		6	9	12	-	-	-	12
F	6	-	-	6	6		-	-	-	-	-	-
G	10	10	8	-	7	-		8	-	-	-	11
H	-	-	-	-	5	-	5		-	-	-	-
I	5	-	-	5	-	-	-	-		-	-	-
J	-	5	-	-	-	-	-	-	-		-	-
K	5	-	-	-	-	-	-	-	-	-		-
L	-	-	5	-	5	-	5	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	D G J K
2	B C D H K
3	A B H L
4	E I J K
5	F G I J K

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	J	Losing	5	5
2	3	C	Losing	1	1
2	3	K	Losing	2	2
3	4	B	Losing	7	7
3	4	H	Losing	8	8
3	4	L	Losing	8	8
5	1	I	Losing	1	1

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	5
1		10	11	10	10
2	6		11	10	10
3	9	9		13	13
4	9	13	13		9
5	6	10	11	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A1214 London Road WB)	U	D	2	3	60.0	User	1800	-	-	-	-	-
1/2 (A1214 London Road WB)	U	D	2	3	60.0	User	1800	-	-	-	-	-
1/3 (A1214 London Road WB)	U	C	2	3	20.0	User	1800	-	-	-	-	-
2/1 (Scrivener Drive NB)	U	E	2	3	15.7	User	1800	-	-	-	-	-
2/2 (Scrivener Drive NB)	U	E	2	3	60.0	User	1800	-	-	-	-	-
3/1 (A1214 London Road EB)	U	G	2	3	7.6	User	1800	-	-	-	-	-
3/2 (A1214 London Road EB)	U	G	2	3	60.0	User	1800	-	-	-	-	-
3/3 (A1214 London Road EB)	U	G	2	3	60.0	User	1800	-	-	-	-	-
3/4 (A1214 London Road EB)	U	F	2	3	15.1	User	1800	-	-	-	-	-
4/1 (A1071 SB)	U	B	2	3	5.7	User	1800	-	-	-	-	-
4/2 (A1071 SB)	U	A	2	3	60.0	User	1800	-	-	-	-	-
4/3 (A1071 SB)	U	A	2	3	60.0	User	1800	-	-	-	-	-
5/1 (A1214 London Road WB)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (A1214 London Road WB)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A1071 NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A1214 London Road EB)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (A1214 London Road EB)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/3 (A1214 London Road EB)	U		2	3	60.0	Inf	-	-	-	-	-	-

8/1 (Scrivener Drive SB)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Base Peak'	08:15	09:15	01:00	
2: 'PM Base Peak'	15:45	16:45	01:00	
3: 'FB WD AM '	08:15	09:15	01:00	
4: 'FB WD PM '	15:45	16:45	01:00	
5: 'FB+CD WD AM '	08:15	09:15	01:00	
6: 'FB+CD WD PM '	15:45	16:45	01:00	
7: 'FB+CD+N2T WD AM'	08:15	09:15	01:00	
8: 'FB+CD+N2T WD PM'	15:45	16:45	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	113	529	148	790
	B	61	0	20	203	284
	C	353	12	0	281	646
	D	95	172	258	0	525
	Tot.	509	297	807	632	2245

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Base Peak
Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071	
1/1	308
1/2 (with short)	482(In) 334(Out)
1/3 (short)	148
2/1 (short)	20
2/2 (with short)	284(In) 264(Out)
3/1 (short)	281
3/2 (with short)	390(In) 109(Out)
3/3 (with short)	256(In) 244(Out)
3/4 (short)	12
4/1 (short)	95
4/2 (with short)	311(In) 216(Out)
4/3	214
5/1	249
5/2	558
6/1	632
7/1	95
7/2	140
7/3	274
8/1	297

Full Input Data And Results

Lane Saturation Flows

Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 London Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 London Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1214 London Road WB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 London Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1214 London Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1214 London Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
3/4 (A1214 London Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1071 SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1071 SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1071 SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 London Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A1214 London Road WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A1071 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A1214 London Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1214 London Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1214 London Road EB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Scrivener Drive SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: 'PM Base Peak' (FG2: 'PM Base Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	80	516	173	769
	B	92	0	15	215	322
	C	422	58	0	331	811
	D	98	177	269	0	544
	Tot.	612	315	800	719	2446

Traffic Lane Flows

Lane	Scenario 2: PM Base Peak
Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071	
1/1	288
1/2 (with short)	481(In) 308(Out)
1/3 (short)	173
2/1 (short)	15
2/2 (with short)	322(In) 307(Out)
3/1 (short)	331
3/2 (with short)	416(In) 85(Out)
3/3 (with short)	395(In) 337(Out)
3/4 (short)	58
4/1 (short)	98
4/2 (with short)	320(In) 222(Out)
4/3	224
5/1	260
5/2	540
6/1	719
7/1	98
7/2	131
7/3	383
8/1	315

Full Input Data And Results

Lane Saturation Flows

Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 London Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 London Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1214 London Road WB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 London Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1214 London Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1214 London Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
3/4 (A1214 London Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1071 SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1071 SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1071 SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 London Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A1214 London Road WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A1071 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A1214 London Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1214 London Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1214 London Road EB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Scrivener Drive SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'FB WD AM ' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	116	546	153	815
	B	63	0	21	210	294
	C	365	12	0	290	667
	D	98	177	267	0	542
	Tot.	526	305	834	653	2318

Traffic Lane Flows

Lane	Scenario 3: FB WD AM
Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071	
1/1	320
1/2 (with short)	495(In) 342(Out)
1/3 (short)	153
2/1 (short)	21
2/2 (with short)	294(In) 273(Out)
3/1 (short)	290
3/2 (with short)	402(In) 112(Out)
3/3 (with short)	265(In) 253(Out)
3/4 (short)	12
4/1 (short)	98
4/2 (with short)	319(In) 221(Out)
4/3	223
5/1	258
5/2	576
6/1	653
7/1	98
7/2	144
7/3	284
8/1	305

Full Input Data And Results

Lane Saturation Flows

Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 London Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 London Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1214 London Road WB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 London Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1214 London Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1214 London Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
3/4 (A1214 London Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1071 SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1071 SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1071 SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 London Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A1214 London Road WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A1071 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A1214 London Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1214 London Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1214 London Road EB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Scrivener Drive SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: 'FB WD PM ' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	83	533	179	795
	B	95	0	16	222	333
	C	436	60	0	342	838
	D	101	183	278	0	562
	Tot.	632	326	827	743	2528

Traffic Lane Flows

Lane	Scenario 4: FB WD PM
Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071	
1/1	299
1/2 (with short)	496(In) 317(Out)
1/3 (short)	179
2/1 (short)	16
2/2 (with short)	333(In) 317(Out)
3/1 (short)	342
3/2 (with short)	426(In) 84(Out)
3/3 (with short)	412(In) 352(Out)
3/4 (short)	60
4/1 (short)	101
4/2 (with short)	330(In) 229(Out)
4/3	232
5/1	270
5/2	557
6/1	743
7/1	101
7/2	132
7/3	399
8/1	326

Full Input Data And Results

Lane Saturation Flows

Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 London Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 London Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1214 London Road WB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 London Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1214 London Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1214 London Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
3/4 (A1214 London Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1071 SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1071 SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1071 SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 London Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A1214 London Road WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A1071 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A1214 London Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1214 London Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1214 London Road EB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Scrivener Drive SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: 'FB+CD WD AM ' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	116	577	154	847
	B	63	0	21	214	298
	C	397	12	0	300	709
	D	101	181	301	0	583
	Tot.	561	309	899	668	2437

Traffic Lane Flows

Lane	Scenario 5: FB+CD WD AM
Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071	
1/1	339
1/2 (with short)	508(In) 354(Out)
1/3 (short)	154
2/1 (short)	21
2/2 (with short)	298(In) 277(Out)
3/1 (short)	300
3/2 (with short)	427(In) 127(Out)
3/3 (with short)	282(In) 270(Out)
3/4 (short)	12
4/1 (short)	101
4/2 (with short)	339(In) 238(Out)
4/3	244
5/1	290
5/2	609
6/1	668
7/1	101
7/2	159
7/3	301
8/1	309

Full Input Data And Results

Lane Saturation Flows

Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 London Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 London Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1214 London Road WB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 London Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1214 London Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1214 London Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
3/4 (A1214 London Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1071 SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1071 SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1071 SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 London Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A1214 London Road WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A1071 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A1214 London Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1214 London Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1214 London Road EB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Scrivener Drive SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: 'FB+CD WD PM ' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	83	552	182	817
	B	95	0	16	223	334
	C	484	60	0	364	908
	D	103	184	300	0	587
	Tot.	682	327	868	769	2646

Traffic Lane Flows

Lane	Scenario 6: FB+CD WD PM
Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071	
1/1	309
1/2 (with short)	508(In) 326(Out)
1/3 (short)	182
2/1 (short)	16
2/2 (with short)	334(In) 318(Out)
3/1 (short)	364
3/2 (with short)	464(In) 100(Out)
3/3 (with short)	444(In) 384(Out)
3/4 (short)	60
4/1 (short)	103
4/2 (with short)	341(In) 238(Out)
4/3	246
5/1	288
5/2	580
6/1	769
7/1	103
7/2	148
7/3	431
8/1	327

Full Input Data And Results

Lane Saturation Flows

Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 London Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 London Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1214 London Road WB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 London Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1214 London Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1214 London Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
3/4 (A1214 London Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1071 SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1071 SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1071 SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 London Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A1214 London Road WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A1071 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A1214 London Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1214 London Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1214 London Road EB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Scrivener Drive SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	116	577	154	847
	B	63	0	21	214	298
	C	397	12	0	336	745
	D	101	181	337	0	619
	Tot.	561	309	935	704	2509

Traffic Lane Flows

Lane	Scenario 7: FB+CD+N2T WD AM
Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071	
1/1	339
1/2 (with short)	508(In) 354(Out)
1/3 (short)	154
2/1 (short)	21
2/2 (with short)	298(In) 277(Out)
3/1 (short)	336
3/2 (with short)	413(In) 77(Out)
3/3 (with short)	332(In) 320(Out)
3/4 (short)	12
4/1 (short)	101
4/2 (with short)	354(In) 253(Out)
4/3	265
5/1	305
5/2	630
6/1	704
7/1	101
7/2	109
7/3	351
8/1	309

Full Input Data And Results

Lane Saturation Flows

Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 London Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 London Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1214 London Road WB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 London Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1214 London Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1214 London Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
3/4 (A1214 London Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1071 SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1071 SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1071 SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 London Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A1214 London Road WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A1071 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A1214 London Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1214 London Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1214 London Road EB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Scrivener Drive SB Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	83	552	182	817
	B	95	0	16	223	334
	C	484	60	0	401	945
	D	103	184	336	0	623
	Tot.	682	327	904	806	2719

Traffic Lane Flows

Lane	Scenario 8: FB+CD+N2T WD PM
Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071	
1/1	314
1/2 (with short)	503(In) 321(Out)
1/3 (short)	182
2/1 (short)	16
2/2 (with short)	334(In) 318(Out)
3/1 (short)	401
3/2 (with short)	467(In) 66(Out)
3/3 (with short)	478(In) 418(Out)
3/4 (short)	60
4/1 (short)	103
4/2 (with short)	354(In) 251(Out)
4/3	269
5/1	306
5/2	598
6/1	806
7/1	103
7/2	114
7/3	465
8/1	327

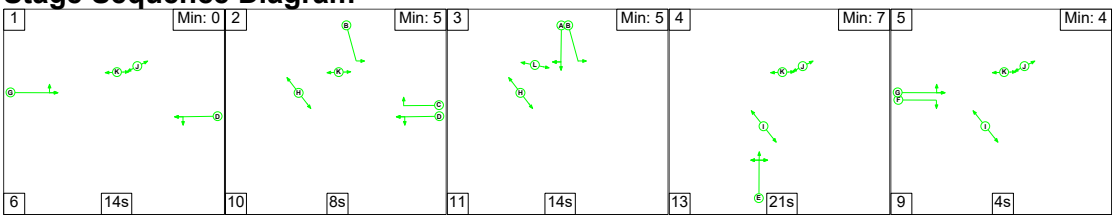
Full Input Data And Results

Lane Saturation Flows

Junction: Site 31 - A1214 London Road/Scrivener Drive/A1071								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1214 London Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1214 London Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1214 London Road WB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Scrivener Drive NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Scrivener Drive NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1214 London Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1214 London Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1214 London Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
3/4 (A1214 London Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1071 SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1071 SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1071 SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1214 London Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A1214 London Road WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A1071 NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A1214 London Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1214 London Road EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1214 London Road EB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (Scrivener Drive SB Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Stage Sequence Diagram

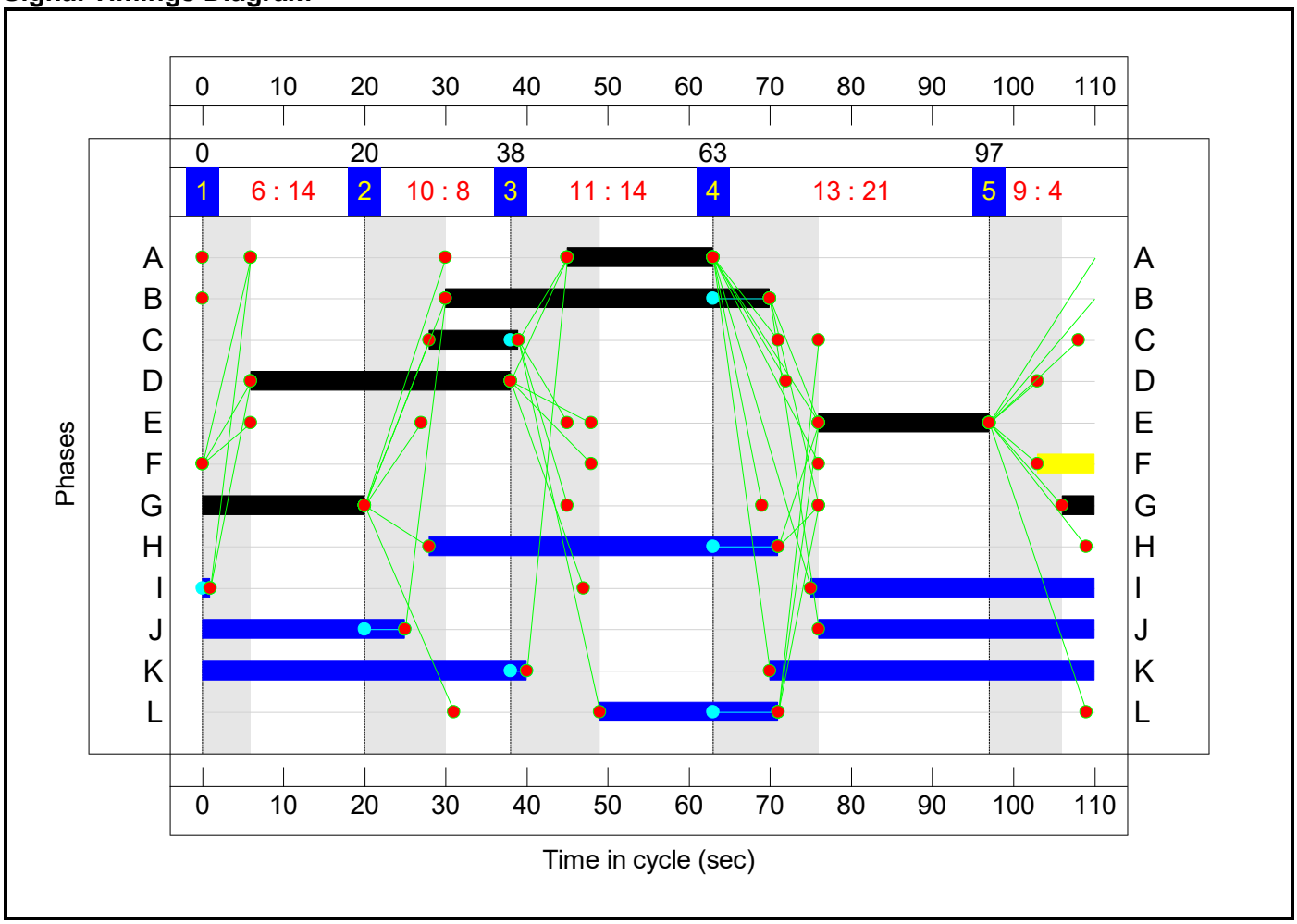


Full Input Data And Results

Stage Timings

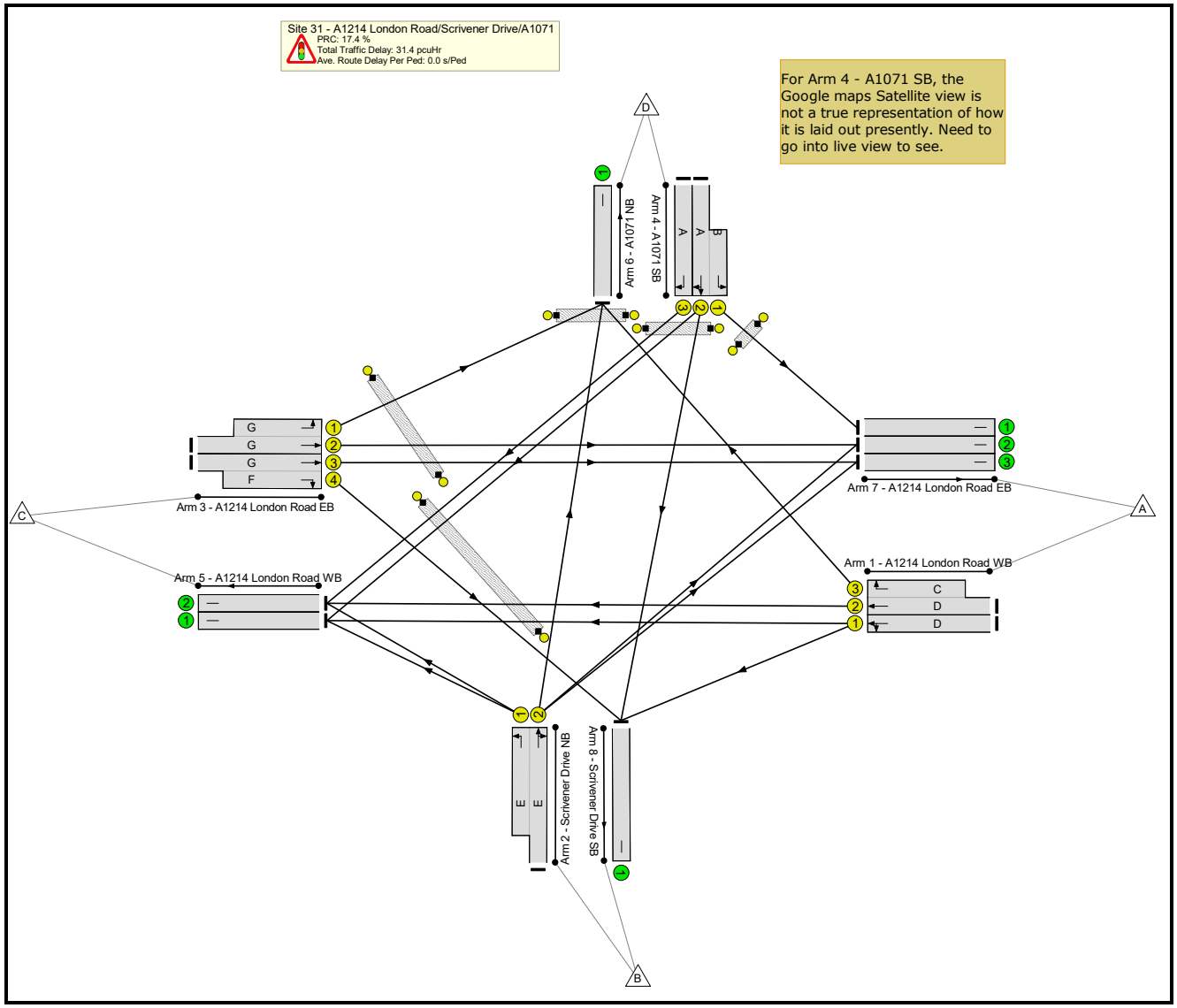
Stage	1	2	3	4	5
Duration	14	8	14	21	4
Change Point	0	20	38	63	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.6%**
Site 31 - A1214 London Road/Scrivener Drive/A1071	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.6%**
1/1	A1214 London Road WB Ahead Left	U	N/A	N/A	D		1	32	-	308	1800	540	57.0%
1/2+1/3	A1214 London Road WB Ahead Right	U	N/A	N/A	D C		1	32:11	-	482	1800:1800	540+196	61.9 : 75.4%
2/2+2/1	Scrivener Drive NB Left Ahead Right	U	N/A	N/A	E		1	21	-	284	1800:1800	360+27	73.3 : 73.3%
3/2+3/1	A1214 London Road EB Left Ahead	U	N/A	N/A	G		1	24	-	390	1800:1800	144+372	75.5 : 75.5%
3/3+3/4	A1214 London Road EB Ahead Right	U	N/A	N/A	G F		1	24:7	-	256	1800:1800	409+20	59.6 : 59.6%
4/2+4/1	A1071 SB Right Left Ahead	U	N/A	N/A	A B		1	18:40	-	311	1800:1800	282+124	76.6 : 76.6%
4/3	A1071 SB Right	U	N/A	N/A	A		1	18	-	214	1800	311	68.8%
5/1	A1214 London Road WB	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
5/2	A1214 London Road WB	U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
6/1	A1071 NB	U	N/A	N/A	-		-	-	-	632	Inf	Inf	0.0%
7/1	A1214 London Road EB	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
7/2	A1214 London Road EB	U	N/A	N/A	-		-	-	-	140	Inf	Inf	0.0%
7/3	A1214 London Road EB	U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
8/1	Scrivener Drive SB	U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	43	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	22	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	80	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	59	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	I		1	36	-	0	-	0	0.0%

Full Input Data And Results

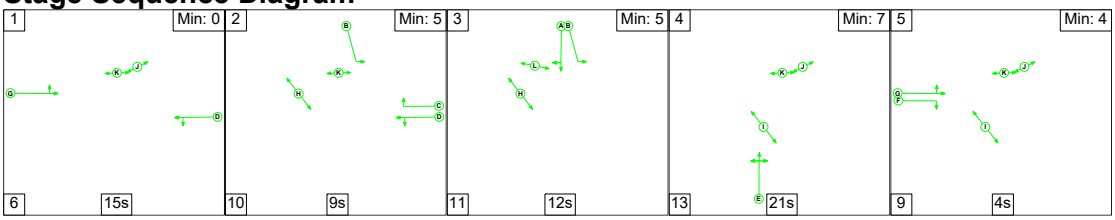
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**23.6**	**7.8**	**0.0**	**31.4**	**-**	**-**	**-**	**-**
Site 31 - A1214 London Road/Scrivener Drive/A1071	**-**	**-**	**0**	**0**	**0**	**23.6**	**7.8**	**0.0**	**31.4**	**-**	**-**	**-**	**-**
1/1	308	308	-	-	-	2.8	0.7	-	3.4	40.2	7.9	0.7	8.5
1/2+1/3	482	482	-	-	-	5.0	0.9	-	6.0	44.6	8.7	0.9	9.7
2/2+2/1	284	284	-	-	-	3.2	1.3	-	4.6	57.8	7.6	1.3	8.9
3/2+3/1	390	390	-	-	-	4.1	1.5	-	5.6	51.7	7.9	1.5	9.4
3/3+3/4	256	256	-	-	-	2.7	0.7	-	3.5	48.8	6.6	0.7	7.4
4/2+4/1	311	311	-	-	-	3.2	1.6	-	4.8	55.1	6.5	1.6	8.1
4/3	214	214	-	-	-	2.5	1.1	-	3.6	60.9	6.1	1.1	7.2
5/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	140	140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 31 - A1214 London Road/Scrivener Drive/A1071 PRC for Signalled Lanes (%): 17.4 Total Delay for Signalled Lanes (pcuHr): 31.42 Cycle Time (s): 110
PRC Over All Lanes (%): 17.4 Total Delay Over All Lanes(pcuHr): 31.42

Full Input Data And Results

Scenario 2: 'PM Base Peak' (FG2: 'PM Base Peak', Plan 1: 'Network Control Plan 1')

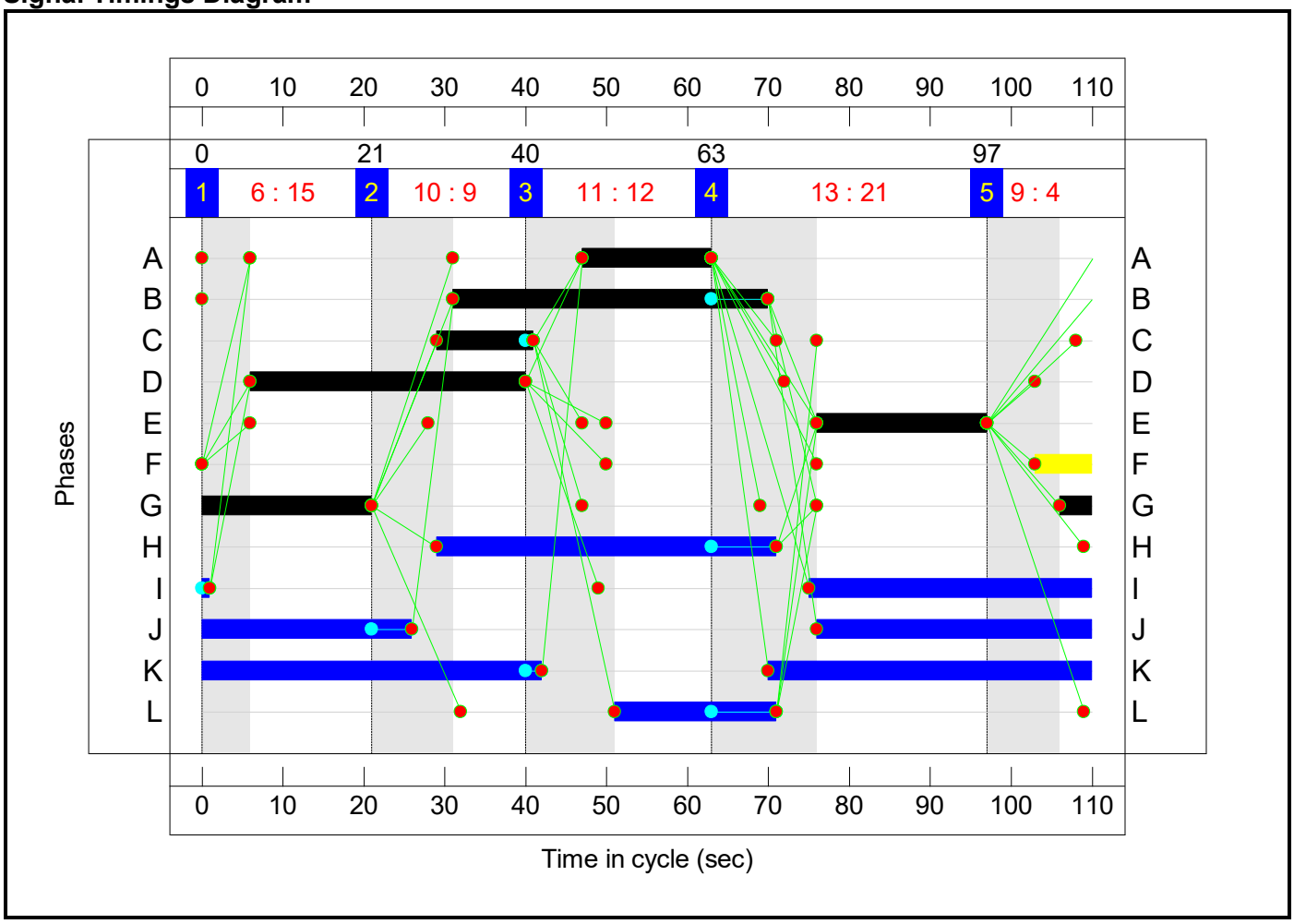
Stage Sequence Diagram



Stage Timings

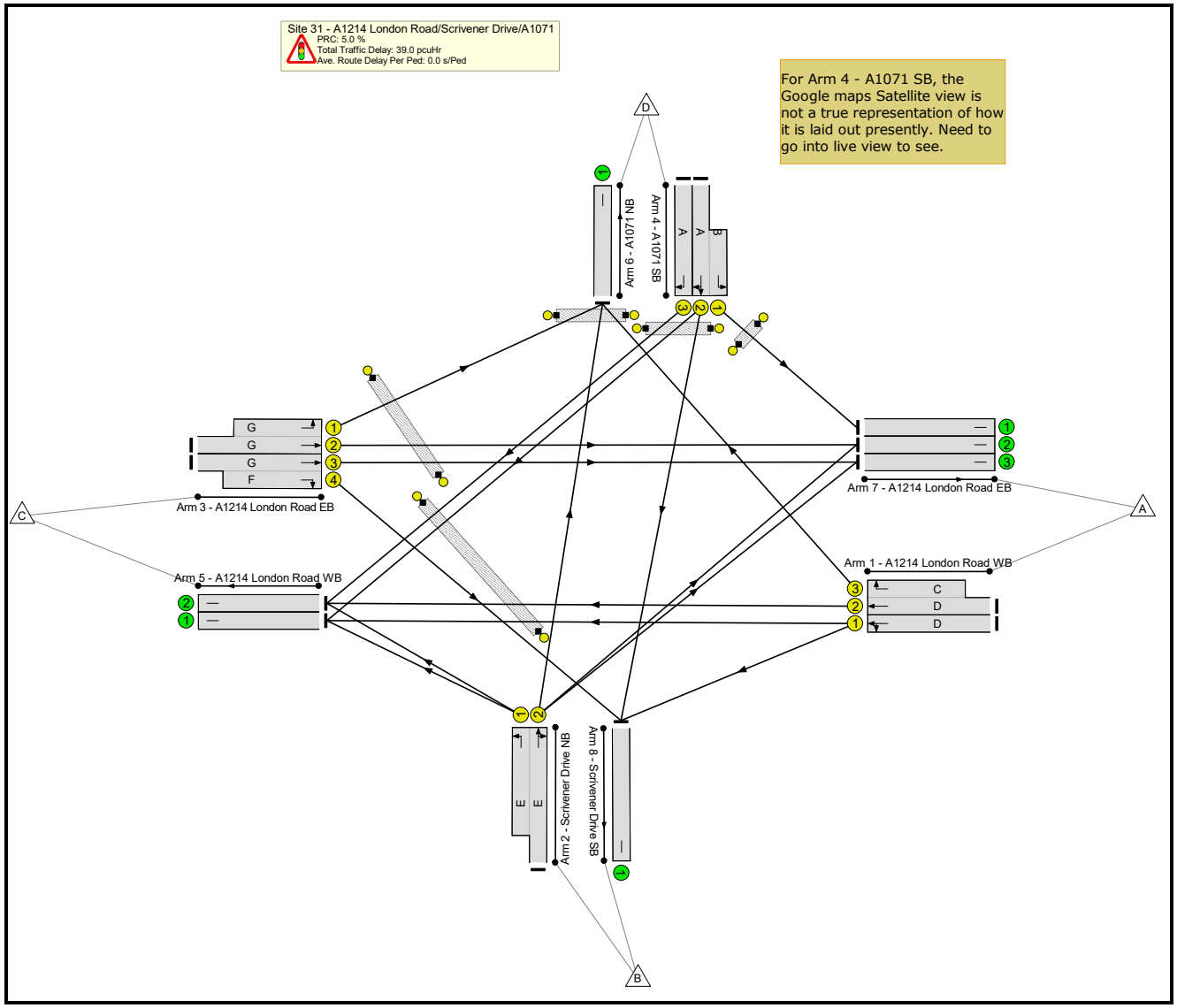
Stage	1	2	3	4	5
Duration	15	9	12	21	4
Change Point	0	21	40	63	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.7%**
Site 31 - A1214 London Road/Scrivener Drive/A1071	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.7%**
1/1	A1214 London Road WB Ahead Left	U	N/A	N/A	D		1	34	-	288	1800	573	50.3%
1/2+1/3	A1214 London Road WB Ahead Right	U	N/A	N/A	D C		1	34:12	-	481	1800:1800	573+213	53.8 : 81.3%
2/2+2/1	Scrivener Drive NB Left Ahead Right	U	N/A	N/A	E		1	21	-	322	1800:1800	360+18	85.3 : 85.3%
3/2+3/1	A1214 London Road EB Left Ahead	U	N/A	N/A	G		1	25	-	416	1800:1800	102+398	83.2 : 83.2%
3/3+3/4	A1214 London Road EB Ahead Right	U	N/A	N/A	G F		1	25:7	-	395	1800:1800	425+73	79.2 : 79.2%
4/2+4/1	A1071 SB Right Left Ahead	U	N/A	N/A	A B		1	16:39	-	320	1800:1800	259+114	85.7 : 85.7%
4/3	A1071 SB Right	U	N/A	N/A	A		1	16	-	224	1800	278	80.5%
5/1	A1214 London Road WB	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
5/2	A1214 London Road WB	U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
6/1	A1071 NB	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
7/1	A1214 London Road EB	U	N/A	N/A	-		-	-	-	98	Inf	Inf	0.0%
7/2	A1214 London Road EB	U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
7/3	A1214 London Road EB	U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%
8/1	Scrivener Drive SB	U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	42	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	20	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	82	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	60	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	I		1	36	-	0	-	0	0.0%

Full Input Data And Results

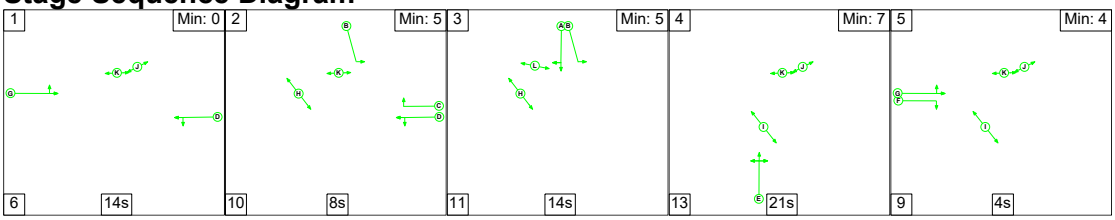
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**26.3**	**12.8**	**0.0**	**39.0**	**-**	**-**	**-**	**-**
Site 31 - A1214 London Road/Scrivener Drive/A1071	**-**	**-**	**0**	**0**	**0**	**26.3**	**12.8**	**0.0**	**39.0**	**-**	**-**	**-**	**-**
1/1	288	288	-	-	-	2.4	0.5	-	2.9	36.7	7.1	0.5	7.6
1/2+1/3	481	481	-	-	-	4.9	0.8	-	5.7	42.7	7.7	0.8	8.5
2/2+2/1	322	322	-	-	-	3.8	2.6	-	6.4	71.7	9.0	2.6	11.7
3/2+3/1	416	416	-	-	-	4.4	2.3	-	6.8	58.7	10.0	2.3	12.3
3/3+3/4	395	395	-	-	-	4.5	1.8	-	6.3	57.6	9.6	1.8	11.5
4/2+4/1	320	320	-	-	-	3.4	2.7	-	6.1	69.2	6.9	2.7	9.7
4/3	224	224	-	-	-	2.8	1.9	-	4.7	75.9	6.6	1.9	8.5
5/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	131	131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 31 - A1214 London Road/Scrivener Drive/A1071 PRC for Signalled Lanes (%): 5.0 Total Delay for Signalled Lanes (pcuHr): 39.03 Cycle Time (s): 110
PRC Over All Lanes (%): 5.0 Total Delay Over All Lanes(pcuHr): 39.03

Full Input Data And Results

Scenario 3: 'FB WD AM ' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

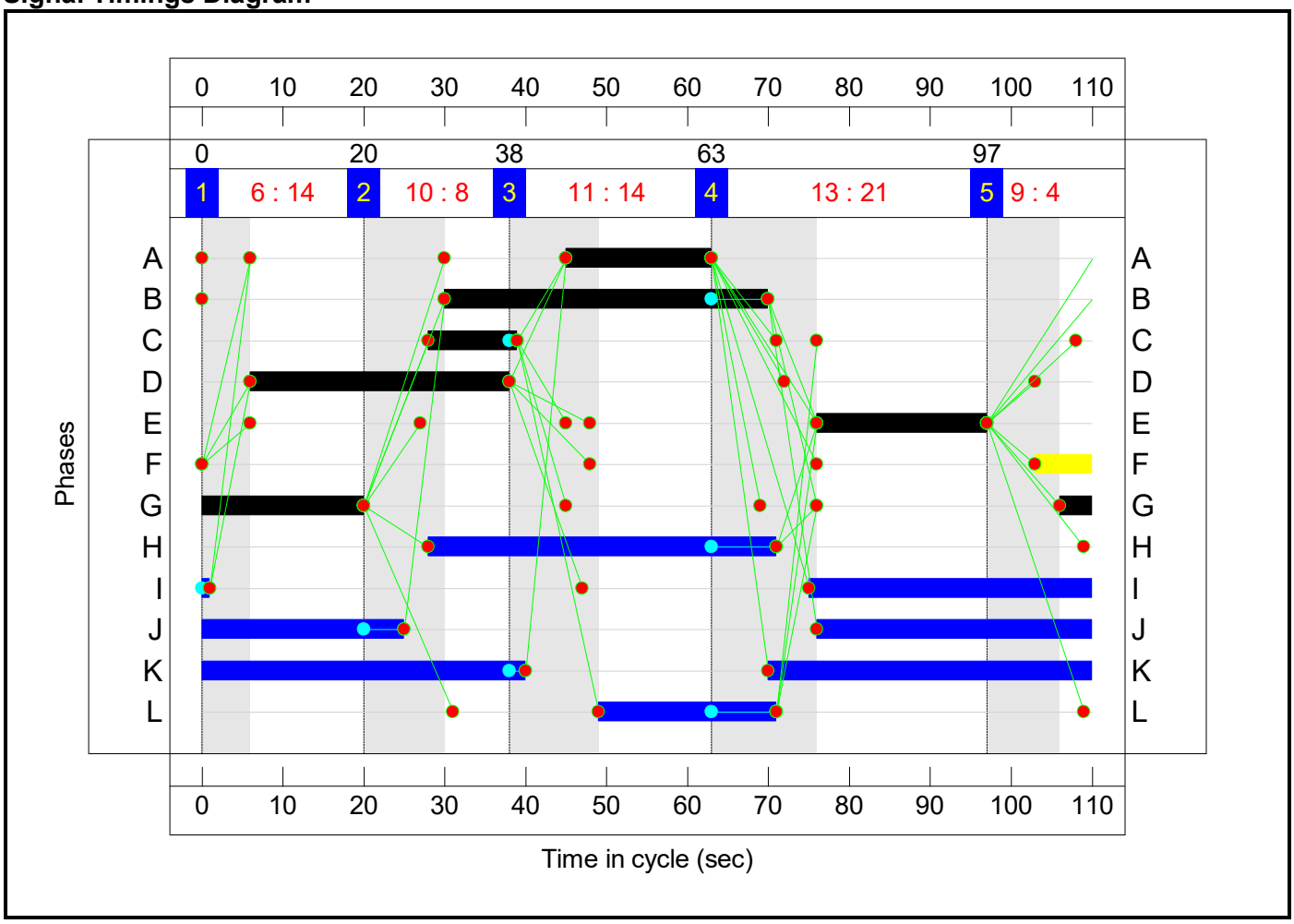
Stage Sequence Diagram



Stage Timings

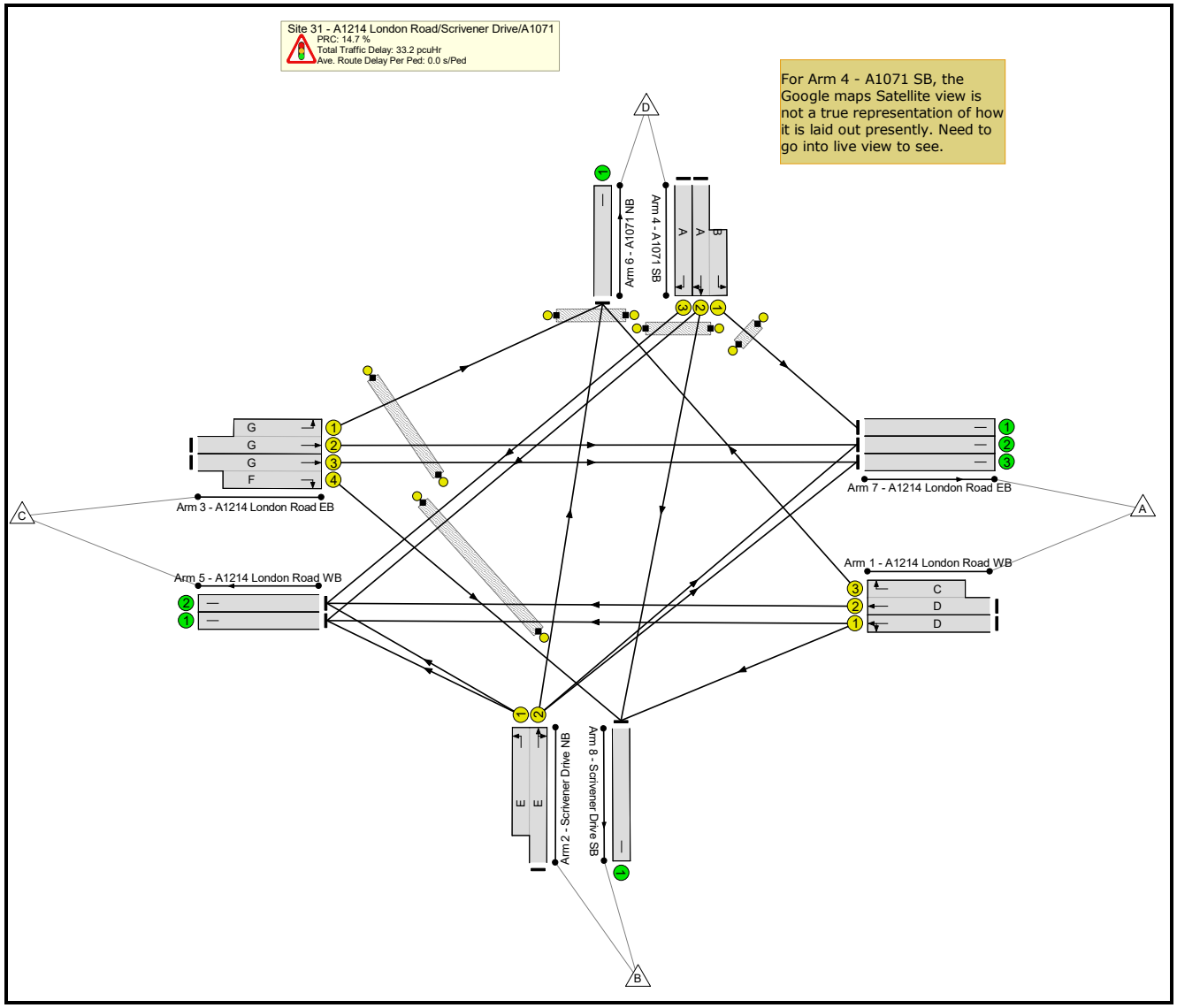
Stage	1	2	3	4	5
Duration	14	8	14	21	4
Change Point	0	20	38	63	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.5%**
Site 31 - A1214 London Road/Scrivener Drive/A1071	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.5%**
1/1	A1214 London Road WB Ahead Left	U	N/A	N/A	D		1	32	-	320	1800	540	59.3%
1/2+1/3	A1214 London Road WB Ahead Right	U	N/A	N/A	D C		1	32:11	-	495	1800:1800	540+196	63.3 : 77.9%
2/2+2/1	Scrivener Drive NB Left Ahead Right	U	N/A	N/A	E		1	21	-	294	1800:1800	360+28	75.8 : 75.8%
3/2+3/1	A1214 London Road EB Left Ahead	U	N/A	N/A	G		1	24	-	402	1800:1800	144+372	77.9 : 77.9%
3/3+3/4	A1214 London Road EB Ahead Right	U	N/A	N/A	G F		1	24:7	-	265	1800:1800	409+19	61.8 : 61.8%
4/2+4/1	A1071 SB Right Left Ahead	U	N/A	N/A	A B		1	18:40	-	319	1800:1800	282+125	78.5 : 78.5%
4/3	A1071 SB Right	U	N/A	N/A	A		1	18	-	223	1800	311	71.7%
5/1	A1214 London Road WB	U	N/A	N/A	-		-	-	-	258	Inf	Inf	0.0%
5/2	A1214 London Road WB	U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
6/1	A1071 NB	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
7/1	A1214 London Road EB	U	N/A	N/A	-		-	-	-	98	Inf	Inf	0.0%
7/2	A1214 London Road EB	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
7/3	A1214 London Road EB	U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
8/1	Scrivener Drive SB	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	43	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	22	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	80	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	59	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	I		1	36	-	0	-	0	0.0%

Full Input Data And Results

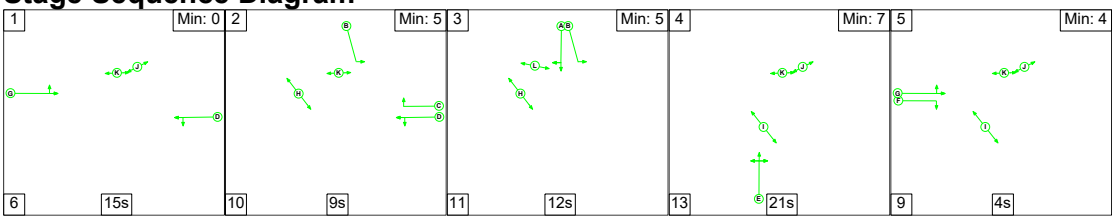
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**24.5**	**8.8**	**0.0**	**33.2**	**-**	**-**	**-**	**-**
Site 31 - A1214 London Road/Scrivener Drive/A1071	**-**	**-**	**0**	**0**	**0**	**24.5**	**8.8**	**0.0**	**33.2**	**-**	**-**	**-**	**-**
1/1	320	320	-	-	-	2.9	0.7	-	3.6	40.9	8.3	0.7	9.0
1/2+1/3	495	495	-	-	-	5.2	1.0	-	6.2	45.1	9.0	1.0	10.0
2/2+2/1	294	294	-	-	-	3.4	1.5	-	4.9	59.7	7.8	1.5	9.3
3/2+3/1	402	402	-	-	-	4.2	1.7	-	6.0	53.3	8.4	1.7	10.1
3/3+3/4	265	265	-	-	-	2.8	0.8	-	3.6	49.5	6.9	0.8	7.7
4/2+4/1	319	319	-	-	-	3.3	1.8	-	5.0	56.7	6.7	1.8	8.4
4/3	223	223	-	-	-	2.7	1.2	-	3.9	62.9	6.4	1.2	7.6
5/1	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 31 - A1214 London Road/Scrivener Drive/A1071 PRC for Signalled Lanes (%): 14.7 Total Delay for Signalled Lanes (pcuHr): 33.24 Cycle Time (s): 110
PRC Over All Lanes (%): 14.7 Total Delay Over All Lanes(pcuHr): 33.24

Full Input Data And Results

Scenario 4: 'FB WD PM ' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

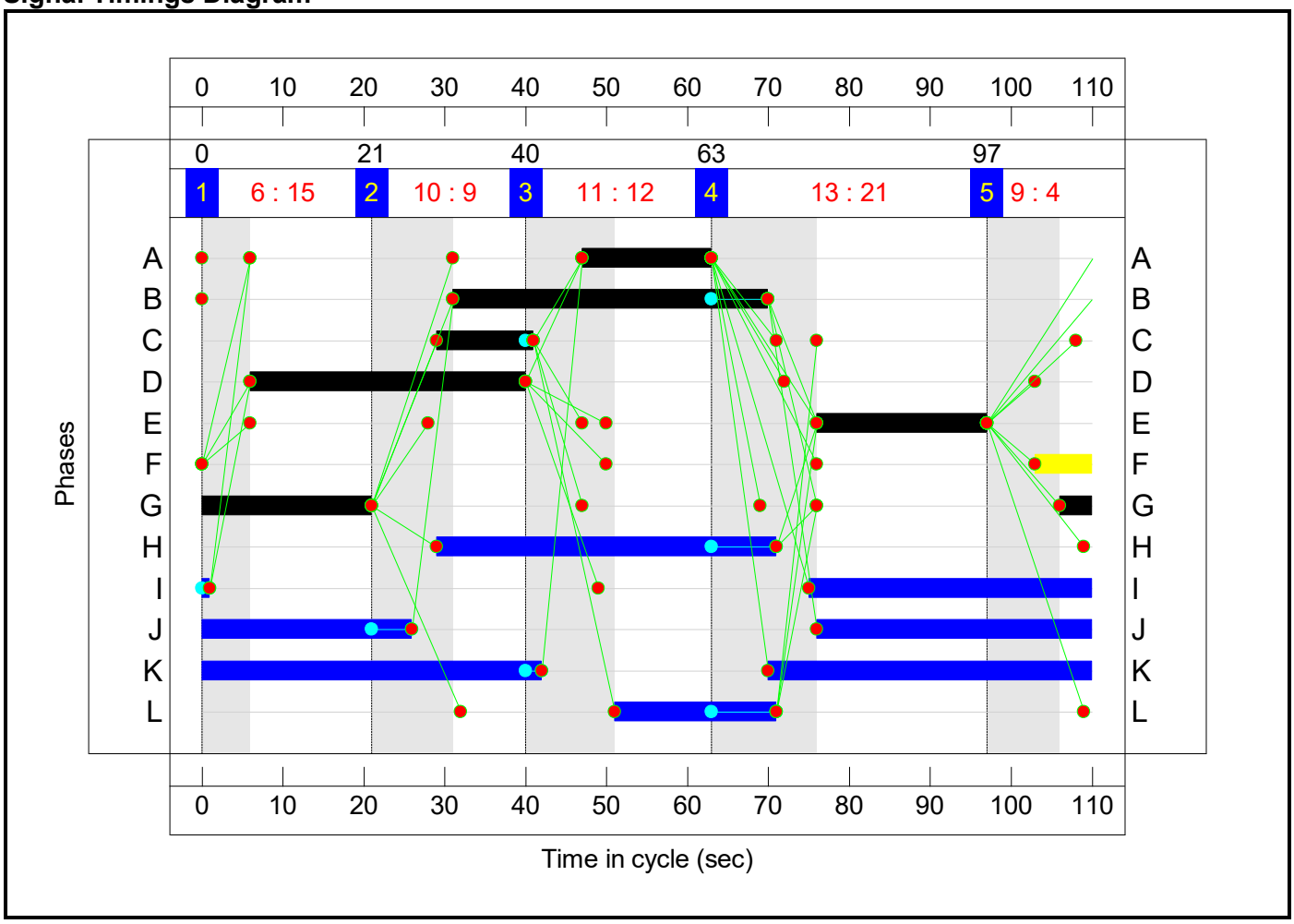
Stage Sequence Diagram



Stage Timings

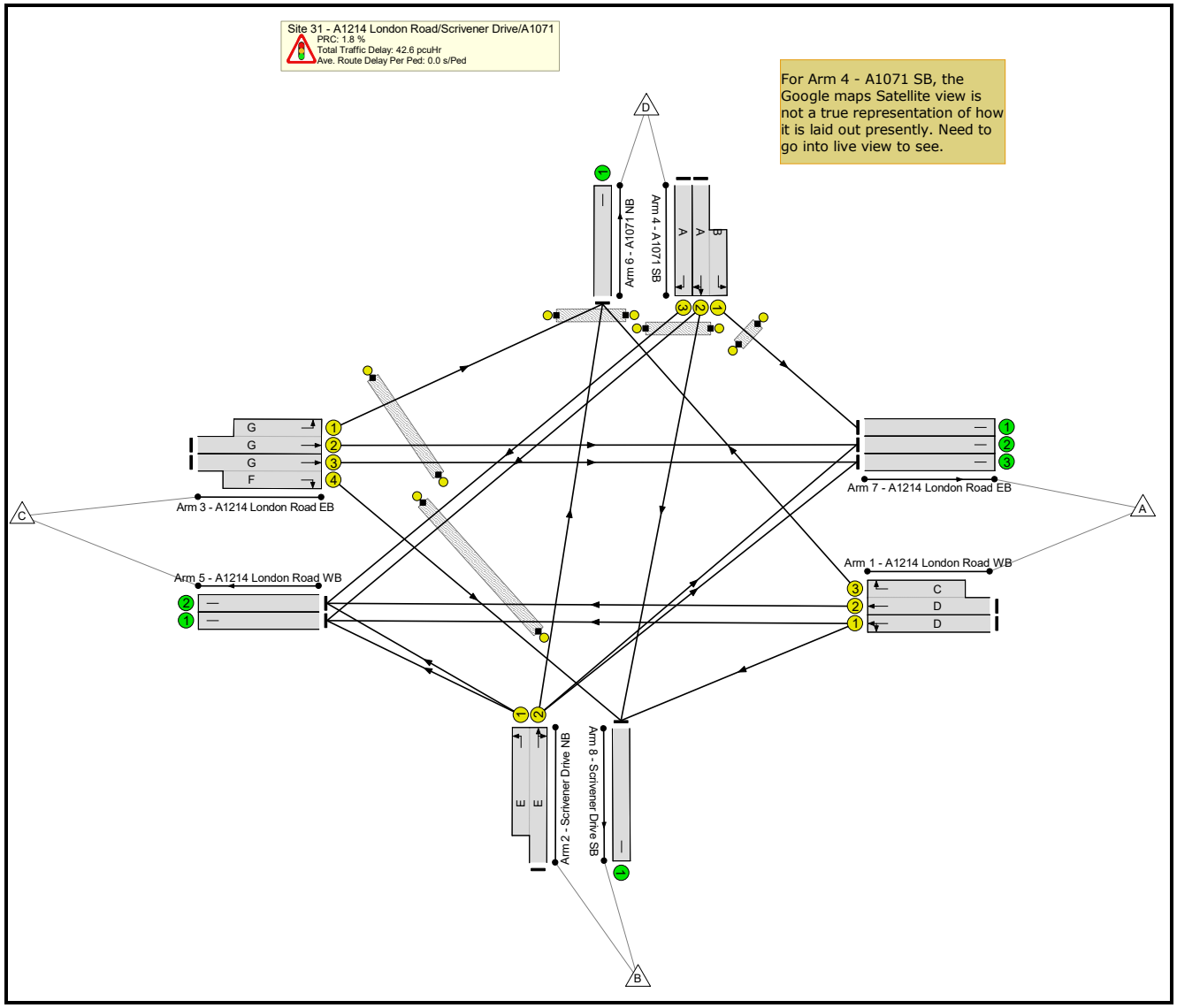
Stage	1	2	3	4	5
Duration	15	9	12	21	4
Change Point	0	21	40	63	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.4%**
Site 31 - A1214 London Road/Scrivener Drive/A1071	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.4%**
1/1	A1214 London Road WB Ahead Left	U	N/A	N/A	D		1	34	-	299	1800	573	52.2%
1/2+1/3	A1214 London Road WB Ahead Right	U	N/A	N/A	D C		1	34:12	-	496	1800:1800	573+213	55.3 : 84.1%
2/2+2/1	Scrivener Drive NB Left Ahead Right	U	N/A	N/A	E		1	21	-	333	1800:1800	360+18	88.1 : 88.1%
3/2+3/1	A1214 London Road EB Left Ahead	U	N/A	N/A	G		1	25	-	426	1800:1800	98+399	85.7 : 85.7%
3/3+3/4	A1214 London Road EB Ahead Right	U	N/A	N/A	G F		1	25:7	-	412	1800:1800	425+73	82.7 : 82.7%
4/2+4/1	A1071 SB Right Left Ahead	U	N/A	N/A	A B		1	16:39	-	330	1800:1800	259+114	88.4 : 88.4%
4/3	A1071 SB Right	U	N/A	N/A	A		1	16	-	232	1800	278	83.4%
5/1	A1214 London Road WB	U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
5/2	A1214 London Road WB	U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
6/1	A1071 NB	U	N/A	N/A	-		-	-	-	743	Inf	Inf	0.0%
7/1	A1214 London Road EB	U	N/A	N/A	-		-	-	-	101	Inf	Inf	0.0%
7/2	A1214 London Road EB	U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
7/3	A1214 London Road EB	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
8/1	Scrivener Drive SB	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	42	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	20	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	82	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	60	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	I		1	36	-	0	-	0	0.0%

Full Input Data And Results

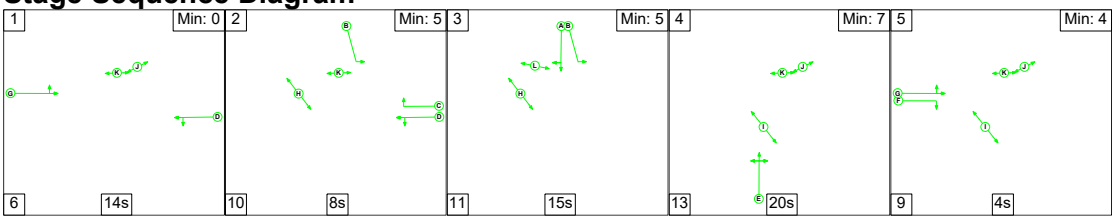
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**27.3**	**15.3**	**0.0**	**42.6**	**-**	**-**	**-**	**-**
Site 31 - A1214 London Road/Scrivener Drive/A1071	**-**	**-**	**0**	**0**	**0**	**27.3**	**15.3**	**0.0**	**42.6**	**-**	**-**	**-**	**-**
1/1	299	299	-	-	-	2.5	0.5	-	3.1	37.2	7.4	0.5	7.9
1/2+1/3	496	496	-	-	-	5.1	0.9	-	5.9	43.2	8.0	0.9	8.9
2/2+2/1	333	333	-	-	-	3.9	3.2	-	7.1	77.3	9.3	3.2	12.6
3/2+3/1	426	426	-	-	-	4.6	2.8	-	7.4	62.2	10.4	2.8	13.2
3/3+3/4	412	412	-	-	-	4.7	2.3	-	7.0	61.1	10.2	2.3	12.4
4/2+4/1	330	330	-	-	-	3.6	3.3	-	6.9	74.9	7.3	3.3	10.6
4/3	232	232	-	-	-	2.9	2.3	-	5.2	80.6	6.8	2.3	9.1
5/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	743	743	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 31 - A1214 London Road/Scrivener Drive/A1071 PRC for Signalled Lanes (%): 1.8 Total Delay for Signalled Lanes (pcuHr): 42.60 Cycle Time (s): 110
PRC Over All Lanes (%): 1.8 Total Delay Over All Lanes(pcuHr): 42.60

Full Input Data And Results

Scenario 5: 'FB+CD WD AM ' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

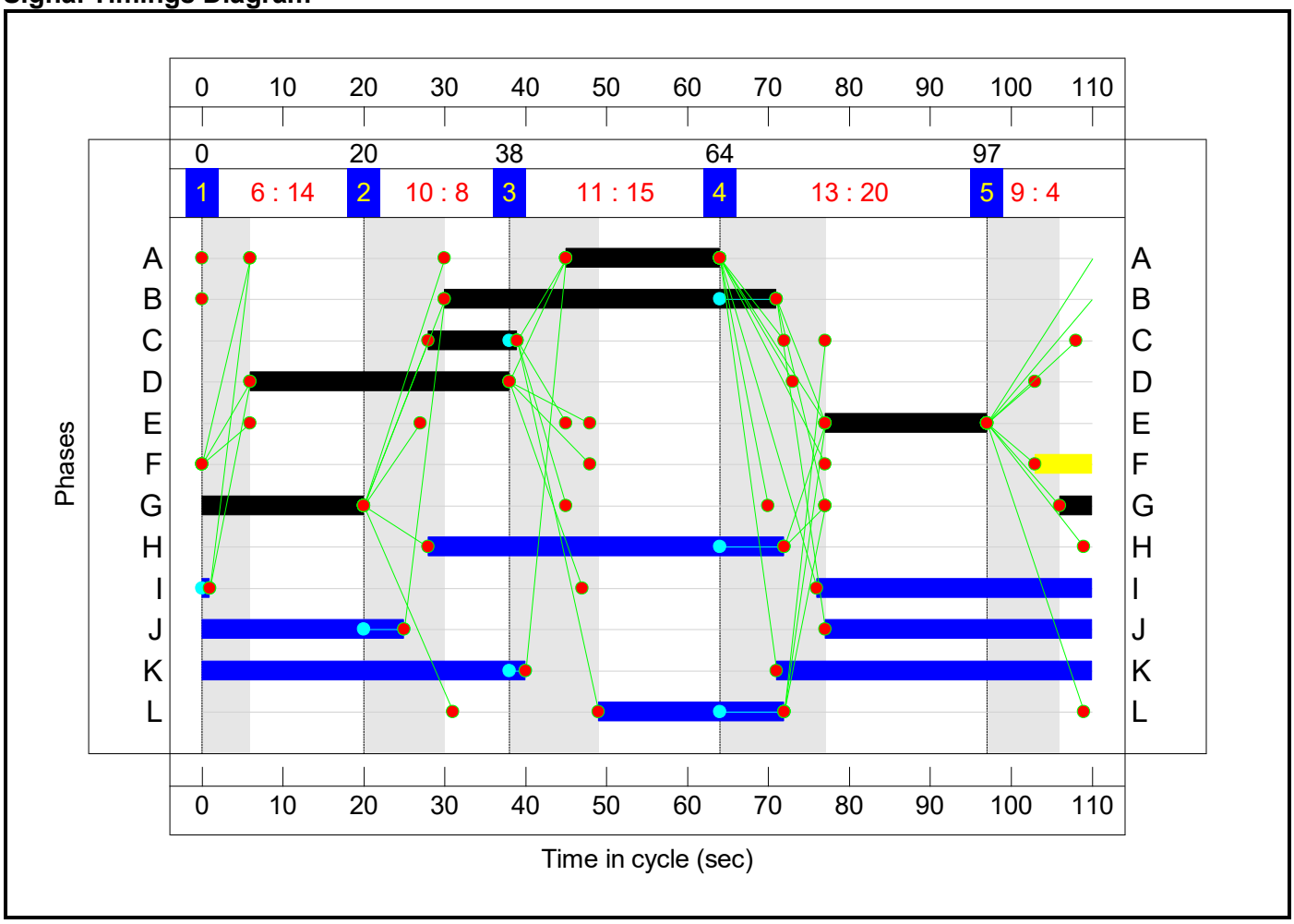
Stage Sequence Diagram



Stage Timings

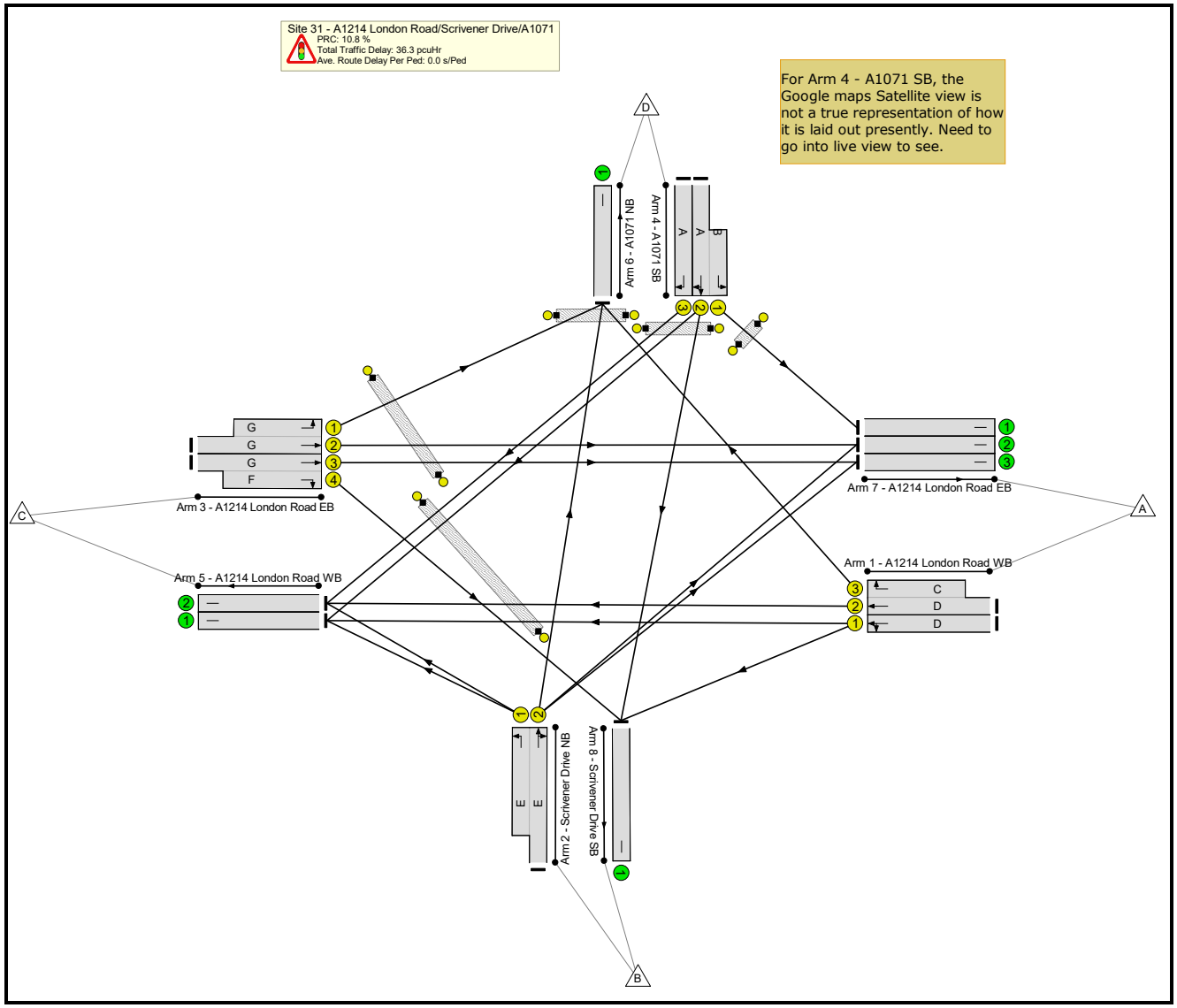
Stage	1	2	3	4	5
Duration	14	8	15	20	4
Change Point	0	20	38	64	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.2%**
Site 31 - A1214 London Road/Scrivener Drive/A1071	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.2%**
1/1	A1214 London Road WB Ahead Left	U	N/A	N/A	D		1	32	-	339	1800	540	62.8%
1/2+1/3	A1214 London Road WB Ahead Right	U	N/A	N/A	D C		1	32:11	-	508	1800:1800	540+196	65.6 : 78.4%
2/2+2/1	Scrivener Drive NB Left Ahead Right	U	N/A	N/A	E		1	20	-	298	1800:1800	344+26	80.6 : 80.6%
3/2+3/1	A1214 London Road EB Left Ahead	U	N/A	N/A	G		1	24	-	427	1800:1800	156+369	81.2 : 81.2%
3/3+3/4	A1214 London Road EB Ahead Right	U	N/A	N/A	G F		1	24:7	-	282	1800:1800	409+18	66.0 : 66.0%
4/2+4/1	A1071 SB Right Left Ahead	U	N/A	N/A	A B		1	19:41	-	339	1800:1800	294+125	80.9 : 80.9%
4/3	A1071 SB Right	U	N/A	N/A	A		1	19	-	244	1800	327	74.6%
5/1	A1214 London Road WB	U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
5/2	A1214 London Road WB	U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
6/1	A1071 NB	U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%
7/1	A1214 London Road EB	U	N/A	N/A	-		-	-	-	101	Inf	Inf	0.0%
7/2	A1214 London Road EB	U	N/A	N/A	-		-	-	-	159	Inf	Inf	0.0%
7/3	A1214 London Road EB	U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%
8/1	Scrivener Drive SB	U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	44	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	23	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	79	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	58	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	I		1	35	-	0	-	0	0.0%

Full Input Data And Results

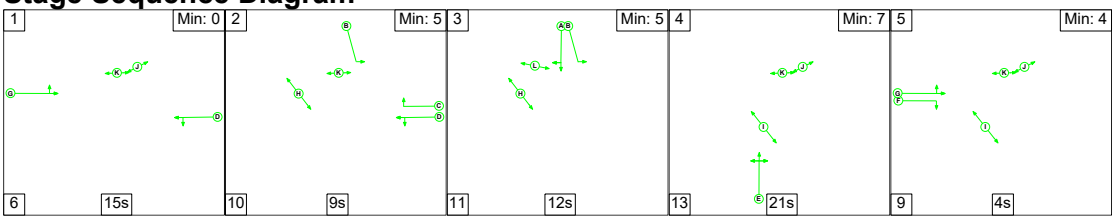
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**25.9**	**10.4**	**0.0**	**36.3**	**-**	**-**	**-**	**-**
Site 31 - A1214 London Road/Scrivener Drive/A1071	**-**	**-**	**0**	**0**	**0**	**25.9**	**10.4**	**0.0**	**36.3**	**-**	**-**	**-**	**-**
1/1	339	339	-	-	-	3.1	0.8	-	4.0	42.1	8.9	0.8	9.7
1/2+1/3	508	508	-	-	-	5.3	1.1	-	6.4	45.7	9.3	1.1	10.4
2/2+2/1	298	298	-	-	-	3.5	2.0	-	5.5	65.9	8.1	2.0	10.0
3/2+3/1	427	427	-	-	-	4.5	2.1	-	6.6	55.8	8.9	2.1	11.0
3/3+3/4	282	282	-	-	-	3.1	1.0	-	4.0	51.3	7.4	1.0	8.4
4/2+4/1	339	339	-	-	-	3.5	2.0	-	5.5	58.1	7.3	2.0	9.3
4/3	244	244	-	-	-	2.9	1.4	-	4.3	63.5	7.0	1.4	8.5
5/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	159	159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 31 - A1214 London Road/Scrivener Drive/A1071 PRC for Signalled Lanes (%): 10.8 Total Delay for Signalled Lanes (pcuHr): 36.28 Cycle Time (s): 110
PRC Over All Lanes (%): 10.8 Total Delay Over All Lanes(pcuHr): 36.28

Full Input Data And Results

Scenario 6: 'FB+CD WD PM ' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

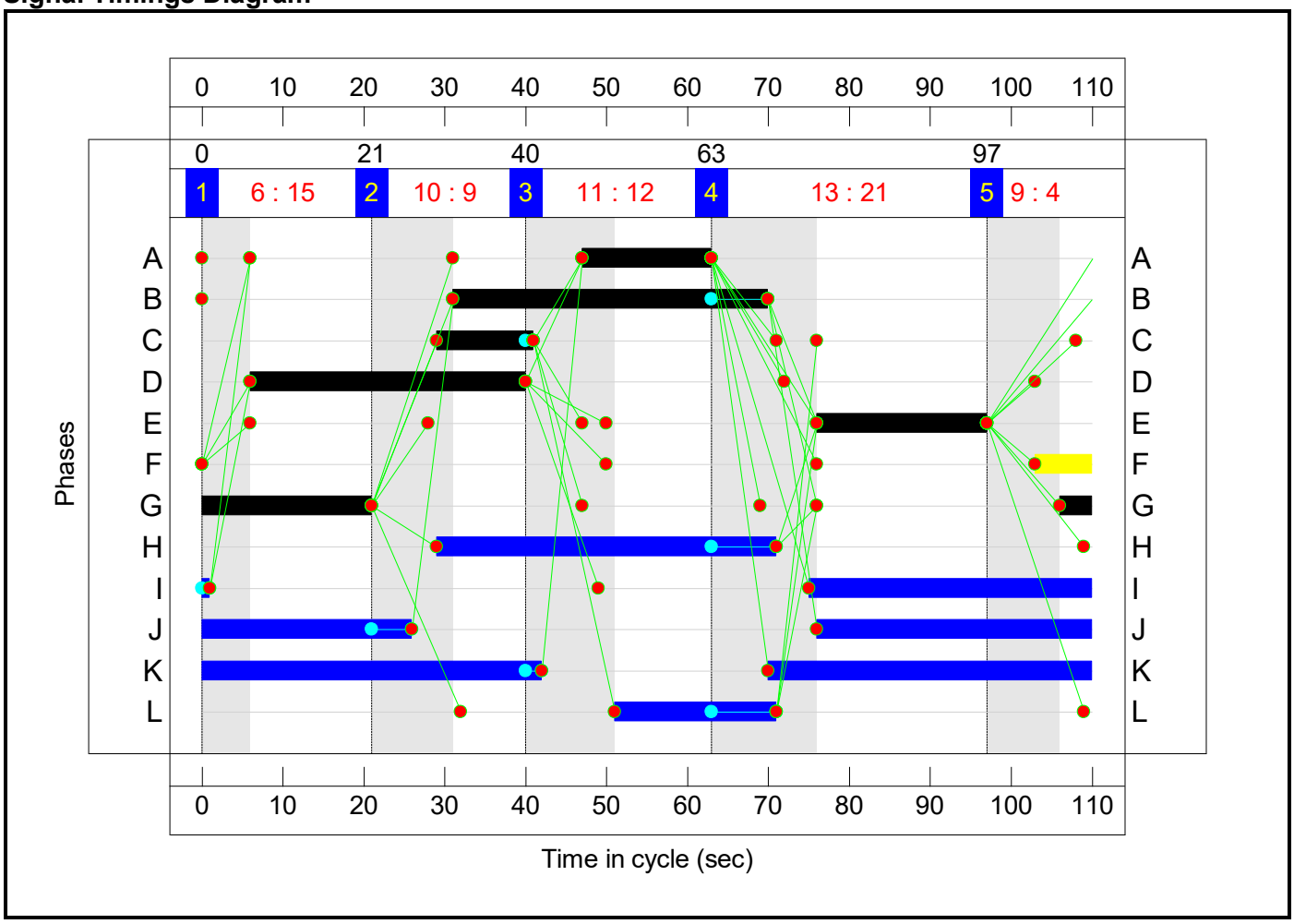
Stage Sequence Diagram



Stage Timings

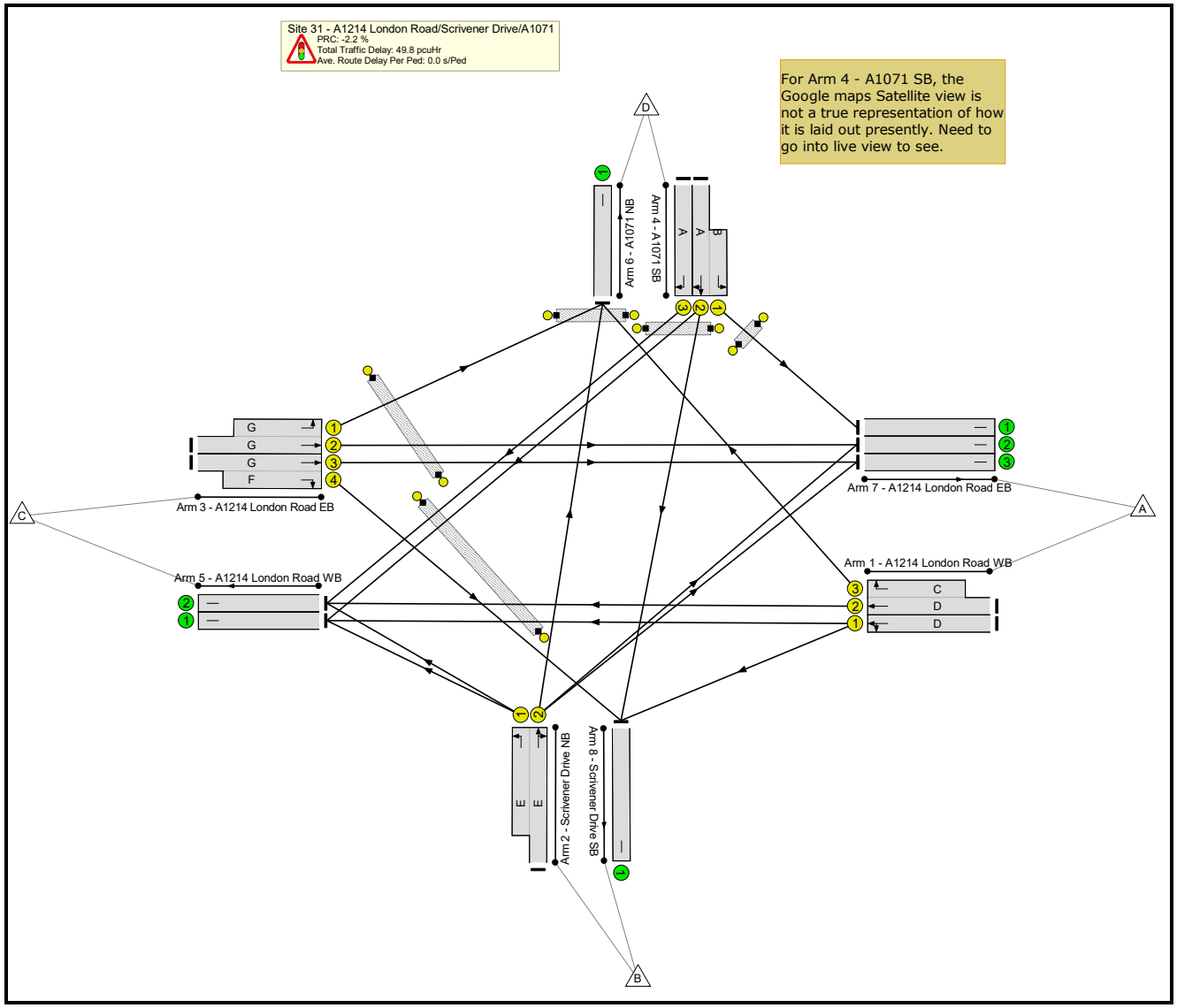
Stage	1	2	3	4	5
Duration	15	9	12	21	4
Change Point	0	21	40	63	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.0%**
Site 31 - A1214 London Road/Scrivener Drive/A1071	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.0%**
1/1	A1214 London Road WB Ahead Left	U	N/A	N/A	D		1	34	-	309	1800	573	54.0%
1/2+1/3	A1214 London Road WB Ahead Right	U	N/A	N/A	D C		1	34:12	-	508	1800:1800	573+213	56.9 : 85.6%
2/2+2/1	Scrivener Drive NB Left Ahead Right	U	N/A	N/A	E		1	21	-	334	1800:1800	360+18	88.3 : 88.3%
3/2+3/1	A1214 London Road EB Left Ahead	U	N/A	N/A	G		1	25	-	464	1800:1800	109+396	92.0 : 92.0%
3/3+3/4	A1214 London Road EB Ahead Right	U	N/A	N/A	G F		1	25:7	-	444	1800:1800	425+66	90.3 : 90.3%
4/2+4/1	A1071 SB Right Left Ahead	U	N/A	N/A	A B		1	16:39	-	341	1800:1800	259+112	91.7 : 91.7%
4/3	A1071 SB Right	U	N/A	N/A	A		1	16	-	246	1800	278	88.4%
5/1	A1214 London Road WB	U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
5/2	A1214 London Road WB	U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
6/1	A1071 NB	U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%
7/1	A1214 London Road EB	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
7/2	A1214 London Road EB	U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
7/3	A1214 London Road EB	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
8/1	Scrivener Drive SB	U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	42	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	20	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	82	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	60	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	I		1	36	-	0	-	0	0.0%

Full Input Data And Results

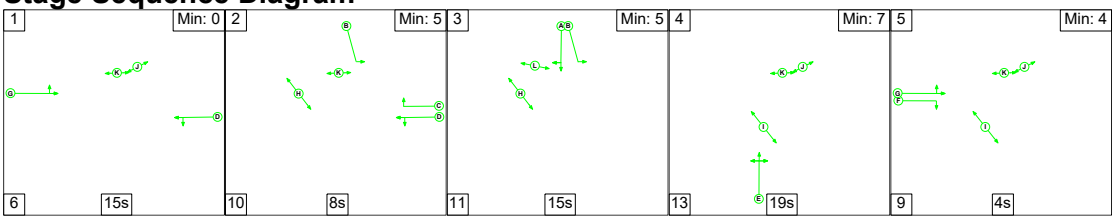
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**28.9**	**20.9**	**0.0**	**49.8**	**-**	**-**	**-**	**-**
Site 31 - A1214 London Road/Scrivener Drive/A1071	**-**	**-**	**0**	**0**	**0**	**28.9**	**20.9**	**0.0**	**49.8**	**-**	**-**	**-**	**-**
1/1	309	309	-	-	-	2.6	0.6	-	3.2	37.7	7.7	0.6	8.3
1/2+1/3	508	508	-	-	-	5.2	0.9	-	6.1	43.5	8.2	0.9	9.2
2/2+2/1	334	334	-	-	-	3.9	3.3	-	7.2	77.9	9.4	3.3	12.7
3/2+3/1	464	464	-	-	-	5.1	4.7	-	9.7	75.6	11.6	4.7	16.2
3/3+3/4	444	444	-	-	-	5.2	4.0	-	9.1	74.1	11.3	4.0	15.3
4/2+4/1	341	341	-	-	-	3.7	4.3	-	8.1	85.0	7.7	4.3	12.0
4/3	246	246	-	-	-	3.1	3.2	-	6.3	92.2	7.3	3.2	10.5
5/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	148	148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 31 - A1214 London Road/Scrivener Drive/A1071 PRC for Signalled Lanes (%): -2.2 Total Delay for Signalled Lanes (pcuHr): 49.84 Cycle Time (s): 110
PRC Over All Lanes (%): -2.2 Total Delay Over All Lanes(pcuHr): 49.84

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

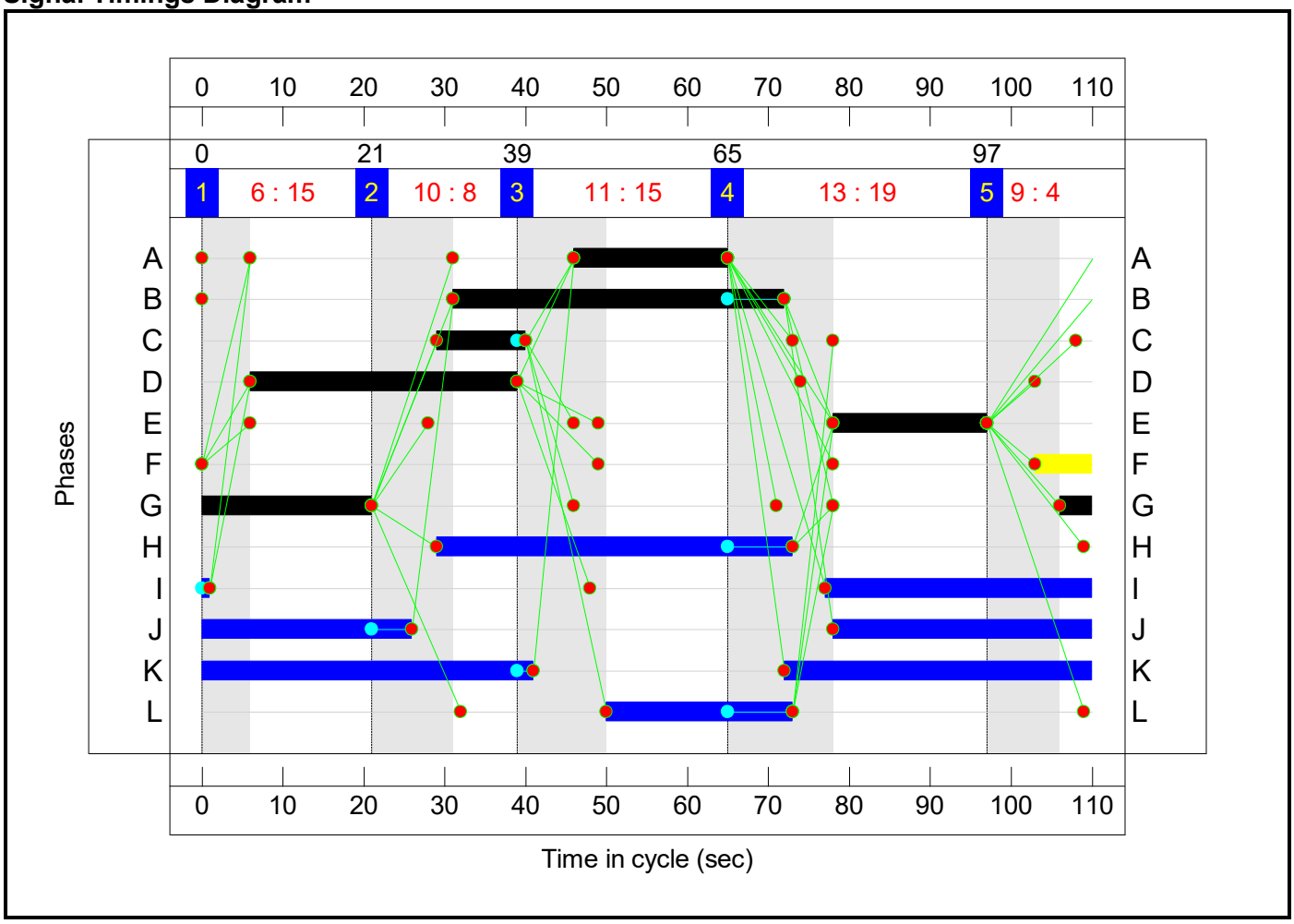
Stage Sequence Diagram



Stage Timings

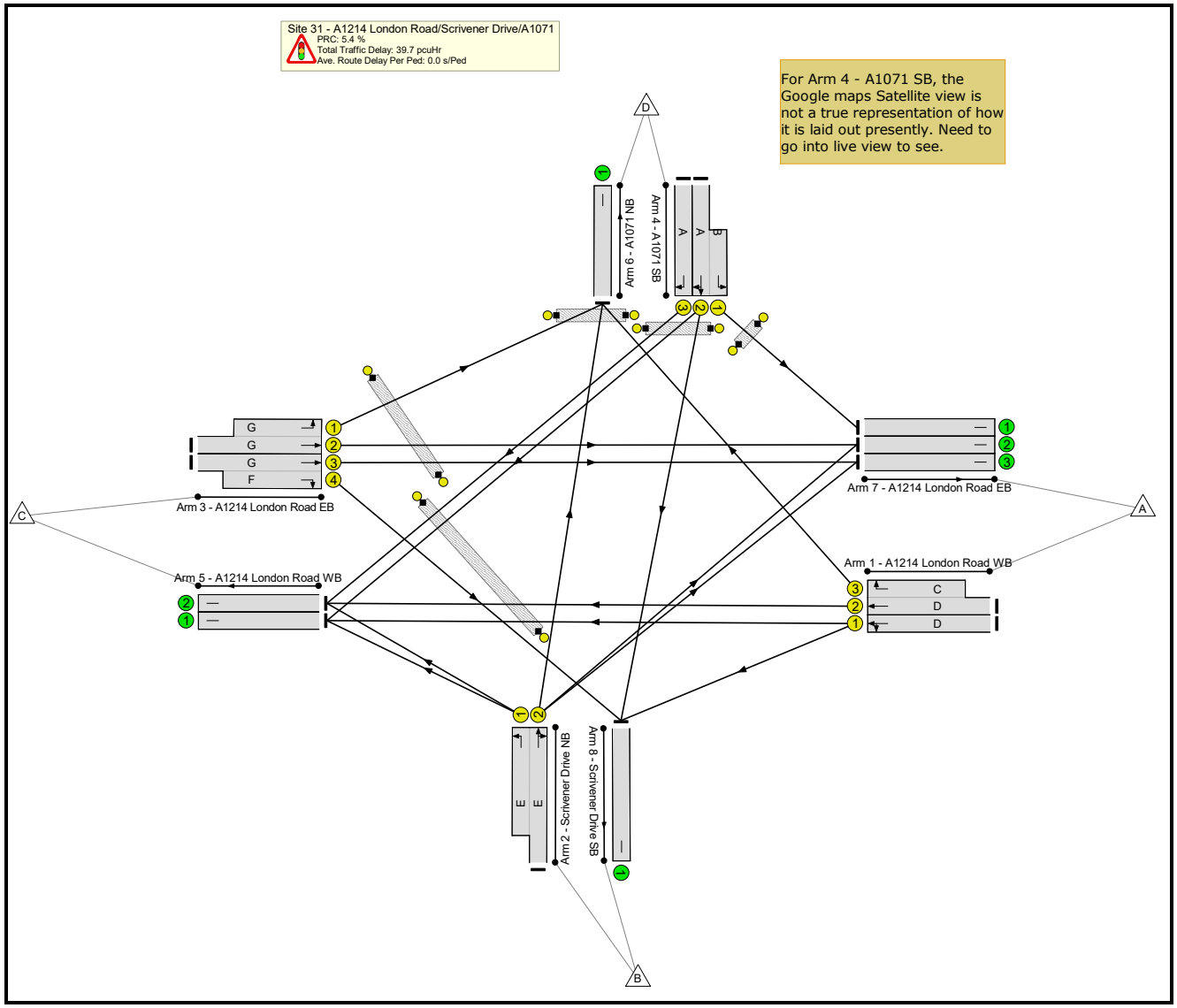
Stage	1	2	3	4	5
Duration	15	8	15	19	4
Change Point	0	21	39	65	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.4%**
Site 31 - A1214 London Road/Scrivener Drive/A1071	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.4%**
1/1	A1214 London Road WB Ahead Left	U	N/A	N/A	D		1	33	-	339	1800	556	60.9%
1/2+1/3	A1214 London Road WB Ahead Right	U	N/A	N/A	D C		1	33:11	-	508	1800:1800	556+196	63.6 : 78.4%
2/2+2/1	Scrivener Drive NB Left Ahead Right	U	N/A	N/A	E		1	19	-	298	1800:1800	327+25	84.6 : 84.6%
3/2+3/1	A1214 London Road EB Left Ahead	U	N/A	N/A	G		1	25	-	413	1800:1800	92+401	83.8 : 83.8%
3/3+3/4	A1214 London Road EB Ahead Right	U	N/A	N/A	G F		1	25:7	-	332	1800:1800	425+16	75.2 : 75.2%
4/2+4/1	A1071 SB Right Left Ahead	U	N/A	N/A	A B		1	19:41	-	354	1800:1800	296+118	85.4 : 85.4%
4/3	A1071 SB Right	U	N/A	N/A	A		1	19	-	265	1800	327	81.0%
5/1	A1214 London Road WB	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
5/2	A1214 London Road WB	U	N/A	N/A	-		-	-	-	630	Inf	Inf	0.0%
6/1	A1071 NB	U	N/A	N/A	-		-	-	-	704	Inf	Inf	0.0%
7/1	A1214 London Road EB	U	N/A	N/A	-		-	-	-	101	Inf	Inf	0.0%
7/2	A1214 London Road EB	U	N/A	N/A	-		-	-	-	109	Inf	Inf	0.0%
7/3	A1214 London Road EB	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
8/1	Scrivener Drive SB	U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	44	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	23	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	79	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	58	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	I		1	34	-	0	-	0	0.0%

Full Input Data And Results

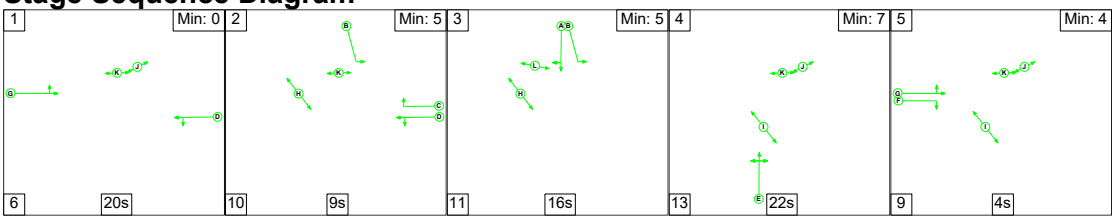
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**26.8**	**12.9**	**0.0**	**39.7**	**-**	**-**	**-**	**-**
Site 31 - A1214 London Road/Scrivener Drive/A1071	**-**	**-**	**0**	**0**	**0**	**26.8**	**12.9**	**0.0**	**39.7**	**-**	**-**	**-**	**-**
1/1	339	339	-	-	-	3.0	0.8	-	3.8	40.6	8.8	0.8	9.5
1/2+1/3	508	508	-	-	-	5.3	1.0	-	6.3	44.5	9.2	1.0	10.3
2/2+2/1	298	298	-	-	-	3.6	2.5	-	6.1	73.5	8.2	2.5	10.7
3/2+3/1	413	413	-	-	-	4.4	2.4	-	6.9	59.8	10.1	2.4	12.5
3/3+3/4	332	332	-	-	-	3.6	1.5	-	5.1	55.3	9.1	1.5	10.5
4/2+4/1	354	354	-	-	-	3.7	2.7	-	6.4	65.0	8.1	2.7	10.7
4/3	265	265	-	-	-	3.2	2.0	-	5.2	70.3	7.7	2.0	9.7
5/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	704	704	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 31 - A1214 London Road/Scrivener Drive/A1071 PRC for Signalled Lanes (%): 5.4 Total Delay for Signalled Lanes (pcuHr): 39.73 Cycle Time (s): 110
PRC Over All Lanes (%): 5.4 Total Delay Over All Lanes(pcuHr): 39.73

Full Input Data And Results

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

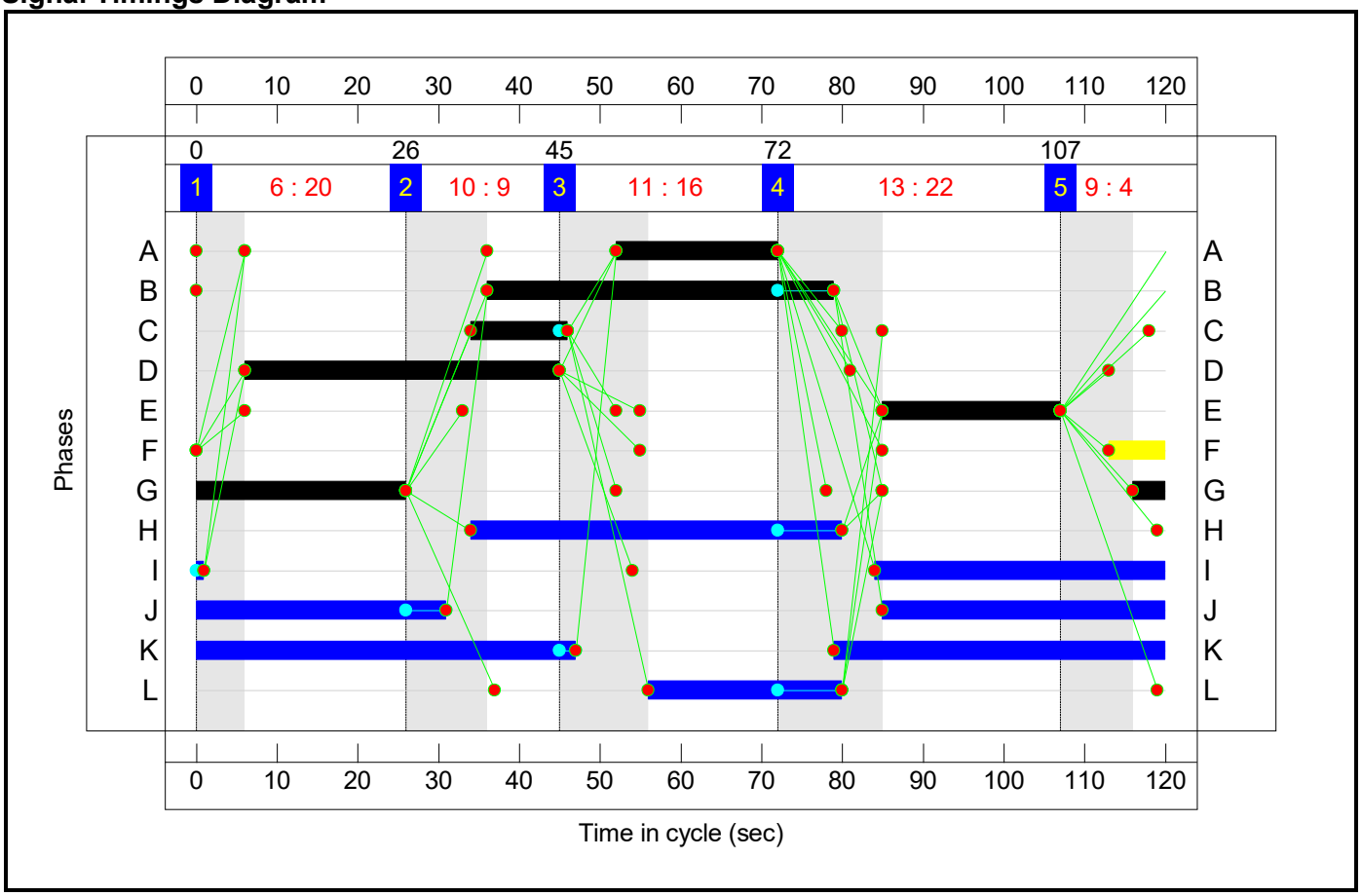
Stage Sequence Diagram



Stage Timings

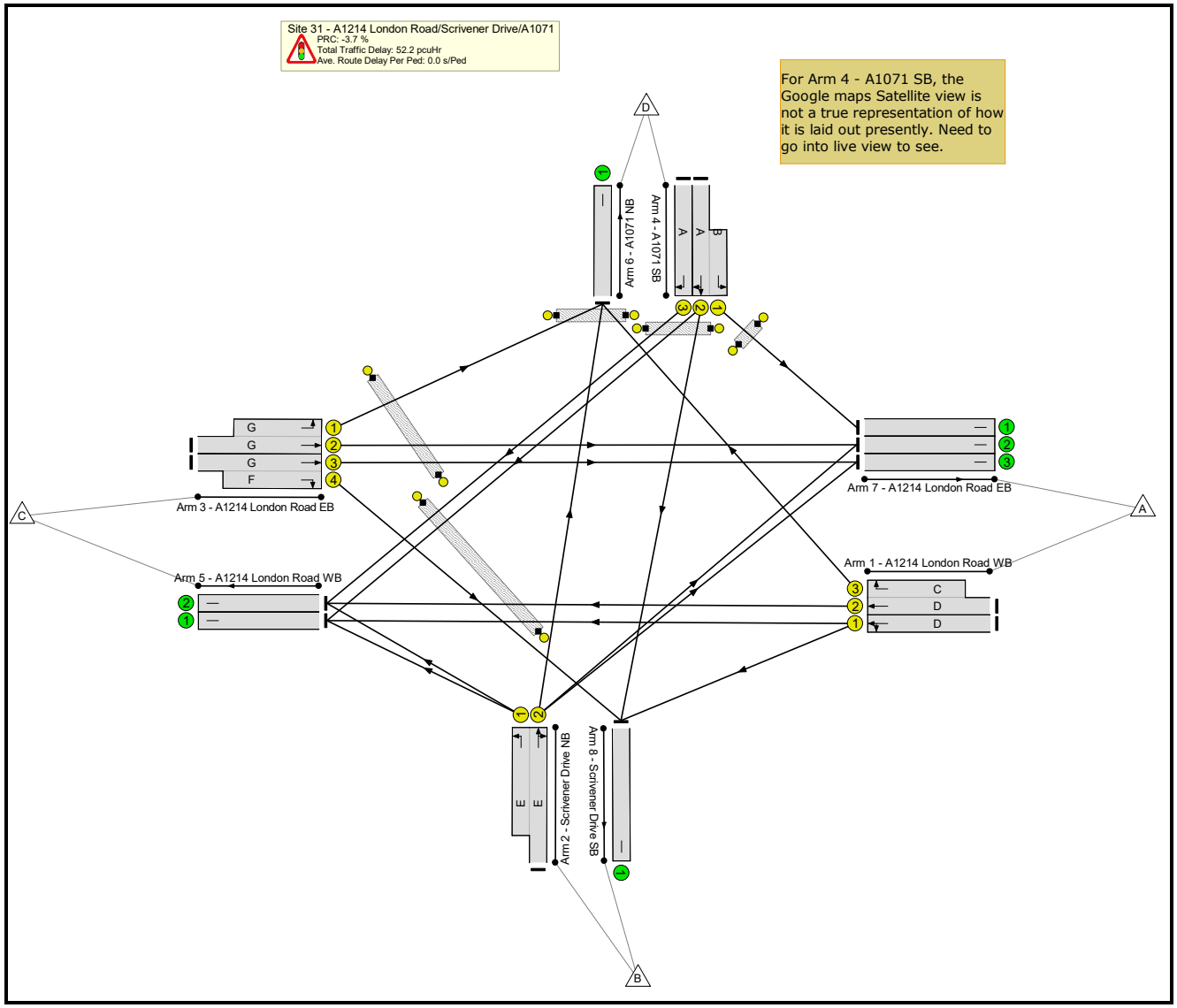
Stage	1	2	3	4	5
Duration	20	9	16	22	4
Change Point	0	26	45	72	107

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.3%**
Site 31 - A1214 London Road/Scrivener Drive/A1071	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.3%**
1/1	A1214 London Road WB Ahead Left	U	N/A	N/A	D		1	39	-	314	1800	600	52.3%
1/2+1/3	A1214 London Road WB Ahead Right	U	N/A	N/A	D C		1	39:12	-	503	1800:1800	600+195	53.5 : 93.3%
2/2+2/1	Scrivener Drive NB Left Ahead Right	U	N/A	N/A	E		1	22	-	334	1800:1800	345+17	92.2 : 92.2%
3/2+3/1	A1214 London Road EB Left Ahead	U	N/A	N/A	G		1	30	-	467	1800:1800	72+440	91.2 : 91.2%
3/3+3/4	A1214 London Road EB Ahead Right	U	N/A	N/A	G F		1	30:7	-	478	1800:1800	465+67	89.9 : 89.9%
4/2+4/1	A1071 SB Right Left Ahead	U	N/A	N/A	A B		1	20:43	-	354	1800:1800	281+115	89.2 : 89.2%
4/3	A1071 SB Right	U	N/A	N/A	A		1	20	-	269	1800	315	85.4%
5/1	A1214 London Road WB	U	N/A	N/A	-		-	-	-	306	Inf	Inf	0.0%
5/2	A1214 London Road WB	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
6/1	A1071 NB	U	N/A	N/A	-		-	-	-	806	Inf	Inf	0.0%
7/1	A1214 London Road EB	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
7/2	A1214 London Road EB	U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
7/3	A1214 London Road EB	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
8/1	Scrivener Drive SB	U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	46	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	K		1	88	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	66	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	I		1	37	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**31.9**	**20.3**	**0.0**	**52.2**	**-**	**-**	**-**	**-**
Site 31 - A1214 London Road/Scrivener Drive/A1071	**-**	**-**	**0**	**0**	**0**	**31.9**	**20.3**	**0.0**	**52.2**	**-**	**-**	**-**	**-**
1/1	314	314	-	-	-	2.8	0.5	-	3.4	38.6	8.4	0.5	8.9
1/2+1/3	503	503	-	-	-	5.6	0.9	-	6.4	46.0	8.6	0.9	9.5
2/2+2/1	334	334	-	-	-	4.4	4.5	-	8.9	95.5	10.3	4.5	14.8
3/2+3/1	467	467	-	-	-	5.5	4.3	-	9.8	75.6	13.7	4.3	18.0
3/3+3/4	478	478	-	-	-	5.9	3.9	-	9.8	73.7	13.4	3.9	17.2
4/2+4/1	354	354	-	-	-	4.2	3.5	-	7.7	78.3	9.1	3.5	12.6
4/3	269	269	-	-	-	3.6	2.6	-	6.2	83.1	8.7	2.6	11.3
5/1	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 31 - A1214 London Road/Scrivener Drive/A1071 PRC for Signalled Lanes (%): -3.7 Total Delay for Signalled Lanes (pcuHr): 52.16 Cycle Time (s): 120
PRC Over All Lanes (%): -3.7 Total Delay Over All Lanes(pcuHr): 52.16

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 32 (four_arm)_V3_WITH_CONGESTION.j9
Path: C:\Users\wja78043\OneDrive - ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 03/04/2025 15:49:01

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Arm 1	D1	2.9	20.17	0.76	C	64.95	F	D2	2.2	14.13	0.69	B	18.09	C
Arm 2		3.9	17.99	0.80	C				5.3	22.80	0.86	C		
Arm 3		31.6	209.07	1.09	F				2.0	19.39	0.68	C		
Arm 4		3.8	22.33	0.80	C				2.4	13.40	0.71	B		
	FB WD													
Arm 1	D3	3.4	22.64	0.79	C	91.35	F	D4	2.5	15.76	0.73	C	21.50	C
Arm 2		4.7	20.91	0.83	C				6.8	28.54	0.90	D		
Arm 3		49.7	311.33	1.16	F				2.4	22.34	0.72	C		
Arm 4		4.4	24.92	0.83	C				2.7	14.95	0.74	B		
	FB+CD WD													
Arm 1	D5	3.7	24.59	0.81	C	100.25	F	D6	2.8	17.15	0.75	C	23.65	C
Arm 2		5.4	23.15	0.85	C				7.7	31.91	0.91	D		
Arm 3		55.4	346.61	1.18	F				2.5	23.68	0.73	C		
Arm 4		5.2	28.84	0.86	D				3.1	16.44	0.76	C		
	FB+CD+N2T WD													
Arm 1	D7	4.0	26.58	0.82	D	123.26	F	D8	3.0	18.49	0.77	C	29.46	D
Arm 2		6.9	28.59	0.89	D				10.7	42.82	0.95	E		
Arm 3		70.4	441.34	1.22	F				2.8	26.29	0.75	D		
Arm 4		6.8	35.49	0.89	E				3.9	19.68	0.80	C		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

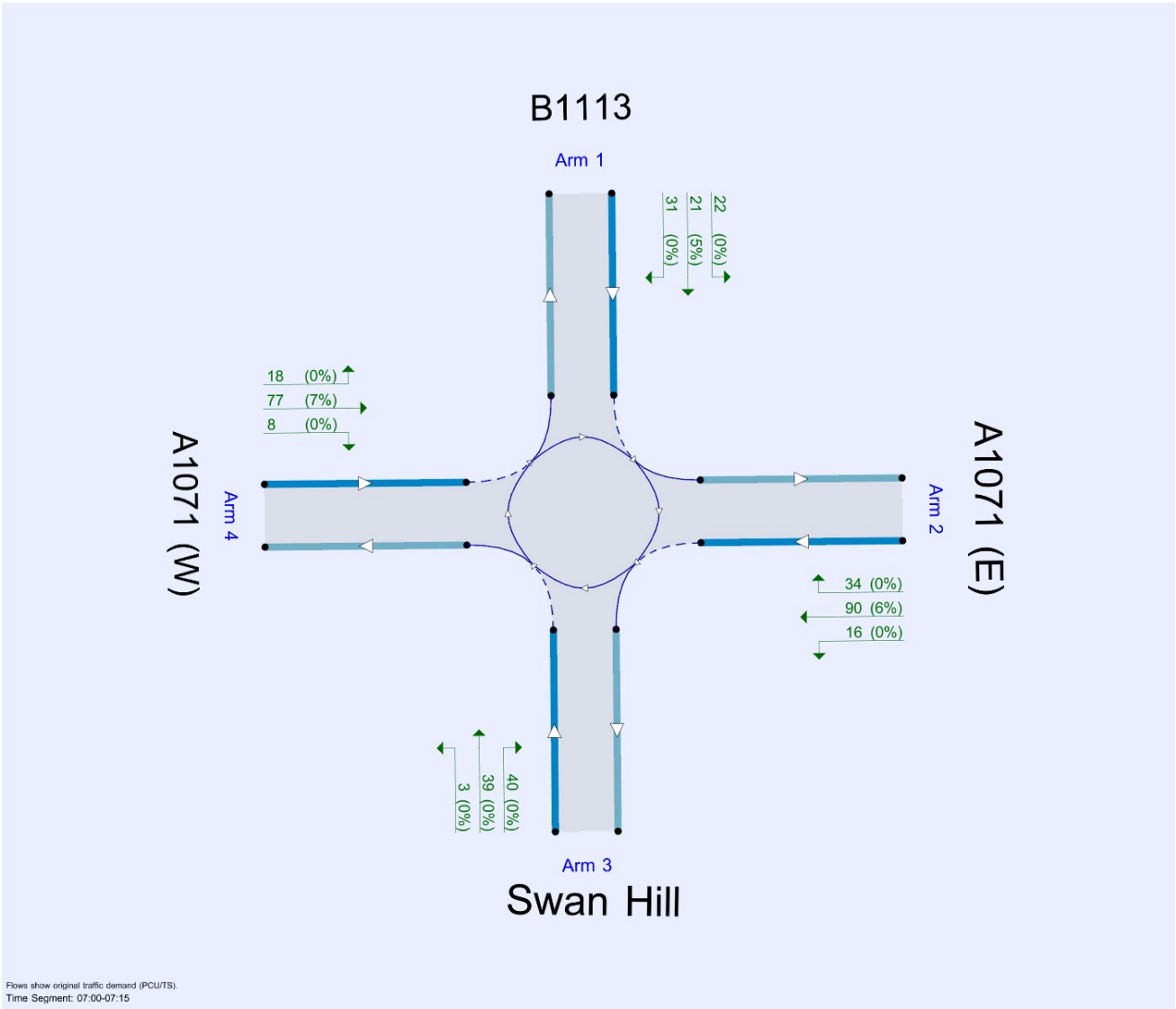
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:00	08:30	90	15	✓
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓
D3	FB WD	AM	DIRECT	07:00	08:30	90	15	✓
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:00	08:30	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	64.95	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B1113	
2	A1071 (E)	
3	Swan Hill	
4	A1071 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	2.93	5.75	5.8	13.8	28.1	32.5	
2	3.27	5.34	2.7	22.4	28.1	28.0	
3	3.09	3.30	0.6	23.8	28.1	34.5	
4	3.41	6.20	3.6	32.1	28.1	29.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.544	295.690
2	0.558	296.326
3	0.505	239.793
4	0.584	324.854

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1	Percentage		90.00
4	Percentage		85.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	22.00	20.90	31.00
	2	34.00	1.00	16.00	89.50
	3	39.00	40.00	0.00	3.00
	4	18.00	77.30	8.00	0.00

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	34.00	25.00	32.30
	2	44.00	1.00	16.00	124.90
	3	52.00	75.90	0.00	5.00
	4	18.00	114.30	5.00	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	40.80	22.00	32.50
	2	30.00	0.00	17.00	142.00
	3	52.00	92.00	0.00	5.00
	4	38.80	116.00	2.90	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	60.00	32.00	38.90
	2	30.00	0.00	21.00	152.00
	3	44.00	83.70	0.00	6.90
	4	41.50	104.50	6.00	1.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	55.00	18.00	35.40
	2	24.10	2.00	22.00	111.30
	3	38.40	93.50	0.00	7.00
	4	19.40	104.20	3.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	55.70	19.90	22.00
	2	37.00	2.00	48.50	96.00
	3	41.90	83.30	0.00	3.00
	4	13.00	100.20	1.00	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	5	0
	2	0	0	0	6
	3	0	0	0	0
	4	0	7	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	3
	2	0	0	0	10
	3	0	1	0	0
	4	0	3	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	3
	2	0	0	0	3
	3	0	0	0	0
	4	0	6	50	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	3
	2	0	0	0	9
	3	0	6	0	17
	4	3	1	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	14	0	0	7
	3	0	1	0	0
	4	12	4	0	0

Heavy Vehicle Percentages

08:15 - 08:30

From \ To	1	2	3	4
1	0	2	5	0
2	0	0	2	7
3	2	4	0	0
4	0	9	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.76	20.17	2.9	C	99.57	597.40
2	0.80	17.99	3.9	C	176.88	1061.30
3	1.09	209.07	31.6	F	127.60	765.60
4	0.80	22.33	3.8	C	132.02	792.10

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	73.90	73.90	125.05	204.90	0.361	73.33	90.08	0.0	0.6	6.906	A
2	140.50	140.50	59.43	263.17	0.534	139.33	138.95	0.0	1.2	7.478	A
3	82.00	82.00	154.23	161.87	0.507	81.00	44.54	0.0	1.0	10.998	B
4	103.30	103.30	112.74	220.18	0.469	102.39	122.48	0.0	0.9	7.982	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91.30	91.30	190.36	172.92	0.528	90.76	110.56	0.6	1.1	11.002	B
2	185.90	185.90	61.99	261.74	0.710	184.57	219.13	1.2	2.5	12.242	B
3	132.90	132.90	200.80	138.35	0.961	125.06	45.76	1.0	8.8	52.045	F
4	137.30	137.30	165.04	194.23	0.707	135.88	160.82	0.9	2.3	15.414	C

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	95.30	95.30	200.32	168.05	0.567	95.09	115.45	1.1	1.3	12.693	B
2	189.00	189.00	57.36	264.33	0.715	189.00	238.05	2.5	2.5	12.184	B
3	149.00	149.00	204.45	136.50	1.092	133.84	41.90	8.8	24.0	130.530	F
4	157.70	157.70	159.53	196.97	0.801	156.25	178.77	2.3	3.8	22.331	C

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	130.90	130.90	190.72	172.75	0.758	129.32	113.36	1.3	2.9	20.172	C
2	203.00	203.00	77.00	253.37	0.801	201.56	243.04	2.5	3.9	17.987	C
3	134.60	134.60	220.21	128.54	1.047	126.96	58.35	24.0	31.6	209.069	F
4	153.00	153.00	150.69	201.35	0.760	153.39	196.48	3.8	3.4	19.245	C

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	108.40	108.40	208.53	164.03	0.661	109.25	87.21	2.9	2.0	16.689	C
2	159.40	159.40	57.07	264.49	0.603	161.67	260.72	3.9	1.7	9.551	A
3	138.90	138.90	175.11	151.32	0.918	148.96	43.63	31.6	21.6	170.813	F
4	126.60	126.60	167.83	192.85	0.656	127.91	156.23	3.4	2.1	14.852	B

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	97.60	97.60	198.04	169.16	0.577	98.21	96.21	2.0	1.4	13.059	B
2	183.50	183.50	43.32	272.16	0.674	183.07	252.93	1.7	2.1	10.453	B
3	128.20	128.20	157.24	160.35	0.799	144.85	69.16	21.6	4.9	73.333	F
4	114.20	114.20	179.70	186.96	0.611	114.54	122.38	2.1	1.7	13.452	B

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	18.09	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	63.20	34.40	38.00
	2	43.20	0.00	41.90	133.30
	3	21.00	32.40	0.00	4.00
	4	37.00	109.40	5.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	55.90	29.40	21.00
	2	56.00	0.00	33.50	124.70
	3	38.00	25.90	0.00	10.00
	4	22.50	97.70	3.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	47.90	30.00	28.90
	2	34.90	0.00	32.20	118.20
	3	36.00	33.80	0.00	9.00
	4	23.00	92.10	5.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	56.00	22.40	41.50
	2	36.40	0.00	51.20	122.10
	3	44.30	34.00	0.00	16.00
	4	12.00	103.50	17.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	55.00	35.00	26.00
	2	35.20	0.00	48.00	135.80
	3	29.00	32.00	0.00	10.00
	4	31.00	122.80	8.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	43.80	21.00	29.00
	2	30.00	1.00	44.00	119.30
	3	26.40	31.00	0.00	6.00
	4	13.40	87.40	5.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	3	2
	3	0	7	0	0
	4	0	2	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	0	0	3	3
	3	0	4	0	0
	4	4	3	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	4
	2	3	0	0	2
	3	0	6	0	0
	4	0	1	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	3
	2	0	0	4	3
	3	2	0	0	0
	4	0	1	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	5
	3	0	0	0	0
	4	0	2	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	3
	3	0	0	0	0
	4	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.69	14.13	2.2	B	113.07	678.40
2	0.86	22.80	5.3	C	206.82	1240.90
3	0.68	19.39	2.0	C	73.13	438.80
4	0.71	13.40	2.4	B	132.47	794.80

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	135.60	135.60	144.93	195.16	0.695	133.44	99.40	0.0	2.2	14.131	B
2	218.40	218.40	76.18	253.83	0.860	213.07	202.19	0.0	5.3	20.420	C
3	57.40	57.40	209.59	133.90	0.429	56.64	79.67	0.0	0.8	11.962	B
4	151.40	151.40	94.84	229.07	0.661	149.50	171.39	0.0	1.9	11.214	B

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	106.30	106.30	126.93	203.98	0.521	107.34	116.28	2.2	1.1	9.495	A
2	214.20	214.20	54.05	266.17	0.805	215.02	180.22	5.3	4.5	18.310	C
3	73.90	73.90	202.59	137.44	0.538	73.52	66.48	0.8	1.1	14.179	B
4	123.20	123.20	119.50	216.83	0.568	123.71	156.61	1.9	1.4	10.042	B

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	106.80	106.80	130.97	202.00	0.529	106.79	94.67	1.1	1.1	9.629	A
2	185.30	185.30	63.79	260.74	0.711	187.20	173.97	4.5	2.6	12.748	B
3	78.80	78.80	183.56	147.05	0.536	78.77	67.43	1.1	1.2	13.523	B
4	120.10	120.10	105.34	223.86	0.537	120.30	157.00	1.4	1.2	8.784	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	119.90	119.90	153.89	190.78	0.628	119.39	92.09	1.1	1.6	12.616	B
2	209.70	209.70	80.51	251.41	0.834	207.72	192.77	2.6	4.6	20.171	C
3	94.30	94.30	198.43	139.54	0.676	93.49	89.80	1.2	2.0	19.388	C
4	132.50	132.50	113.78	219.67	0.603	132.20	178.13	1.2	1.5	10.328	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	116.00	116.00	162.49	186.57	0.622	116.01	95.34	1.6	1.6	12.753	B
2	219.00	219.00	69.09	257.78	0.850	218.32	209.41	4.6	5.3	22.804	C
3	71.00	71.00	196.56	140.49	0.505	71.93	90.86	2.0	1.1	13.300	B
4	161.80	161.80	96.89	228.05	0.710	160.93	171.60	1.5	2.4	13.399	B

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93.80	93.80	125.64	204.61	0.458	94.58	70.65	1.6	0.9	8.236	A
2	194.30	194.30	55.48	265.38	0.732	196.64	164.73	5.3	2.9	13.719	B
3	63.40	63.40	181.25	148.22	0.428	63.69	70.87	1.1	0.8	10.685	B
4	105.80	105.80	88.99	231.97	0.456	107.29	155.95	2.4	0.9	7.442	A

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	91.35	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	22.75	21.61	32.06
	2	35.16	1.03	16.55	92.55
	3	40.33	41.36	0.00	3.10
	4	18.61	79.93	8.27	0.00

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	35.16	25.85	33.40
	2	45.50	1.03	16.55	129.16
	3	53.77	78.49	0.00	5.17
	4	18.61	118.20	5.17	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	42.19	22.75	33.61
	2	31.02	0.00	17.58	146.84
	3	53.77	95.14	0.00	5.17
	4	40.12	119.95	3.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	62.05	33.09	40.23
	2	31.02	0.00	21.72	157.18
	3	45.50	86.55	0.00	7.14
	4	42.91	108.06	6.20	1.03

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	56.87	18.61	36.61
	2	24.92	2.07	22.75	115.09
	3	39.71	96.69	0.00	7.24
	4	20.06	107.75	3.10	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	57.60	20.58	22.75
	2	38.26	2.07	50.15	99.27
	3	43.33	86.14	0.00	3.10
	4	13.44	103.62	1.03	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	5	0
	2	0	0	0	6
	3	0	0	0	0
	4	0	7	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	3
	2	0	0	0	10
	3	0	1	0	0
	4	0	3	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	0	3
	2	0	0	0	3
	3	0	0	0	0
	4	0	6	50	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	3
	2	0	0	0	9
	3	0	6	0	17
	4	3	1	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	14	0	0	7
	3	0	1	0	0
	4	12	4	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	0
	2	0	0	2	7
	3	2	4	0	0
	4	0	9	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.79	22.64	3.4	C	102.96	617.76
2	0.83	20.91	4.7	C	182.91	1097.47
3	1.16	311.33	49.7	F	131.95	791.70
4	0.83	24.92	4.4	C	136.52	819.10

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	76.42	76.42	129.24	202.85	0.377	75.81	93.10	0.0	0.6	7.159	A
2	145.29	145.29	61.44	262.05	0.554	144.02	143.61	0.0	1.3	7.838	A
3	84.79	84.79	159.42	159.25	0.532	83.69	46.04	0.0	1.1	11.747	B
4	106.82	106.82	116.50	218.32	0.489	105.83	126.61	0.0	1.0	8.351	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	94.41	94.41	194.72	170.79	0.553	93.80	112.93	0.6	1.2	11.725	B
2	192.24	192.24	64.07	260.58	0.738	190.66	224.46	1.3	2.8	13.446	B
3	137.43	137.43	207.44	134.99	1.018	125.92	47.29	1.1	12.6	67.258	F
4	141.98	141.98	167.34	193.09	0.735	140.31	166.02	1.0	2.7	16.934	C

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	98.55	98.55	202.76	166.85	0.591	98.32	117.16	1.2	1.4	13.504	B
2	195.44	195.44	59.31	263.24	0.742	195.43	241.77	2.8	2.9	13.518	B
3	154.08	154.08	211.41	132.99	1.159	131.75	43.33	12.6	34.9	183.320	F
4	163.08	163.08	158.54	197.46	0.826	161.37	184.62	2.7	4.4	24.917	C

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	135.36	135.36	192.95	171.66	0.789	133.43	115.15	1.4	3.4	22.645	C
2	209.92	209.92	79.46	252.00	0.833	208.05	246.93	2.9	4.7	20.906	C
3	139.19	139.19	227.29	124.96	1.114	124.41	60.22	34.9	49.7	311.330	F
4	158.21	158.21	149.43	201.98	0.783	158.66	202.28	4.4	3.9	21.387	C

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	112.09	112.09	209.14	163.73	0.685	113.18	88.81	3.4	2.3	18.176	C
2	164.83	164.83	59.15	263.33	0.626	167.71	263.17	4.7	1.8	10.348	B
3	143.63	143.63	181.62	148.04	0.970	145.38	45.24	49.7	48.0	300.384	F
4	130.92	130.92	165.40	194.06	0.675	132.55	161.60	3.9	2.3	15.777	C

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	100.93	100.93	208.27	164.16	0.615	101.53	99.67	2.3	1.7	14.816	B
2	189.75	189.75	44.80	271.33	0.699	189.26	264.99	1.8	2.3	11.329	B
3	132.57	132.57	162.59	157.65	0.841	154.41	71.47	48.0	26.1	221.764	F
4	118.09	118.09	189.63	182.03	0.649	118.31	127.36	2.3	2.1	15.279	C

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	21.50	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	65.43	35.61	39.34
	2	44.72	0.00	43.38	138.00
	3	21.74	33.54	0.00	4.14
	4	38.31	113.26	5.18	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	57.87	30.44	21.74
	2	57.98	0.00	34.68	129.10
	3	39.34	26.81	0.00	10.35
	4	23.29	101.15	3.11	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	49.59	31.06	29.92
	2	36.13	0.00	33.34	122.37
	3	37.27	34.99	0.00	9.32
	4	23.81	95.35	5.18	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	57.98	23.19	42.96
	2	37.68	0.00	53.01	126.41
	3	45.86	35.20	0.00	16.56
	4	12.42	107.15	17.60	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	56.94	36.24	26.92
	2	36.44	0.00	49.69	140.59
	3	30.02	33.13	0.00	10.35
	4	32.09	127.13	8.28	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	45.35	21.74	30.02
	2	31.06	1.04	45.55	123.51
	3	27.33	32.09	0.00	6.21
	4	13.87	90.48	5.18	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	3	2
	3	0	7	0	0
	4	0	2	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	0	0	3	3
	3	0	4	0	0
	4	4	3	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	4
	2	3	0	0	2
	3	0	6	0	0
	4	0	1	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	3
	2	0	0	4	3
	3	2	0	0	0
	4	0	1	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	5
	3	0	0	0	0
	4	0	2	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	3
	3	0	0	0	0
	4	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.73	15.76	2.5	C	117.06	702.34
2	0.90	28.54	6.8	D	214.12	1284.70
3	0.72	22.34	2.4	C	75.71	454.29
4	0.74	14.95	2.7	B	137.14	822.85

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	140.39	140.39	149.88	192.74	0.728	137.87	102.60	0.0	2.5	15.761	C
2	226.11	226.11	78.72	252.41	0.896	219.35	209.04	0.0	6.8	24.223	C
3	59.43	59.43	215.90	130.71	0.455	58.58	82.16	0.0	0.8	12.791	B
4	156.74	156.74	97.89	227.55	0.689	154.60	176.60	0.0	2.1	12.172	B

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	110.05	110.05	131.44	201.77	0.545	111.33	120.33	2.5	1.2	10.177	B
2	221.76	221.76	56.07	265.04	0.837	222.80	186.70	6.8	5.7	22.415	C
3	76.51	76.51	209.92	133.74	0.572	76.04	68.96	0.8	1.3	15.677	C
4	127.55	127.55	123.63	214.78	0.594	128.15	162.33	2.1	1.6	10.807	B

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	110.57	110.57	135.61	199.73	0.554	110.55	98.23	1.2	1.3	10.280	B
2	191.84	191.84	66.03	259.49	0.739	194.52	180.13	5.7	3.0	14.615	B
3	81.58	81.58	190.65	143.48	0.569	81.55	69.91	1.3	1.3	14.908	B
4	124.34	124.34	109.27	221.91	0.560	124.58	162.93	1.6	1.3	9.351	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	124.13	124.13	159.22	188.17	0.660	123.51	95.15	1.3	1.9	13.895	B
2	217.10	217.10	83.29	249.86	0.869	214.42	199.44	3.0	5.7	24.220	C
3	97.63	97.63	204.94	136.26	0.717	96.60	92.77	1.3	2.4	22.335	C
4	137.18	137.18	117.55	217.80	0.630	136.82	183.99	1.3	1.7	11.144	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	120.09	120.09	168.17	183.79	0.653	120.10	98.72	1.9	1.9	14.124	B
2	226.73	226.73	71.53	256.42	0.884	225.69	216.74	5.7	6.8	28.540	D
3	73.51	73.51	203.23	137.12	0.536	74.67	93.99	2.4	1.2	14.665	B
4	167.51	167.51	100.44	226.29	0.740	166.45	177.47	1.7	2.7	14.955	B

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	97.11	97.11	130.28	202.34	0.480	98.04	73.35	1.9	0.9	8.704	A
2	201.16	201.16	57.51	264.24	0.761	204.47	170.80	6.8	3.4	16.040	C
3	65.64	65.64	188.37	144.63	0.454	65.98	73.61	1.2	0.8	11.494	B
4	109.53	109.53	92.31	230.32	0.476	111.32	162.04	2.7	0.9	7.821	A

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	100.25	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	24.57	21.61	32.06
	2	37.41	1.03	17.50	94.55
	3	40.33	41.66	0.00	3.10
	4	19.69	84.47	8.27	0.00

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	36.98	25.85	33.40
	2	47.75	1.03	17.50	131.15
	3	53.77	78.79	0.00	5.17
	4	19.69	122.73	5.17	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	44.02	22.75	33.61
	2	33.27	0.00	18.53	148.84
	3	53.77	95.44	0.00	5.17
	4	41.20	124.49	3.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	63.87	33.09	40.23
	2	33.27	0.00	22.67	159.18
	3	45.50	86.85	0.00	7.14
	4	43.99	112.59	6.20	1.03

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	58.70	18.61	36.61
	2	27.17	2.07	23.70	117.09
	3	39.71	96.99	0.00	7.24
	4	21.14	112.28	3.10	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	59.42	20.58	22.75
	2	40.51	2.07	51.10	101.27
	3	43.33	86.44	0.00	3.10
	4	14.52	108.15	1.03	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	5	0
	2	0	0	0	6
	3	0	0	0	0
	4	1	7	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	3
	2	0	0	0	10
	3	0	1	0	0
	4	1	3	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	0	3
	2	0	0	0	3
	3	0	0	0	0
	4	1	6	50	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	3
	2	0	0	0	9
	3	0	6	0	17
	4	3	1	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	12	0	0	7
	3	0	1	0	0
	4	13	4	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	0
	2	0	0	2	7
	3	2	4	0	0
	4	2	9	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.81	24.59	3.7	C	104.79	628.71
2	0.85	23.15	5.4	C	188.11	1128.65
3	1.18	346.61	55.4	F	132.25	793.50
4	0.86	28.84	5.2	D	142.12	852.74

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	78.24	78.24	133.95	200.54	0.390	77.60	96.35	0.0	0.6	7.404	A
2	150.49	150.49	61.42	262.06	0.574	149.11	150.13	0.0	1.4	8.175	A
3	85.09	85.09	163.57	157.15	0.541	83.95	46.96	0.0	1.1	12.115	B
4	112.43	112.43	118.98	217.09	0.518	111.32	128.54	0.0	1.1	8.909	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	96.24	96.24	198.51	168.93	0.570	95.58	115.67	0.6	1.3	12.322	B
2	197.43	197.43	64.04	260.60	0.758	195.67	230.06	1.4	3.1	14.403	B
3	137.73	137.73	211.51	132.93	1.036	124.91	48.20	1.1	14.0	72.977	F
4	147.59	147.59	168.58	192.48	0.767	145.60	167.84	1.1	3.1	18.976	C

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	100.37	100.37	205.89	165.32	0.607	100.13	119.67	1.3	1.5	14.219	B
2	200.64	200.64	59.31	263.24	0.762	200.61	246.72	3.1	3.2	14.617	B
3	154.38	154.38	215.63	130.85	1.180	129.87	44.28	14.0	38.5	202.834	F
4	168.68	168.68	158.99	197.24	0.855	166.57	186.52	3.1	5.2	28.840	D

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	137.19	137.19	196.45	169.94	0.807	135.01	117.79	1.5	3.7	24.586	C
2	215.12	215.12	79.32	252.08	0.853	212.92	252.15	3.2	5.4	23.147	C
3	139.49	139.49	231.19	122.99	1.134	122.58	61.05	38.5	55.4	346.612	F
4	163.82	163.82	149.96	201.72	0.812	164.29	203.81	5.2	4.7	24.978	C

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	113.92	113.92	213.03	161.83	0.704	115.11	92.26	3.7	2.5	19.784	C
2	170.03	170.03	59.23	263.28	0.646	173.37	268.90	5.4	2.0	11.056	B
3	143.93	143.93	186.30	145.67	0.988	144.27	46.30	55.4	55.0	346.323	F
4	136.52	136.52	166.69	193.41	0.706	138.60	163.88	4.7	2.7	17.953	C

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	102.75	102.75	212.01	162.33	0.633	103.45	101.98	2.5	1.8	15.825	C
2	194.95	194.95	44.86	271.30	0.719	194.41	270.60	2.0	2.6	12.070	B
3	132.87	132.87	166.85	155.50	0.854	152.70	72.41	55.0	35.2	270.508	F
4	123.70	123.70	190.02	181.84	0.680	123.97	129.53	2.7	2.4	16.914	C

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	23.65	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	68.31	35.61	39.34
	2	46.02	0.00	43.93	140.15
	3	21.74	34.44	0.00	4.14
	4	39.13	117.00	5.18	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	60.75	30.44	21.74
	2	59.28	0.00	35.23	131.24
	3	39.34	27.71	0.00	10.35
	4	24.12	104.89	3.11	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	52.47	31.06	29.92
	2	37.43	0.00	33.89	124.52
	3	37.27	35.89	0.00	9.32
	4	24.64	99.09	5.18	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	60.85	23.19	42.96
	2	38.98	0.00	53.56	128.55
	3	45.86	36.10	0.00	16.56
	4	13.25	110.89	17.60	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	59.82	36.24	26.92
	2	37.74	0.00	50.24	142.74
	3	30.02	34.03	0.00	10.35
	4	32.92	130.87	8.28	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	48.22	21.74	30.02
	2	32.36	1.04	46.10	125.65
	3	27.33	32.99	0.00	6.21
	4	14.70	94.22	5.18	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	2	2
	3	0	6	0	0
	4	1	2	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	0	0	3	3
	3	0	4	0	0
	4	5	3	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	0	4
	2	3	0	0	2
	3	0	6	0	0
	4	1	1	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		1	2	3	4
From	1	0	0	0	3
	2	0	0	4	3
	3	2	0	0	0
	4	2	1	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	5
	3	0	0	0	0
	4	1	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		1	2	3	4
From	1	0	1	0	0
	2	0	0	0	3
	3	0	0	0	0
	4	2	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.75	17.15	2.8	C	119.93	719.59
2	0.91	31.91	7.7	D	218.11	1308.66
3	0.73	23.68	2.5	C	76.61	459.69
4	0.76	16.44	3.1	C	141.71	850.23

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	143.26	143.26	154.31	190.57	0.752	140.45	104.49	0.0	2.8	17.148	C
2	230.10	230.10	78.59	252.48	0.911	222.53	216.17	0.0	7.6	26.184	D
3	60.33	60.33	218.62	129.34	0.466	59.44	82.50	0.0	0.9	13.181	B
4	161.31	161.31	99.87	226.57	0.712	158.92	178.19	0.0	2.4	13.108	B

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	112.93	112.93	136.11	199.48	0.566	114.38	122.42	2.8	1.4	10.869	B
2	225.75	225.75	56.16	264.99	0.852	226.83	194.33	7.6	6.5	24.971	C
3	77.41	77.41	213.42	131.97	0.587	76.91	69.58	0.9	1.4	16.406	C
4	132.11	132.11	125.76	213.72	0.618	132.77	164.56	2.4	1.7	11.622	B

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	113.44	113.44	140.27	197.44	0.575	113.43	100.51	1.4	1.4	10.931	B
2	195.83	195.83	66.03	259.49	0.755	199.02	187.68	6.5	3.3	15.850	C
3	82.48	82.48	194.51	141.52	0.583	82.45	70.53	1.4	1.4	15.619	C
4	128.90	128.90	111.61	220.74	0.584	129.17	165.35	1.7	1.5	9.986	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	127.01	127.01	163.78	185.94	0.683	126.30	97.17	1.4	2.1	15.056	C
2	221.09	221.09	83.24	249.89	0.885	218.03	206.84	3.3	6.4	26.499	D
3	98.53	98.53	208.07	134.67	0.732	97.41	93.20	1.4	2.5	23.678	C
4	141.74	141.74	119.61	216.78	0.654	141.35	185.87	1.5	1.8	11.998	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	122.97	122.97	172.72	181.56	0.677	122.97	100.81	2.1	2.1	15.373	C
2	230.72	230.72	71.53	256.42	0.900	229.44	224.16	6.4	7.7	31.908	D
3	74.41	74.41	206.49	135.47	0.549	75.67	94.49	2.5	1.3	15.345	C
4	172.07	172.07	102.68	225.18	0.764	170.85	179.47	1.8	3.1	16.443	C

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	99.99	99.99	135.13	199.96	0.500	101.04	75.64	2.1	1.0	9.212	A
2	205.15	205.15	57.58	264.20	0.776	209.03	178.59	7.7	3.8	17.574	C
3	66.54	66.54	192.28	142.65	0.466	66.90	74.33	1.3	0.9	11.942	B
4	114.10	114.10	94.63	229.17	0.498	116.14	164.55	3.1	1.0	8.293	A

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	123.26	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	24.57	21.61	32.06
	2	37.41	1.03	17.50	103.61
	3	40.33	41.66	0.00	3.10
	4	19.69	93.53	8.27	0.00

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	36.98	25.85	33.40
	2	47.75	1.03	17.50	140.22
	3	53.77	78.79	0.00	5.17
	4	19.69	131.79	5.17	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	44.02	22.75	33.61
	2	33.27	0.00	18.53	157.90
	3	53.77	95.44	0.00	5.17
	4	41.20	133.55	3.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	63.87	33.09	40.23
	2	33.27	0.00	22.67	168.24
	3	45.50	86.85	0.00	7.14
	4	43.99	121.66	6.20	1.03

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	58.70	18.61	36.61
	2	27.17	2.07	23.70	126.15
	3	39.71	96.99	0.00	7.24
	4	21.14	121.35	3.10	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	59.42	20.58	22.75
	2	40.51	2.07	51.10	110.33
	3	43.33	86.44	0.00	3.10
	4	14.52	117.21	1.03	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	5	0
	2	0	0	0	9
	3	0	0	0	0
	4	1	11	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	3
	2	0	0	0	13
	3	0	1	0	0
	4	1	6	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	0	3
	2	0	0	0	5
	3	0	0	0	0
	4	1	8	50	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	3
	2	0	0	0	11
	3	0	6	0	17
	4	3	4	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	12	0	0	10
	3	0	1	0	0
	4	13	7	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	0
	2	0	0	2	10
	3	2	4	0	0
	4	2	12	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.82	26.58	4.0	D	104.79	628.71
2	0.89	28.59	6.9	D	197.17	1183.03
3	1.22	441.34	70.4	F	132.25	793.50
4	0.89	35.49	6.8	E	151.19	907.12

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	78.24	78.24	142.77	196.23	0.399	77.58	96.25	0.0	0.7	7.670	A
2	159.55	159.55	61.39	262.08	0.609	157.94	158.95	0.0	1.6	9.032	A
3	85.09	85.09	172.41	152.69	0.557	83.88	46.93	0.0	1.2	12.863	B
4	121.49	121.49	118.87	217.14	0.560	120.15	137.41	0.0	1.3	9.945	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	96.24	96.24	205.49	165.52	0.581	95.54	114.47	0.7	1.4	12.904	B
2	206.50	206.50	64.00	260.62	0.792	204.30	237.03	1.6	3.8	16.696	C
3	137.73	137.73	220.16	128.57	1.071	122.20	48.15	1.2	16.7	85.105	F
4	156.65	156.65	165.89	193.81	0.808	154.08	176.47	1.3	3.9	22.442	C

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	100.37	100.37	211.70	162.48	0.618	100.12	118.13	1.4	1.6	14.858	B
2	209.70	209.70	59.30	263.24	0.797	209.63	252.52	3.8	3.9	17.272	C
3	154.38	154.38	224.66	126.29	1.222	125.65	44.27	16.7	45.5	244.606	F
4	177.75	177.75	154.93	199.25	0.892	174.90	195.38	3.9	6.8	35.486	E

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	137.19	137.19	203.00	166.74	0.823	134.77	116.49	1.6	4.0	26.582	D
2	224.18	224.18	79.15	252.17	0.889	221.15	258.61	3.9	6.9	28.588	D
3	139.49	139.49	239.42	118.84	1.174	118.58	60.88	45.5	66.4	419.601	F
4	172.88	172.88	146.18	203.59	0.849	173.31	211.82	6.8	6.3	31.647	D

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	113.92	113.92	219.22	158.79	0.717	115.23	92.03	4.0	2.7	21.307	C
2	179.09	179.09	59.35	263.21	0.680	183.59	275.10	6.9	2.4	12.922	B
3	143.93	143.93	196.47	140.53	1.024	139.91	46.48	66.4	70.4	441.344	F
4	145.59	145.59	162.69	195.40	0.745	148.56	173.69	6.3	3.4	21.892	C

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	102.75	102.75	218.93	158.93	0.647	103.52	99.93	2.7	2.0	16.848	C
2	204.01	204.01	44.91	271.27	0.752	203.37	277.55	2.4	3.0	13.841	B
3	132.87	132.87	175.90	150.92	0.880	148.79	72.37	70.4	54.5	380.123	F
4	132.76	132.76	185.76	183.95	0.722	133.11	138.94	3.4	3.0	19.771	C

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	29.46	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	68.31	35.61	39.34
	2	46.02	0.00	43.93	149.21
	3	21.74	34.44	0.00	4.14
	4	39.13	126.06	5.18	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	60.75	30.44	21.74
	2	59.28	0.00	35.23	140.31
	3	39.34	27.71	0.00	10.35
	4	24.12	113.95	3.11	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	52.47	31.06	29.92
	2	37.43	0.00	33.89	133.58
	3	37.27	35.89	0.00	9.32
	4	24.64	108.15	5.18	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	60.85	23.19	42.96
	2	38.98	0.00	53.56	137.62
	3	45.86	36.10	0.00	16.56
	4	13.25	119.95	17.60	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	59.82	36.24	26.92
	2	37.74	0.00	50.24	151.80
	3	30.02	34.03	0.00	10.35
	4	32.92	139.94	8.28	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	48.22	21.74	30.02
	2	32.36	1.04	46.10	134.72
	3	27.33	32.99	0.00	6.21
	4	14.70	103.29	5.18	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	2	5
	3	0	6	0	0
	4	1	5	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	0	0	3	5
	3	0	4	0	0
	4	5	6	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	3	0	4
	2	3	0	0	4
	3	0	6	0	0
	4	1	4	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	3
	2	0	0	4	5
	3	2	0	0	0
	4	2	4	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	7
	3	0	0	0	0
	4	1	4	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	0
	2	0	0	0	5
	3	0	0	0	0
	4	2	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.77	18.49	3.0	C	119.93	719.59
2	0.95	42.82	10.7	E	227.17	1363.03
3	0.75	26.29	2.8	D	76.61	459.69
4	0.80	19.68	3.9	C	150.77	904.61

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	143.26	143.26	162.90	186.37	0.769	140.22	103.95	0.0	3.0	18.489	C
2	239.16	239.16	78.45	252.56	0.947	229.08	224.67	0.0	10.1	31.837	D
3	60.33	60.33	225.51	125.86	0.479	59.40	82.02	0.0	0.9	13.848	B
4	170.37	170.37	99.41	226.80	0.751	167.45	185.51	0.0	2.9	15.058	C

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	112.93	112.93	145.24	195.01	0.579	114.54	122.25	3.0	1.4	11.525	B
2	234.82	234.82	56.26	264.94	0.886	235.75	203.53	10.1	9.1	33.618	D
3	77.41	77.41	222.34	127.46	0.607	76.84	69.67	0.9	1.5	17.804	C
4	141.17	141.17	125.53	213.84	0.660	141.96	173.65	2.9	2.1	13.422	B

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	113.44	113.44	149.39	192.98	0.588	113.43	100.99	1.4	1.4	11.544	B
2	204.90	204.90	66.02	259.50	0.790	209.85	196.80	9.1	4.2	20.260	C
3	82.48	82.48	205.10	136.17	0.606	82.44	70.77	1.5	1.5	17.159	C
4	137.96	137.96	112.07	220.52	0.626	138.32	175.47	2.1	1.8	11.405	B

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	127.01	127.01	172.71	181.57	0.700	126.22	96.94	1.4	2.2	16.184	C
2	230.16	230.16	83.17	249.92	0.921	225.86	215.75	4.2	8.5	33.518	D
3	98.53	98.53	216.17	130.58	0.755	97.27	92.86	1.5	2.8	26.289	D
4	150.80	150.80	119.31	216.92	0.695	150.33	194.13	1.8	2.3	13.848	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	122.97	122.97	181.55	177.24	0.694	122.97	100.69	2.2	2.2	16.590	C
2	239.79	239.79	71.54	256.42	0.935	237.57	232.98	8.5	10.7	42.819	E
3	74.41	74.41	214.78	131.28	0.567	75.85	94.33	2.8	1.4	16.625	C
4	181.14	181.14	102.71	225.16	0.804	179.54	187.92	2.3	3.9	19.678	C

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	99.99	99.99	144.67	195.29	0.512	101.14	76.04	2.2	1.1	9.697	A
2	214.21	214.21	57.65	264.16	0.811	220.05	188.16	10.7	4.9	23.145	C
3	66.54	66.54	202.94	137.26	0.485	66.93	74.76	1.4	1.0	12.871	B
4	123.16	123.16	94.94	229.02	0.538	125.77	174.93	3.9	1.2	9.383	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 35 (four_arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 21/03/2025 14:23:16

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Stream B-C-D	D1	0.2	22.45	0.14	C	3.52	A	D2	0.2	22.13	0.17	C	3.20	A
Stream B-A-D		0.4	40.74	0.28	E				0.2	26.21	0.18	D		
Stream A-B-C-D		1.4	4.98	0.32	A				1.6	6.85	0.41	A		
Stream D-A-B		0.6	19.34	0.37	C				0.4	18.44	0.29	C		
Stream D-B-C		0.6	41.93	0.40	E				0.3	30.71	0.26	D		
Stream C-A-B-D		0.3	4.39	0.11	A				0.2	4.34	0.09	A		
	FB WD													
Stream B-C-D	D3	0.2	25.21	0.16	D	4.09	A	D4	0.2	24.33	0.18	C	3.56	A
Stream B-A-D		0.4	48.68	0.31	E				0.2	28.95	0.20	D		
Stream A-B-C-D		1.7	5.06	0.35	A				1.8	7.12	0.44	A		
Stream D-A-B		0.7	22.85	0.41	C				0.5	20.75	0.32	C		
Stream D-B-C		0.8	50.89	0.46	F				0.4	35.28	0.30	E		
Stream C-A-B-D		0.3	4.37	0.12	A				0.2	4.29	0.10	A		
	FB+CD WD													
Stream B-C-D	D5	0.2	25.21	0.16	D	4.09	A	D6	0.2	24.33	0.18	C	3.56	A
Stream B-A-D		0.4	48.68	0.31	E				0.2	28.95	0.20	D		
Stream A-B-C-D		1.7	5.06	0.35	A				1.8	7.12	0.44	A		
Stream D-A-B		0.7	22.85	0.41	C				0.5	20.75	0.32	C		
Stream D-B-C		0.8	50.89	0.46	F				0.4	35.28	0.30	E		
Stream C-A-B-D		0.3	4.37	0.12	A				0.2	4.29	0.10	A		
	FB+CD+N2T WD													
Stream B-C-D	D7	0.3	35.64	0.22	E	5.47	A	D8	0.3	32.74	0.22	D	4.43	A
Stream B-A-D		0.6	81.42	0.40	F				0.3	40.32	0.24	E		
Stream A-B-C-D		2.2	5.40	0.41	A				2.4	7.58	0.48	A		
Stream D-A-B		1.0	32.97	0.51	D				0.6	28.21	0.40	D		
Stream D-B-C		1.1	76.15	0.58	F				0.6	50.98	0.38	F		
Stream C-A-B-D		0.4	4.24	0.15	A				0.3	4.24	0.11	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

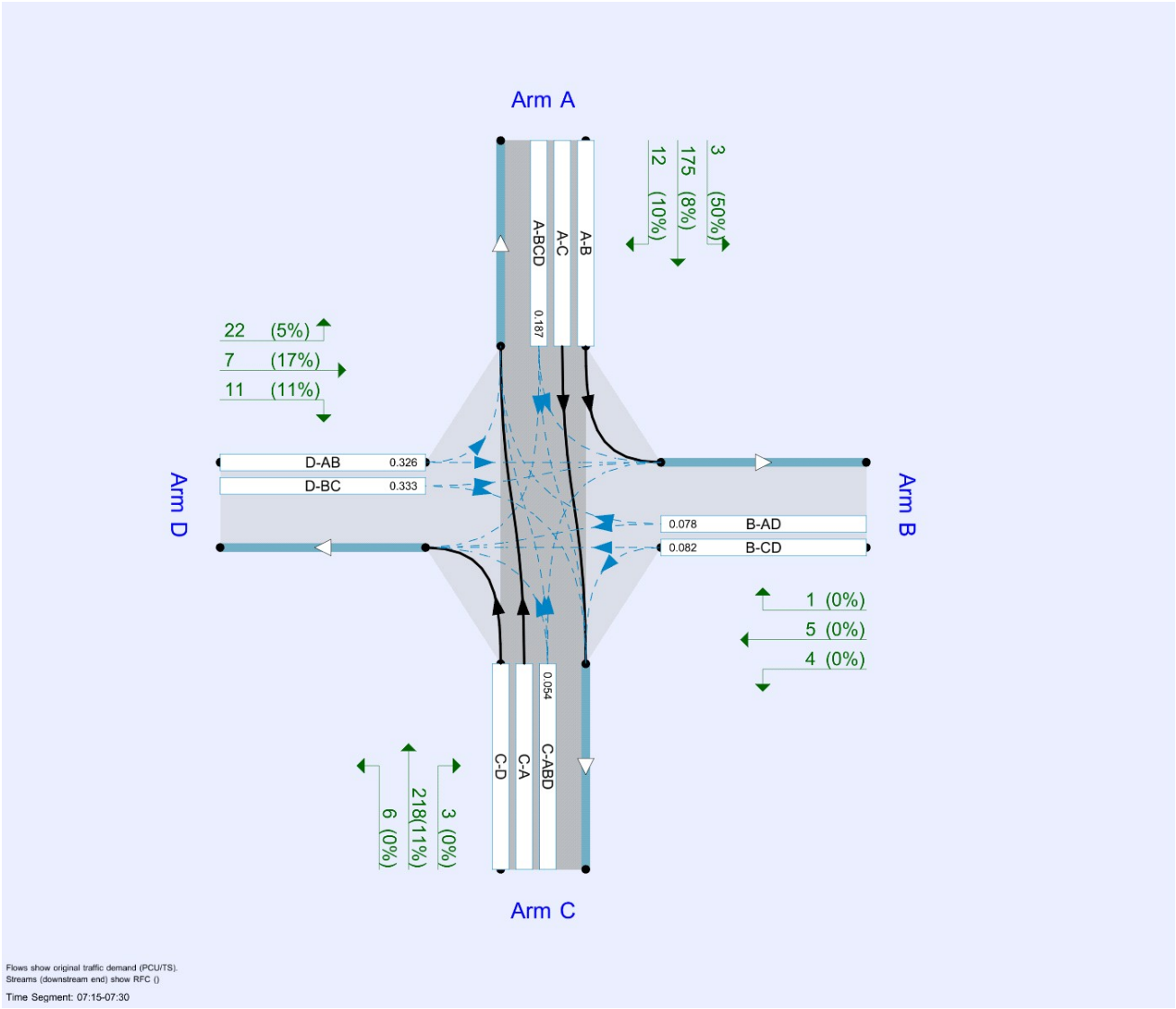
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓
D2	2024	PM	DIRECT	15:45	17:15	90	15	✓
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓
D4	FB WD	PM	DIRECT	15:45	17:15	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓
D6	FB+CD WD	PM	DIRECT	15:45	17:15	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	15:45	17:15	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A140 (N)		Major
B	Stoke Road (E)		Minor
C	A140 (S)		Major
D	Workhouse Road (W)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	5.79			175.9	✓	0.00
C	5.79			137.8	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	8.76	4.14	2.56	2.30	2.25		1.00	17	27
D	One lane plus flare	10.00	7.41	4.55	3.33	3.01		1.00	22	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	168.957	-	-	-	-	-	-	0.264	0.377	0.264	-	-	-
B-A	125.564	0.092	0.233	0.233	-	-	-	0.147	0.333	-	0.233	0.233	0.117
B-C	182.282	0.113	0.285	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	141.132	0.104	0.262	0.262	-	-	-	0.165	0.375	0.165	-	-	-
B-D, offside lane	125.564	0.092	0.233	0.233	-	-	-	0.147	0.333	0.147	-	-	-
C-B	163.441	0.256	0.256	0.365	-	-	-	-	-	-	-	-	-
D-A	172.855	-	-	-	-	-	-	0.270	-	0.107	-	-	-
D-B, nearside lane	134.304	0.157	0.157	0.357	-	-	-	0.250	0.250	0.099	-	-	-
D-B, offside lane	130.336	0.152	0.152	0.346	-	-	-	0.242	0.242	0.096	-	-	-
D-C	130.336	-	0.152	0.346	0.121	0.242	0.242	0.242	0.242	0.096	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	2.90	168.80	11.90
	B	1.00	0.00	4.00	5.00
	C	210.30	3.00	0.00	6.00
	D	20.90	6.90	10.90	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	6.80	211.10	10.00
	B	3.00	0.00	4.50	5.90
	C	221.30	3.40	0.00	8.00
	D	26.80	3.00	4.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	6.00	216.70	15.80
	B	1.00	0.00	5.00	5.20
	C	212.20	2.00	0.00	3.90
	D	23.90	6.00	12.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	4.00	209.90	14.90
	B	2.00	0.00	2.00	6.00
	C	199.60	2.00	0.00	5.00
	D	19.00	11.00	4.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	3.00	243.90	16.80
	B	4.00	0.00	3.00	2.00
	C	187.50	3.00	0.00	3.40
	D	34.70	4.00	8.90	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	4.90	210.40	15.00
	B	6.00	0.00	1.00	9.00
	C	195.20	6.50	0.00	5.40
	D	34.30	0.00	4.00	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	50	8	10
	B	0	0	0	0
	C	11	0	0	0
	D	5	17	11	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	40	7	0
	B	0	0	33	20
	C	14	0	0	0
	D	8	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	13	15
	B	0	0	0	0
	C	10	0	0	33
	D	4	0	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		A	B	C	D
From	A	0	0	8	7
	B	0	0	0	0
	C	13	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A	B	C	D
From	A	0	0	12	13
	B	0	0	0	0
	C	12	0	0	0
	D	9	0	13	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A	B	C	D
From	A	0	25	15	0
	B	0	0	0	0
	C	11	20	0	0
	D	10	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.14	22.45	0.2	C	6.28	37.67
B-AD	0.28	40.74	0.4	E	5.32	31.93
A-BCD	0.32	4.98	1.4	A	67.94	407.61
A-B					3.48	20.88
A-C					157.38	944.30
D-AB	0.37	19.34	0.6	C	29.69	178.16
D-BC	0.40	41.93	0.6	E	9.36	56.14
C-ABD	0.11	4.39	0.3	A	15.91	95.48
C-D					4.95	29.72
C-A					192.08	1152.49

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6.56	6.56	85.78	0.076	6.48	0.0	0.1	11.338	B
B-AD	3.44	3.44	48.14	0.072	3.37	0.0	0.1	20.067	C
A-BCD	41.75	41.75	240.14	0.174	41.18	0.0	0.6	4.929	A
A-B	2.40	2.40			2.40				
A-C	139.45	139.45			139.45				
D-AB	25.17	25.17	84.41	0.298	24.72	0.0	0.4	16.028	C
D-BC	13.53	13.53	44.90	0.301	13.07	0.0	0.5	31.301	D
C-ABD	13.85	13.85	276.13	0.050	13.76	0.0	0.1	3.722	A
C-D	5.70	5.70			5.70				
C-A	199.76	199.76			199.76				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	7.73	7.73	65.84	0.117	7.66	0.1	0.1	17.249	C
B-AD	5.67	5.67	34.64	0.164	5.55	0.1	0.2	32.227	D
A-BCD	50.18	50.18	273.43	0.184	50.12	0.6	0.6	4.348	A
A-B	5.55	5.55			5.55				
A-C	172.18	172.18			172.18				
D-AB	28.49	28.49	97.17	0.293	28.49	0.4	0.4	14.045	B
D-BC	5.31	5.31	33.52	0.158	5.55	0.5	0.2	35.666	E
C-ABD	18.78	18.78	280.32	0.067	18.74	0.1	0.1	3.772	A
C-D	7.46	7.46			7.46				
C-A	206.46	206.46			206.46				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	7.69	7.69	71.46	0.108	7.71	0.1	0.1	16.035	C
B-AD	3.51	3.51	35.36	0.099	3.58	0.2	0.1	29.981	D
A-BCD	79.16	79.16	279.18	0.284	78.60	0.6	1.2	4.917	A
A-B	4.29	4.29			4.29				
A-C	155.04	155.04			155.04				
D-AB	27.90	27.90	77.21	0.361	27.76	0.4	0.6	19.339	C
D-BC	14.00	14.00	34.67	0.404	13.58	0.2	0.6	41.926	E
C-ABD	10.36	10.36	268.45	0.039	10.43	0.1	0.1	3.828	A
C-D	3.75	3.75			3.75				
C-A	203.99	203.99			203.99				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5.18	5.18	59.77	0.087	5.21	0.1	0.1	16.507	C
B-AD	4.82	4.82	38.54	0.125	4.81	0.1	0.1	26.658	D
A-BCD	69.20	69.20	274.49	0.252	69.29	1.2	1.1	4.916	A
A-B	2.98	2.98			2.98				
A-C	156.61	156.61			156.61				
D-AB	25.11	25.11	78.70	0.319	25.20	0.6	0.5	17.322	C
D-BC	8.89	8.89	40.63	0.219	9.23	0.6	0.3	28.951	D
C-ABD	9.33	9.33	260.80	0.036	9.34	0.1	0.1	3.894	A
C-D	4.82	4.82			4.82				
C-A	192.45	192.45			192.45				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4.16	4.16	69.68	0.060	4.19	0.1	0.1	13.748	B
B-AD	4.84	4.84	26.79	0.181	4.77	0.1	0.2	40.743	E
A-BCD	96.56	96.56	300.51	0.321	96.23	1.1	1.4	4.856	A
A-B	2.03	2.03			2.03				
A-C	165.11	165.11			165.11				
D-AB	37.19	37.19	101.68	0.366	37.10	0.5	0.6	14.353	B
D-BC	10.41	10.41	34.97	0.298	10.28	0.3	0.4	37.581	E
C-ABD	13.64	13.64	244.99	0.056	13.59	0.1	0.1	4.249	A
C-D	3.21	3.21			3.21				
C-A	177.05	177.05			177.05				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6.35	6.35	46.27	0.137	6.26	0.1	0.2	22.446	C
B-AD	9.65	9.65	35.08	0.275	9.50	0.2	0.4	34.979	D
A-BCD	70.76	70.76	275.37	0.257	71.06	1.4	1.1	4.980	A
A-B	3.63	3.63			3.63				
A-C	155.91	155.91			155.91				
D-AB	34.30	34.30	117.88	0.291	34.43	0.6	0.5	11.780	B
D-BC	4.00	4.00	36.02	0.111	4.28	0.4	0.1	30.933	D
C-ABD	29.53	29.53	257.48	0.115	29.34	0.1	0.3	4.392	A
C-D	4.78	4.78			4.78				
C-A	172.79	172.79			172.79				

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

15:45 - 16:00

		To			
		A	B	C	D
From	A	0.00	3.00	161.70	29.50
	B	7.00	0.00	4.00	4.00
	C	204.60	0.00	0.00	5.00
	D	11.00	5.20	2.00	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	6.00	193.10	22.00
	B	4.90	0.00	10.50	5.00
	C	204.30	1.00	0.00	6.00
	D	13.90	10.40	6.00	0.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	4.00	189.20	12.00
	B	3.00	0.00	5.00	8.00
	C	205.30	1.00	0.00	5.00
	D	16.90	4.00	6.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	7.00	200.90	18.00
	B	1.00	0.00	0.00	9.00
	C	197.20	4.90	0.00	11.00
	D	24.50	5.00	6.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	4.00	200.80	18.00
	B	3.00	0.00	2.00	5.00
	C	161.40	2.00	0.00	9.00
	D	18.00	4.00	6.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.00	166.40	17.00
	B	2.00	0.00	4.40	4.00
	C	182.90	1.00	0.00	5.00
	D	11.00	3.00	3.00	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	9	4
	B	0	0	0	0
	C	14	0	0	0
	D	0	0	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	25	0	11	0
	C	10	0	0	0
	D	8	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	9	0	0	0
	D	6	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	9	25	0	0
	D	4	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	4	0	0	0
	D	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.17	22.13	0.2	C	7.45	44.70
B-AD	0.18	26.21	0.2	D	6.18	37.10
A-BCD	0.41	6.85	1.6	A	75.43	452.60
A-B					3.79	22.75
A-C					130.88	785.25
D-AB	0.29	18.44	0.4	C	18.85	113.08
D-BC	0.26	30.71	0.3	D	7.14	42.82
C-ABD	0.09	4.34	0.2	A	7.33	43.96
C-D					6.58	39.47
C-A					187.19	1123.16

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6.30	6.30	84.83	0.074	6.22	0.0	0.1	11.437	B
B-AD	8.70	8.70	47.19	0.184	8.48	0.0	0.2	23.145	C
A-BCD	96.98	96.98	236.70	0.410	95.42	0.0	1.6	6.846	A
A-B	1.77	1.77			1.77				
A-C	95.45	95.45			95.45				
D-AB	13.72	13.72	89.42	0.153	13.55	0.0	0.2	11.835	B
D-BC	4.48	4.48	42.70	0.105	4.36	0.0	0.1	23.408	C
C-ABD	0.00	0.00	110.57	0.000	0.00	0.0	0.0	0.000	A
C-D	5.00	5.00			5.00				
C-A	204.60	204.60			204.60				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	13.30	13.30	80.12	0.166	13.18	0.1	0.2	14.109	B
B-AD	7.10	7.10	43.53	0.163	7.11	0.2	0.2	25.991	D
A-BCD	93.32	93.32	262.92	0.355	93.37	1.6	1.5	5.721	A
A-B	3.85	3.85			3.85				
A-C	123.93	123.93			123.93				
D-AB	19.91	19.91	69.45	0.287	19.69	0.2	0.4	18.443	C
D-BC	10.39	10.39	39.24	0.265	10.16	0.1	0.3	30.713	D
C-ABD	4.79	4.79	265.73	0.018	4.77	0.0	0.0	3.697	A
C-D	5.89	5.89			5.89				
C-A	200.61	200.61			200.61				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	9.30	9.30	73.80	0.126	9.35	0.2	0.2	14.752	B
B-AD	6.70	6.70	44.15	0.152	6.72	0.2	0.2	26.209	D
A-BCD	49.17	49.17	258.54	0.190	49.99	1.5	0.7	4.508	A
A-B	3.23	3.23			3.23				
A-C	152.80	152.80			152.80				
D-AB	19.20	19.20	96.20	0.200	19.33	0.4	0.3	12.384	B
D-BC	7.70	7.70	41.89	0.184	7.81	0.3	0.2	26.497	D
C-ABD	4.63	4.63	268.51	0.017	4.63	0.0	0.0	3.653	A
C-D	4.91	4.91			4.91				
C-A	201.76	201.76			201.76				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4.64	4.64	45.39	0.102	4.68	0.2	0.1	22.130	C
B-AD	5.36	5.36	40.08	0.134	5.39	0.2	0.2	25.974	D
A-BCD	80.76	80.76	268.59	0.301	80.27	0.7	1.2	4.989	A
A-B	4.89	4.89			4.89				
A-C	140.25	140.25			140.25				
D-AB	27.40	27.40	98.32	0.279	27.27	0.3	0.4	13.245	B
D-BC	8.10	8.10	38.21	0.212	8.07	0.2	0.3	29.822	D
C-ABD	23.26	23.26	263.85	0.088	23.09	0.0	0.2	4.146	A
C-D	10.03	10.03			10.03				
C-A	179.81	179.81			179.81				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4.67	4.67	68.57	0.068	4.72	0.1	0.1	14.105	B
B-AD	5.33	5.33	45.45	0.117	5.35	0.2	0.1	22.456	C
A-BCD	73.95	73.95	272.55	0.271	74.10	1.2	1.0	4.766	A
A-B	2.91	2.91			2.91				
A-C	145.94	145.94			145.94				
D-AB	20.25	20.25	109.93	0.184	20.42	0.4	0.2	10.341	B
D-BC	7.75	7.75	48.71	0.159	7.81	0.3	0.2	22.040	C
C-ABD	7.37	7.37	235.25	0.031	7.51	0.2	0.0	4.339	A
C-D	8.72	8.72			8.72				
C-A	156.31	156.31			156.31				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6.48	6.48	94.19	0.069	6.48	0.1	0.1	10.261	B
B-AD	3.92	3.92	52.29	0.075	3.97	0.1	0.1	18.648	C
A-BCD	58.42	58.42	247.80	0.236	58.64	1.0	0.8	4.971	A
A-B	6.10	6.10			6.10				
A-C	126.88	126.88			126.88				
D-AB	12.60	12.60	107.31	0.117	12.70	0.2	0.1	9.523	A
D-BC	4.40	4.40	49.77	0.089	4.50	0.2	0.1	19.919	C
C-ABD	3.91	3.91	253.37	0.015	3.94	0.0	0.0	3.721	A
C-D	4.92	4.92			4.92				
C-A	180.07	180.07			180.07				

FB WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		4.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:15 - 07:30

		To			
		A	B	C	D
From	A	0.00	3.00	174.58	12.31
	B	1.03	0.00	4.14	5.17
	C	217.50	3.10	0.00	6.21
	D	21.62	7.14	11.27	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	7.03	218.33	10.34
	B	3.10	0.00	4.65	6.10
	C	228.88	3.52	0.00	8.27
	D	27.72	3.10	4.14	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	6.21	224.12	16.34
	B	1.03	0.00	5.17	5.38
	C	219.46	2.07	0.00	4.03
	D	24.72	6.21	12.41	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	4.14	217.09	15.41
	B	2.07	0.00	2.07	6.21
	C	206.43	2.07	0.00	5.17
	D	19.65	11.38	4.14	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	3.10	252.25	17.38
	B	4.14	0.00	3.10	2.07
	C	193.92	3.10	0.00	3.52
	D	35.89	4.14	9.20	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	5.07	217.60	15.51
	B	6.21	0.00	1.03	9.31
	C	201.88	6.72	0.00	5.58
	D	35.47	0.00	4.14	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	50	8	10
	B	0	0	0	0
	C	11	0	0	0
	D	5	17	11	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	40	7	0
	B	0	0	33	20
	C	14	0	0	0
	D	8	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	13	15
	B	0	0	0	0
	C	10	0	0	33
	D	4	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	7
	B	0	0	0	0
	C	13	0	0	0
	D	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	12	13
	B	0	0	0	0
	C	12	0	0	0
	D	9	0	13	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	25	15	0
	B	0	0	0	0
	C	11	20	0	0
	D	10	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.16	25.21	0.2	D	6.54	39.22
B-AD	0.31	48.68	0.4	E	5.46	32.77
A-BCD	0.35	5.06	1.7	A	75.27	451.59
A-B					3.50	20.97
A-C					157.87	947.23
D-AB	0.41	22.85	0.7	C	30.78	184.68
D-BC	0.46	50.89	0.8	F	9.61	57.64
C-ABD	0.12	4.37	0.3	A	17.61	105.68
C-D					5.09	30.56
C-A					197.53	1185.21

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6.79	6.79	82.49	0.082	6.70	0.0	0.1	11.862	B
B-AD	3.55	3.55	45.46	0.078	3.47	0.0	0.1	21.392	C
A-BCD	45.53	45.53	243.37	0.187	44.87	0.0	0.7	4.940	A
A-B	2.44	2.44			2.44				
A-C	141.92	141.92			141.92				
D-AB	26.12	26.12	80.12	0.326	25.61	0.0	0.5	17.526	C
D-BC	13.91	13.91	41.74	0.333	13.38	0.0	0.5	34.993	D
C-ABD	15.26	15.26	280.81	0.054	15.17	0.0	0.1	3.681	A
C-D	5.87	5.87			5.87				
C-A	205.68	205.68			205.68				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	8.04	8.04	61.26	0.131	7.96	0.1	0.2	18.792	C
B-AD	5.82	5.82	31.41	0.185	5.68	0.1	0.2	36.334	E
A-BCD	55.69	55.69	278.11	0.200	55.60	0.7	0.7	4.371	A
A-B	5.62	5.62			5.62				
A-C	174.39	174.39			174.39				
D-AB	29.50	29.50	93.25	0.316	29.50	0.5	0.5	15.136	C
D-BC	5.46	5.46	30.38	0.180	5.73	0.5	0.3	40.626	E
C-ABD	20.92	20.92	285.39	0.073	20.87	0.1	0.1	3.736	A
C-D	7.67	7.67			7.67				
C-A	212.08	212.08			212.08				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	7.98	7.98	67.07	0.119	7.99	0.2	0.2	17.340	C
B-AD	3.61	3.61	32.14	0.112	3.70	0.2	0.1	33.516	D
A-BCD	87.82	87.82	284.03	0.309	87.19	0.7	1.4	5.009	A
A-B	4.28	4.28			4.28				
A-C	154.57	154.57			154.57				
D-AB	29.00	29.00	70.61	0.411	28.79	0.5	0.7	22.851	C
D-BC	14.33	14.33	31.02	0.462	13.81	0.3	0.8	50.889	F
C-ABD	11.52	11.52	273.12	0.042	11.59	0.1	0.1	3.783	A
C-D	3.86	3.86			3.86				
C-A	210.19	210.19			210.19				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5.38	5.38	55.88	0.096	5.42	0.2	0.1	17.852	C
B-AD	4.96	4.96	35.45	0.140	4.95	0.1	0.2	29.480	D
A-BCD	76.44	76.44	279.12	0.274	76.54	1.4	1.3	4.992	A
A-B	3.00	3.00			3.00				
A-C	157.20	157.20			157.20				
D-AB	26.06	26.06	74.17	0.351	26.20	0.7	0.6	19.362	C
D-BC	9.11	9.11	37.27	0.244	9.55	0.8	0.3	32.927	D
C-ABD	10.31	10.31	265.09	0.039	10.32	0.1	0.1	3.849	A
C-D	4.97	4.97			4.97				
C-A	198.40	198.40			198.40				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4.33	4.33	64.26	0.067	4.37	0.1	0.1	15.034	C
B-AD	4.97	4.97	23.26	0.214	4.88	0.2	0.3	48.683	E
A-BCD	107.87	107.87	306.10	0.352	107.47	1.3	1.7	4.998	A
A-B	2.00	2.00			2.00				
A-C	162.85	162.85			162.85				
D-AB	38.53	38.53	96.45	0.400	38.44	0.6	0.7	15.929	C
D-BC	10.70	10.70	31.69	0.338	10.54	0.3	0.5	43.661	E
C-ABD	15.08	15.08	248.81	0.061	15.03	0.1	0.1	4.213	A
C-D	3.30	3.30			3.30				
C-A	182.15	182.15			182.15				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6.70	6.70	42.18	0.159	6.59	0.1	0.2	25.213	D
B-AD	9.84	9.84	31.74	0.310	9.68	0.3	0.4	40.463	E
A-BCD	78.25	78.25	280.08	0.279	78.61	1.7	1.3	5.062	A
A-B	3.64	3.64			3.64				
A-C	156.30	156.30			156.30				
D-AB	35.47	35.47	115.33	0.308	35.65	0.7	0.5	12.340	B
D-BC	4.14	4.14	33.07	0.125	4.47	0.5	0.2	34.461	D
C-ABD	32.59	32.59	261.65	0.125	32.37	0.1	0.3	4.369	A
C-D	4.89	4.89			4.89				
C-A	176.71	176.71			176.71				

FB WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

15:45 - 16:00

		To			
		A	B	C	D
From	A	0.00	3.11	167.47	30.55
	B	7.25	0.00	4.14	4.14
	C	211.90	0.00	0.00	5.18
	D	11.39	5.39	2.07	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	6.21	199.99	22.79
	B	5.07	0.00	10.87	5.18
	C	211.59	1.04	0.00	6.21
	D	14.40	10.77	6.21	0.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	4.14	195.95	12.43
	B	3.11	0.00	5.18	8.29
	C	212.63	1.04	0.00	5.18
	D	17.50	4.14	6.21	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	7.25	208.07	18.64
	B	1.04	0.00	0.00	9.32
	C	204.24	5.07	0.00	11.39
	D	25.37	5.18	6.21	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	4.14	207.97	18.64
	B	3.11	0.00	2.07	5.18
	C	167.16	2.07	0.00	9.32
	D	18.64	4.14	6.21	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.29	172.34	17.61
	B	2.07	0.00	4.56	4.14
	C	189.43	1.04	0.00	5.18
	D	11.39	3.11	3.11	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	9	4
	B	0	0	0	0
	C	14	0	0	0
	D	0	0	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	25	0	11	0
	C	10	0	0	0
	D	8	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	9	0	0	0
	D	6	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	9	25	0	0
	D	4	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	4	0	0	0
	D	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.18	24.33	0.2	C	7.74	46.45
B-AD	0.20	28.95	0.2	D	6.38	38.27
A-BCD	0.44	7.12	1.8	A	82.96	497.77
A-B					3.79	22.76
A-C					130.85	785.08
D-AB	0.32	20.75	0.5	C	19.56	117.37
D-BC	0.30	35.28	0.4	E	7.35	44.09
C-ABD	0.10	4.29	0.2	A	8.11	48.66
C-D					6.79	40.74
C-A					193.38	1160.27

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6.56	6.56	80.92	0.081	6.47	0.0	0.1	12.076	B
B-AD	8.98	8.98	44.37	0.202	8.73	0.0	0.2	25.092	D
A-BCD	105.77	105.77	239.87	0.441	103.98	0.0	1.8	7.125	A
A-B	1.74	1.74			1.74				
A-C	93.63	93.63			93.63				
D-AB	14.23	14.23	85.70	0.166	14.03	0.0	0.2	12.524	B
D-BC	4.62	4.62	39.66	0.116	4.49	0.0	0.1	25.514	D
C-ABD	0.00	0.00	108.68	0.000	0.00	0.0	0.0	0.000	A
C-D	5.18	5.18			5.18				
C-A	211.90	211.90			211.90				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	13.82	13.82	76.20	0.181	13.68	0.1	0.2	15.088	C
B-AD	7.31	7.31	39.95	0.183	7.31	0.2	0.2	28.949	D
A-BCD	103.10	103.10	267.31	0.386	103.16	1.8	1.7	5.930	A
A-B	3.79	3.79			3.79				
A-C	122.10	122.10			122.10				
D-AB	20.73	20.73	64.56	0.321	20.46	0.2	0.5	20.746	C
D-BC	10.65	10.65	35.62	0.299	10.37	0.1	0.4	35.276	E
C-ABD	5.33	5.33	270.38	0.020	5.30	0.0	0.0	3.644	A
C-D	6.09	6.09			6.09				
C-A	207.42	207.42			207.42				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	9.67	9.67	69.83	0.139	9.73	0.2	0.2	15.831	C
B-AD	6.90	6.90	41.13	0.168	6.93	0.2	0.2	28.738	D
A-BCD	54.23	54.23	262.75	0.206	55.16	1.7	0.8	4.539	A
A-B	3.28	3.28			3.28				
A-C	155.02	155.02			155.02				
D-AB	19.92	19.92	92.14	0.216	20.09	0.5	0.3	13.220	B
D-BC	7.94	7.94	38.78	0.205	8.08	0.4	0.3	29.441	D
C-ABD	5.13	5.13	273.17	0.019	5.13	0.0	0.0	3.601	A
C-D	5.08	5.08			5.08				
C-A	208.63	208.63			208.63				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4.82	4.82	41.90	0.115	4.86	0.2	0.1	24.329	C
B-AD	5.53	5.53	36.95	0.150	5.57	0.2	0.2	28.712	D
A-BCD	89.45	89.45	273.18	0.327	88.90	0.8	1.3	5.105	A
A-B	4.87	4.87			4.87				
A-C	139.65	139.65			139.65				
D-AB	28.43	28.43	93.87	0.303	28.28	0.3	0.4	14.343	B
D-BC	8.34	8.34	35.02	0.238	8.30	0.3	0.3	33.628	D
C-ABD	25.82	25.82	268.44	0.096	25.63	0.0	0.2	4.106	A
C-D	10.30	10.30			10.30				
C-A	184.59	184.59			184.59				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4.86	4.86	64.85	0.075	4.91	0.1	0.1	15.027	C
B-AD	5.50	5.50	42.53	0.129	5.52	0.2	0.2	24.343	C
A-BCD	81.42	81.42	277.11	0.294	81.61	1.3	1.2	4.848	A
A-B	2.92	2.92			2.92				
A-C	146.41	146.41			146.41				
D-AB	21.00	21.00	106.68	0.197	21.19	0.4	0.3	10.838	B
D-BC	8.00	8.00	45.91	0.174	8.08	0.3	0.2	23.846	C
C-ABD	8.09	8.09	238.64	0.034	8.26	0.2	0.1	4.285	A
C-D	9.00	9.00			9.00				
C-A	161.46	161.46			161.46				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6.72	6.72	90.97	0.074	6.72	0.1	0.1	10.684	B
B-AD	4.05	4.05	49.64	0.082	4.11	0.2	0.1	19.797	C
A-BCD	63.80	63.80	251.40	0.254	64.06	1.2	0.9	5.026	A
A-B	6.17	6.17			6.17				
A-C	128.26	128.26			128.26				
D-AB	13.05	13.05	104.34	0.125	13.17	0.3	0.1	9.882	A
D-BC	4.55	4.55	47.05	0.097	4.66	0.2	0.1	21.282	C
C-ABD	4.29	4.29	257.36	0.017	4.32	0.1	0.0	3.670	A
C-D	5.09	5.09			5.09				
C-A	186.26	186.26			186.26				

FB+CD WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		4.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:15 - 07:30

		To			
		A	B	C	D
From	A	0.00	3.00	174.58	12.31
	B	1.03	0.00	4.14	5.17
	C	217.50	3.10	0.00	6.21
	D	21.62	7.14	11.27	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	7.03	218.33	10.34
	B	3.10	0.00	4.65	6.10
	C	228.88	3.52	0.00	8.27
	D	27.72	3.10	4.14	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	6.21	224.12	16.34
	B	1.03	0.00	5.17	5.38
	C	219.46	2.07	0.00	4.03
	D	24.72	6.21	12.41	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	4.14	217.09	15.41
	B	2.07	0.00	2.07	6.21
	C	206.43	2.07	0.00	5.17
	D	19.65	11.38	4.14	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	3.10	252.25	17.38
	B	4.14	0.00	3.10	2.07
	C	193.92	3.10	0.00	3.52
	D	35.89	4.14	9.20	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	5.07	217.60	15.51
	B	6.21	0.00	1.03	9.31
	C	201.88	6.72	0.00	5.58
	D	35.47	0.00	4.14	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	50	8	10
	B	0	0	0	0
	C	11	0	0	0
	D	5	17	11	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	40	7	0
	B	0	0	33	20
	C	14	0	0	0
	D	8	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	13	15
	B	0	0	0	0
	C	10	0	0	33
	D	4	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	7
	B	0	0	0	0
	C	13	0	0	0
	D	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	12	13
	B	0	0	0	0
	C	12	0	0	0
	D	9	0	13	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	25	15	0
	B	0	0	0	0
	C	11	20	0	0
	D	10	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.16	25.21	0.2	D	6.54	39.22
B-AD	0.31	48.68	0.4	E	5.46	32.77
A-BCD	0.35	5.06	1.7	A	75.27	451.59
A-B					3.50	20.97
A-C					157.87	947.23
D-AB	0.41	22.85	0.7	C	30.78	184.68
D-BC	0.46	50.89	0.8	F	9.61	57.64
C-ABD	0.12	4.37	0.3	A	17.61	105.68
C-D					5.09	30.56
C-A					197.53	1185.21

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6.79	6.79	82.49	0.082	6.70	0.0	0.1	11.862	B
B-AD	3.55	3.55	45.46	0.078	3.47	0.0	0.1	21.392	C
A-BCD	45.53	45.53	243.37	0.187	44.87	0.0	0.7	4.940	A
A-B	2.44	2.44			2.44				
A-C	141.92	141.92			141.92				
D-AB	26.12	26.12	80.12	0.326	25.61	0.0	0.5	17.526	C
D-BC	13.91	13.91	41.74	0.333	13.38	0.0	0.5	34.993	D
C-ABD	15.26	15.26	280.81	0.054	15.17	0.0	0.1	3.681	A
C-D	5.87	5.87			5.87				
C-A	205.68	205.68			205.68				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	8.04	8.04	61.26	0.131	7.96	0.1	0.2	18.792	C
B-AD	5.82	5.82	31.41	0.185	5.68	0.1	0.2	36.334	E
A-BCD	55.69	55.69	278.11	0.200	55.60	0.7	0.7	4.371	A
A-B	5.62	5.62			5.62				
A-C	174.39	174.39			174.39				
D-AB	29.50	29.50	93.25	0.316	29.50	0.5	0.5	15.136	C
D-BC	5.46	5.46	30.38	0.180	5.73	0.5	0.3	40.626	E
C-ABD	20.92	20.92	285.39	0.073	20.87	0.1	0.1	3.736	A
C-D	7.67	7.67			7.67				
C-A	212.08	212.08			212.08				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	7.98	7.98	67.07	0.119	7.99	0.2	0.2	17.340	C
B-AD	3.61	3.61	32.14	0.112	3.70	0.2	0.1	33.516	D
A-BCD	87.82	87.82	284.03	0.309	87.19	0.7	1.4	5.009	A
A-B	4.28	4.28			4.28				
A-C	154.57	154.57			154.57				
D-AB	29.00	29.00	70.61	0.411	28.79	0.5	0.7	22.851	C
D-BC	14.33	14.33	31.02	0.462	13.81	0.3	0.8	50.889	F
C-ABD	11.52	11.52	273.12	0.042	11.59	0.1	0.1	3.783	A
C-D	3.86	3.86			3.86				
C-A	210.19	210.19			210.19				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5.38	5.38	55.88	0.096	5.42	0.2	0.1	17.852	C
B-AD	4.96	4.96	35.45	0.140	4.95	0.1	0.2	29.480	D
A-BCD	76.44	76.44	279.12	0.274	76.54	1.4	1.3	4.992	A
A-B	3.00	3.00			3.00				
A-C	157.20	157.20			157.20				
D-AB	26.06	26.06	74.17	0.351	26.20	0.7	0.6	19.362	C
D-BC	9.11	9.11	37.27	0.244	9.55	0.8	0.3	32.927	D
C-ABD	10.31	10.31	265.09	0.039	10.32	0.1	0.1	3.849	A
C-D	4.97	4.97			4.97				
C-A	198.40	198.40			198.40				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4.33	4.33	64.26	0.067	4.37	0.1	0.1	15.034	C
B-AD	4.97	4.97	23.26	0.214	4.88	0.2	0.3	48.683	E
A-BCD	107.87	107.87	306.10	0.352	107.47	1.3	1.7	4.998	A
A-B	2.00	2.00			2.00				
A-C	162.85	162.85			162.85				
D-AB	38.53	38.53	96.45	0.400	38.44	0.6	0.7	15.929	C
D-BC	10.70	10.70	31.69	0.338	10.54	0.3	0.5	43.661	E
C-ABD	15.08	15.08	248.81	0.061	15.03	0.1	0.1	4.213	A
C-D	3.30	3.30			3.30				
C-A	182.15	182.15			182.15				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6.70	6.70	42.18	0.159	6.59	0.1	0.2	25.213	D
B-AD	9.84	9.84	31.74	0.310	9.68	0.3	0.4	40.463	E
A-BCD	78.25	78.25	280.08	0.279	78.61	1.7	1.3	5.062	A
A-B	3.64	3.64			3.64				
A-C	156.30	156.30			156.30				
D-AB	35.47	35.47	115.33	0.308	35.65	0.7	0.5	12.340	B
D-BC	4.14	4.14	33.07	0.125	4.47	0.5	0.2	34.461	D
C-ABD	32.59	32.59	261.65	0.125	32.37	0.1	0.3	4.369	A
C-D	4.89	4.89			4.89				
C-A	176.71	176.71			176.71				

FB+CD WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

15:45 - 16:00

		To			
		A	B	C	D
From	A	0.00	3.11	167.47	30.55
	B	7.25	0.00	4.14	4.14
	C	211.90	0.00	0.00	5.18
	D	11.39	5.39	2.07	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	6.21	199.99	22.79
	B	5.07	0.00	10.87	5.18
	C	211.59	1.04	0.00	6.21
	D	14.40	10.77	6.21	0.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	4.14	195.95	12.43
	B	3.11	0.00	5.18	8.29
	C	212.63	1.04	0.00	5.18
	D	17.50	4.14	6.21	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	7.25	208.07	18.64
	B	1.04	0.00	0.00	9.32
	C	204.24	5.07	0.00	11.39
	D	25.37	5.18	6.21	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	4.14	207.97	18.64
	B	3.11	0.00	2.07	5.18
	C	167.16	2.07	0.00	9.32
	D	18.64	4.14	6.21	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.29	172.34	17.61
	B	2.07	0.00	4.56	4.14
	C	189.43	1.04	0.00	5.18
	D	11.39	3.11	3.11	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	9	4
	B	0	0	0	0
	C	14	0	0	0
	D	0	0	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	25	0	11	0
	C	10	0	0	0
	D	8	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	9	0	0	0
	D	6	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	9	25	0	0
	D	4	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	4	0	0	0
	D	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.18	24.33	0.2	C	7.74	46.45
B-AD	0.20	28.95	0.2	D	6.38	38.27
A-BCD	0.44	7.12	1.8	A	82.96	497.77
A-B					3.79	22.76
A-C					130.85	785.08
D-AB	0.32	20.75	0.5	C	19.56	117.37
D-BC	0.30	35.28	0.4	E	7.35	44.09
C-ABD	0.10	4.29	0.2	A	8.11	48.66
C-D					6.79	40.74
C-A					193.38	1160.27

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6.56	6.56	80.92	0.081	6.47	0.0	0.1	12.076	B
B-AD	8.98	8.98	44.37	0.202	8.73	0.0	0.2	25.092	D
A-BCD	105.77	105.77	239.87	0.441	103.98	0.0	1.8	7.125	A
A-B	1.74	1.74			1.74				
A-C	93.63	93.63			93.63				
D-AB	14.23	14.23	85.70	0.166	14.03	0.0	0.2	12.524	B
D-BC	4.62	4.62	39.66	0.116	4.49	0.0	0.1	25.514	D
C-ABD	0.00	0.00	108.68	0.000	0.00	0.0	0.0	0.000	A
C-D	5.18	5.18			5.18				
C-A	211.90	211.90			211.90				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	13.82	13.82	76.20	0.181	13.68	0.1	0.2	15.088	C
B-AD	7.31	7.31	39.95	0.183	7.31	0.2	0.2	28.949	D
A-BCD	103.10	103.10	267.31	0.386	103.16	1.8	1.7	5.930	A
A-B	3.79	3.79			3.79				
A-C	122.10	122.10			122.10				
D-AB	20.73	20.73	64.56	0.321	20.46	0.2	0.5	20.746	C
D-BC	10.65	10.65	35.62	0.299	10.37	0.1	0.4	35.276	E
C-ABD	5.33	5.33	270.38	0.020	5.30	0.0	0.0	3.644	A
C-D	6.09	6.09			6.09				
C-A	207.42	207.42			207.42				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	9.67	9.67	69.83	0.139	9.73	0.2	0.2	15.831	C
B-AD	6.90	6.90	41.13	0.168	6.93	0.2	0.2	28.738	D
A-BCD	54.23	54.23	262.75	0.206	55.16	1.7	0.8	4.539	A
A-B	3.28	3.28			3.28				
A-C	155.02	155.02			155.02				
D-AB	19.92	19.92	92.14	0.216	20.09	0.5	0.3	13.220	B
D-BC	7.94	7.94	38.78	0.205	8.08	0.4	0.3	29.441	D
C-ABD	5.13	5.13	273.17	0.019	5.13	0.0	0.0	3.601	A
C-D	5.08	5.08			5.08				
C-A	208.63	208.63			208.63				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4.82	4.82	41.90	0.115	4.86	0.2	0.1	24.329	C
B-AD	5.53	5.53	36.95	0.150	5.57	0.2	0.2	28.712	D
A-BCD	89.45	89.45	273.18	0.327	88.90	0.8	1.3	5.105	A
A-B	4.87	4.87			4.87				
A-C	139.65	139.65			139.65				
D-AB	28.43	28.43	93.87	0.303	28.28	0.3	0.4	14.343	B
D-BC	8.34	8.34	35.02	0.238	8.30	0.3	0.3	33.628	D
C-ABD	25.82	25.82	268.44	0.096	25.63	0.0	0.2	4.106	A
C-D	10.30	10.30			10.30				
C-A	184.59	184.59			184.59				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4.86	4.86	64.85	0.075	4.91	0.1	0.1	15.027	C
B-AD	5.50	5.50	42.53	0.129	5.52	0.2	0.2	24.343	C
A-BCD	81.42	81.42	277.11	0.294	81.61	1.3	1.2	4.848	A
A-B	2.92	2.92			2.92				
A-C	146.41	146.41			146.41				
D-AB	21.00	21.00	106.68	0.197	21.19	0.4	0.3	10.838	B
D-BC	8.00	8.00	45.91	0.174	8.08	0.3	0.2	23.846	C
C-ABD	8.09	8.09	238.64	0.034	8.26	0.2	0.1	4.285	A
C-D	9.00	9.00			9.00				
C-A	161.46	161.46			161.46				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6.72	6.72	90.97	0.074	6.72	0.1	0.1	10.684	B
B-AD	4.05	4.05	49.64	0.082	4.11	0.2	0.1	19.797	C
A-BCD	63.80	63.80	251.40	0.254	64.06	1.2	0.9	5.026	A
A-B	6.17	6.17			6.17				
A-C	128.26	128.26			128.26				
D-AB	13.05	13.05	104.34	0.125	13.17	0.3	0.1	9.882	A
D-BC	4.55	4.55	47.05	0.097	4.66	0.2	0.1	21.282	C
C-ABD	4.29	4.29	257.36	0.017	4.32	0.1	0.0	3.670	A
C-D	5.09	5.09			5.09				
C-A	186.26	186.26			186.26				

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		5.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:15 - 07:30

		To			
		A	B	C	D
From	A	0.00	3.00	189.62	12.31
	B	1.03	0.00	4.14	5.17
	C	232.54	3.10	0.00	6.21
	D	21.62	7.14	11.27	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	7.03	233.37	10.34
	B	3.10	0.00	4.65	6.10
	C	243.92	3.52	0.00	8.27
	D	27.72	3.10	4.14	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	6.21	239.16	16.34
	B	1.03	0.00	5.17	5.38
	C	234.51	2.07	0.00	4.03
	D	24.72	6.21	12.41	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	4.14	232.13	15.41
	B	2.07	0.00	2.07	6.21
	C	232.23	2.07	0.00	5.17
	D	19.65	11.38	4.14	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	3.10	267.29	17.38
	B	4.14	0.00	3.10	2.07
	C	219.71	3.10	0.00	3.52
	D	35.89	4.14	9.20	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	5.07	232.65	15.51
	B	6.21	0.00	1.03	9.31
	C	227.68	6.72	0.00	5.58
	D	35.47	0.00	4.14	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	50	11	10
	B	0	0	0	0
	C	14	0	0	0
	D	5	17	11	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	40	9	0
	B	0	0	33	20
	C	16	0	0	0
	D	8	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	15	15
	B	0	0	0	0
	C	12	0	0	33
	D	4	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	10	7
	B	0	0	0	0
	C	15	0	0	0
	D	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	14	13
	B	0	0	0	0
	C	14	0	0	0
	D	9	0	13	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	25	17	0
	B	0	0	0	0
	C	13	20	0	0
	D	10	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.22	35.64	0.3	E	6.65	39.89
B-AD	0.40	81.42	0.6	F	5.35	32.09
A-BCD	0.41	5.40	2.2	A	87.99	527.93
A-B					3.33	19.99
A-C					160.36	962.15
D-AB	0.51	32.97	1.0	D	30.93	185.60
D-BC	0.58	76.15	1.1	F	9.45	56.72
C-ABD	0.15	4.24	0.4	A	21.23	127.38
C-D					5.04	30.25
C-A					214.39	1286.33

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6.80	6.80	74.95	0.091	6.70	0.0	0.1	13.169	B
B-AD	3.54	3.54	39.70	0.089	3.45	0.0	0.1	24.763	C
A-BCD	51.90	51.90	252.50	0.206	51.10	0.0	0.8	4.967	A
A-B	2.38	2.38			2.38				
A-C	150.65	150.65			150.65				
D-AB	26.27	26.27	71.62	0.367	25.67	0.0	0.6	20.729	C
D-BC	13.76	13.76	35.49	0.388	13.10	0.0	0.7	43.933	E
C-ABD	17.49	17.49	290.25	0.060	17.38	0.0	0.1	3.654	A
C-D	5.83	5.83			5.83				
C-A	218.53	218.53			218.53				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	8.12	8.12	52.25	0.155	8.02	0.1	0.2	22.561	C
B-AD	5.74	5.74	25.46	0.225	5.55	0.1	0.3	46.665	E
A-BCD	64.34	64.34	287.90	0.223	64.20	0.8	0.9	4.437	A
A-B	5.45	5.45			5.45				
A-C	180.96	180.96			180.96				
D-AB	29.55	29.55	85.29	0.347	29.57	0.6	0.6	17.333	C
D-BC	5.40	5.40	24.71	0.219	5.73	0.7	0.3	53.192	F
C-ABD	24.23	24.23	295.34	0.082	24.16	0.1	0.2	3.712	A
C-D	7.59	7.59			7.59				
C-A	223.89	223.89			223.89				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	8.01	8.01	58.26	0.138	8.03	0.2	0.2	20.451	C
B-AD	3.57	3.57	26.16	0.137	3.68	0.3	0.2	42.492	E
A-BCD	101.34	101.34	293.76	0.345	100.57	0.9	1.7	5.199	A
A-B	4.06	4.06			4.06				
A-C	156.32	156.32			156.32				
D-AB	29.26	29.26	57.63	0.508	28.81	0.6	1.0	32.972	D
D-BC	14.07	14.07	24.42	0.576	13.27	0.3	1.1	76.150	F
C-ABD	13.32	13.32	283.06	0.047	13.41	0.2	0.1	3.742	A
C-D	3.84	3.84			3.84				
C-A	223.45	223.45			223.45				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5.44	5.44	45.94	0.118	5.48	0.2	0.1	22.270	C
B-AD	4.90	4.90	27.85	0.176	4.87	0.2	0.2	39.097	E
A-BCD	89.92	89.92	287.43	0.313	90.00	1.7	1.6	5.228	A
A-B	2.83	2.83			2.83				
A-C	158.93	158.93			158.93				
D-AB	26.33	26.33	60.22	0.437	26.52	1.0	0.8	27.753	D
D-BC	8.84	8.84	27.89	0.317	9.48	1.1	0.5	50.274	F
C-ABD	12.86	12.86	283.26	0.045	12.86	0.1	0.1	3.698	A
C-D	4.94	4.94			4.94				
C-A	221.67	221.67			221.67				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4.44	4.44	50.17	0.088	4.48	0.1	0.1	19.715	C
B-AD	4.87	4.87	15.52	0.314	4.67	0.2	0.4	81.421	F
A-BCD	128.15	128.15	314.83	0.407	127.55	1.6	2.2	5.400	A
A-B	1.83	1.83			1.83				
A-C	157.79	157.79			157.79				
D-AB	38.72	38.72	79.07	0.490	38.61	0.8	0.9	22.616	C
D-BC	10.51	10.51	22.99	0.457	10.24	0.5	0.8	70.791	F
C-ABD	18.87	18.87	267.39	0.071	18.81	0.1	0.1	4.031	A
C-D	3.27	3.27			3.27				
C-A	204.19	204.19			204.19				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	7.08	7.08	32.01	0.221	6.91	0.1	0.3	35.641	E
B-AD	9.47	9.47	23.73	0.399	9.27	0.4	0.6	61.294	F
A-BCD	92.29	92.29	288.60	0.320	92.81	2.2	1.7	5.316	A
A-B	3.43	3.43			3.43				
A-C	157.51	157.51			157.51				
D-AB	35.47	35.47	106.02	0.335	35.86	0.9	0.6	14.054	B
D-BC	4.14	4.14	25.12	0.165	4.68	0.8	0.2	48.947	E
C-ABD	40.62	40.62	279.79	0.145	40.33	0.1	0.4	4.239	A
C-D	4.77	4.77			4.77				
C-A	194.59	194.59			194.59				

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm A - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		4.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

15:45 - 16:00

		To			
		A	B	C	D
From	A	0.00	3.11	182.52	30.55
	B	7.25	0.00	4.14	4.14
	C	226.95	0.00	0.00	5.18
	D	11.39	5.39	2.07	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	6.21	225.79	22.79
	B	5.07	0.00	10.87	5.18
	C	226.64	1.04	0.00	6.21
	D	14.40	10.77	6.21	0.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	4.14	221.75	12.43
	B	3.11	0.00	5.18	8.29
	C	227.67	1.04	0.00	5.18
	D	17.50	4.14	6.21	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	7.25	233.87	18.64
	B	1.04	0.00	0.00	9.32
	C	219.28	5.07	0.00	11.39
	D	25.37	5.18	6.21	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	4.14	233.76	18.64
	B	3.11	0.00	2.07	5.18
	C	182.21	2.07	0.00	9.32
	D	18.64	4.14	6.21	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.29	187.38	17.61
	B	2.07	0.00	4.56	4.14
	C	204.47	1.04	0.00	5.18
	D	11.39	3.11	3.11	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	13	4
	B	0	0	0	0
	C	17	0	0	0
	D	0	0	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	7	0
	B	25	0	11	0
	C	12	0	0	0
	D	8	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	7	0
	B	0	0	0	0
	C	12	0	0	0
	D	6	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	0
	B	0	0	0	0
	C	12	25	0	0
	D	4	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	0
	B	0	0	0	0
	C	7	0	0	0
	D	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	0
	B	0	0	0	0
	C	8	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.22	32.74	0.3	D	7.81	46.86
B-AD	0.24	40.32	0.3	E	6.31	37.86
A-BCD	0.48	7.58	2.4	A	100.06	600.33
A-B					3.54	21.27
A-C					136.21	817.26
D-AB	0.40	28.21	0.6	D	19.66	117.96
D-BC	0.38	50.98	0.6	F	7.25	43.51
C-ABD	0.11	4.24	0.3	A	9.53	57.17
C-D					6.75	40.50
C-A					207.04	1242.26

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6.61	6.61	72.66	0.091	6.51	0.0	0.1	13.587	B
B-AD	8.93	8.93	38.62	0.231	8.64	0.0	0.3	29.755	D
A-BCD	120.25	120.25	248.85	0.483	117.99	0.0	2.3	7.575	A
A-B	1.61	1.61			1.61				
A-C	94.32	94.32			94.32				
D-AB	14.26	14.26	78.16	0.182	14.04	0.0	0.2	13.989	B
D-BC	4.59	4.59	33.83	0.136	4.44	0.0	0.2	30.478	D
C-ABD	0.00	0.00	104.84	0.000	0.00	0.0	0.0	0.000	A
C-D	5.18	5.18			5.18				
C-A	226.95	226.95			226.95				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	13.93	13.93	64.18	0.217	13.75	0.1	0.3	18.650	C
B-AD	7.19	7.19	30.44	0.236	7.15	0.3	0.3	40.315	E
A-BCD	128.12	128.12	285.14	0.449	128.02	2.3	2.4	6.377	A
A-B	3.39	3.39			3.39				
A-C	123.27	123.27			123.27				
D-AB	21.00	21.00	52.69	0.399	20.58	0.2	0.6	28.210	D
D-BC	10.38	10.38	27.25	0.381	9.97	0.2	0.6	50.975	F
C-ABD	6.29	6.29	278.78	0.023	6.26	0.0	0.0	3.619	A
C-D	6.07	6.07			6.07				
C-A	221.53	221.53			221.53				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	9.78	9.78	57.81	0.169	9.84	0.3	0.2	19.868	C
B-AD	6.79	6.79	32.55	0.209	6.84	0.3	0.3	38.447	E
A-BCD	67.36	67.36	280.67	0.240	68.64	2.4	1.1	4.546	A
A-B	3.14	3.14			3.14				
A-C	167.83	167.83			167.83				
D-AB	20.01	20.01	82.02	0.244	20.30	0.6	0.3	15.457	C
D-BC	7.85	7.85	31.23	0.251	8.06	0.6	0.4	39.187	E
C-ABD	6.03	6.03	281.37	0.021	6.03	0.0	0.0	3.581	A
C-D	5.07	5.07			5.07				
C-A	222.79	222.79			222.79				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4.89	4.89	32.46	0.151	4.93	0.2	0.2	32.737	D
B-AD	5.47	5.47	28.49	0.192	5.51	0.3	0.2	39.244	E
A-BCD	111.30	111.30	291.03	0.382	110.54	1.1	1.8	5.324	A
A-B	4.46	4.46			4.46				
A-C	144.00	144.00			144.00				
D-AB	28.55	28.55	82.88	0.344	28.37	0.3	0.5	17.239	C
D-BC	8.21	8.21	27.59	0.298	8.17	0.4	0.4	46.157	E
C-ABD	30.47	30.47	276.85	0.110	30.22	0.0	0.3	4.106	A
C-D	10.14	10.14			10.14				
C-A	195.15	195.15			195.15				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4.91	4.91	53.57	0.092	5.00	0.2	0.1	18.560	C
B-AD	5.44	5.44	34.10	0.160	5.49	0.2	0.2	31.520	D
A-BCD	100.66	100.66	294.41	0.342	100.93	1.8	1.6	5.006	A
A-B	2.71	2.71			2.71				
A-C	153.18	153.18			153.18				
D-AB	21.06	21.06	97.97	0.215	21.31	0.5	0.3	12.102	B
D-BC	7.94	7.94	38.46	0.206	8.07	0.4	0.3	29.738	D
C-ABD	9.48	9.48	246.45	0.038	9.69	0.3	0.1	4.242	A
C-D	8.96	8.96			8.96				
C-A	175.15	175.15			175.15				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6.74	6.74	83.49	0.081	6.75	0.1	0.1	11.729	B
B-AD	4.04	4.04	43.79	0.092	4.13	0.2	0.1	22.742	C
A-BCD	72.65	72.65	260.58	0.279	73.11	1.6	1.1	5.133	A
A-B	5.95	5.95			5.95				
A-C	134.67	134.67			134.67				
D-AB	13.07	13.07	97.72	0.134	13.20	0.3	0.2	10.666	B
D-BC	4.54	4.54	41.28	0.110	4.68	0.3	0.1	24.679	C
C-ABD	4.90	4.90	266.60	0.018	4.94	0.1	0.0	3.626	A
C-D	5.08	5.08			5.08				
C-A	200.70	200.70			200.70				

H.4 Essex Junction Modelling Results

H.4.1 The list of the scenarios included in this Appendix for Essex is presented in Table H.3.

Table H.3 Essex Modelling scenarios

Junction ID	Location	Model type	Scenarios reported						
			Base	Future Baseline (FB)	FB+Commited Development (CD)	FB+CD+Project	Multi-modal Scenario 1	Multi-modal Scenario 2	Other
Site 36	A12 / Birchwood Road	Junctions 9	Y	Y	Y	Y	N	N	N
Site 38	A120 Ardleigh Crown Interchange	LinSig	N	N	Y	Y	N	Y	85th percentile
Site 39	A120 Harwick Road / Bentley Road	Junctions 9	Y	Y	Y	Y	Y	Y	50% Flows
Site 40	A12 Severalls Interchange	Junctions 9	Y	Y	Y	Y	N	N	50% Flows
Site 42 and 43	Via Urbis Romanae / Olympic Blv and Via Urbis Romanae / Whitmore Dr	LinSig	Y	Y	Y	Y	N	N	Mitigation
Site 44	Via Urbis Romanae / A134 Northern Approach Rd	LinSig	Y	Y	Y	Y	N	N	N
Site 45	A134 Northern Approach Rd / Boxted Rd	Junctions 9	Y	Y	Y	Y	N	N	N
Site 46	A12 Eight Ash Green Interchange	LinSig	Y	Y	Y	Y	N	N	N

Junction ID	Location	Model type	Scenarios reported						
			Base	Future Baseline (FB)	FB+Commited Development (CD)	FB+CD+Project	Multi-modal Scenario 1	Multi-modal Scenario 2	Other
Site 47	A120 Coggeshall Rd / Great Tey Rd	Junctions 9	Y	Y	Y	Y	N	N	50% Flows
Site 48	A120 Braintree Bypass / B1018 Braintree Rd	Junctions 9	Y	Y	Y	Y	N	N	50% Flows
Site 50	B1389 Hatfield Road / Spinks Lane	LinSig	Y	Y	Y	Y	N	N	N
Site 52	Highfields Rd / Guithavon Rd	Junctions 9	Y	Y	Y	Y	N	N	N
Site 56	A120 Braintree Bypass / A131 Great Notley Bypass	Junctions 9	Y	Y	Y	Y	N	Y	N
Site 58	A131 Great Notley Bypass / Main Rd	Junctions 9	Y	Y	Y	Y	N	N	50% Flows
Site 59	A131 Braintree Rd/ B1008 Essex Regiment Way	Junctions 9	Y	Y	Y	Y	N	N	50% Flows
Site 61	B1008 Main Rd/ The Street / Chelmsford	Junctions 9	Y	Y	Y	Y	N	N	N
Site 62	A12 J15 Webbs Farm Interchange	Junctions 9	Y	Y	Y	Y	N	N	N
Site 63	A414 Three Mile Hill / A1114 London Rd	Junctions 9	Y	Y	Y	Y	N	N	50% Flows
Site 64	A1114 London Rd / A1016 Westway	Junctions 9	Y	Y	Y	Y	N	N	N

Junction ID	Location	Model type	Scenarios reported						
			Base	Future Baseline (FB)	FB+Commited Development (CD)	FB+CD+Project	Multi-modal Scenario 1	Multi-modal Scenario 2	Other
Site 65	A1016 Westway / Writtle Rd	LinSig	Y	Y	Y	Y	N	N	Mitigation
Site 66	A1016 Waterhouse Ln / Forest Dr	Junctions 9	Y	Y	Y	Y	N	N	N
Site 68	A1016 Waterhouse Ln / A1060 Rainsford Rd	LinSig	Y	Y	Y	Y	Y	Y	N
Site 69	A1060 Roxwell Rd / Lordship Rd	Junctions 9	Y	Y	Y	Y	N	N	N
Site 70	A1060 Rainsford Rd / Park Avenue	LinSig	Y	Y	Y	Y	N	N	N
Site 71	A414 Greenbury Way / Highwood Road	Junctions 9	Y	Y	Y	Y	N	N	N
Site 73	A127 Southend Arterial Rd / A176 Noak Hill Rd	Junctions 9	Y	Y	Y	Y	N	N	N
Site 74	A176 Noak Hill Rd / Wash Rd	Junctions 9	Y	Y	Y	Y	N	N	N
Site 75	A176 Noak Hill Rd / Church St	Junctions 9	Y	Y	Y	Y	N	N	N
Site 76	A176 Noak Hill Rd / Laindon Common Rd	Junctions 9	Y	Y	Y	Y	N	N	N
Site 77	A176 Noak Hill Rd / A176 Laindon Rd	Junctions 9	Y	Y	Y	Y	N	N	N

Junction ID	Location	Model type	Scenarios reported						
			Base	Future Baseline (FB)	FB+Commited Development (CD)	FB+CD+Project	Multi-modal Scenario 1	Multi-modal Scenario 2	Other
Site 79	A129 Southend Rd / A129 Sun St	Junctions 9	Y	Y	Y	Y	N	N	N
Site 81	A129 London Rd / Western Rd	LinSig	Y	Y	Y	Y	N	N	N
Site 82	A129 London Rd / Mountessing Rd	Junctions 9	Y	Y	Y	Y	N	N	Mitigation
Site 83	A127 Southend Arterial Rd / B148 West Mayne	Junctions 9	Y	Y	Y	Y	N	N	N
Site 84	A127 Southend Arterial Rd /A128 Tilbury Road	Junctions 9	Y	Y	Y	Y	Y	Y	N

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 36 (four_arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 21/03/2025 14:48:53

»2024, AM
»2024, PM
»2024, PM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Arm A	D1	0.3	5.68	0.24	A	5.79	A	D2	0.5	6.34	0.34	A	5.67	A
Arm B		0.6	6.23	0.39	A				0.4	5.36	0.29	A		
Arm C		0.1	4.70	0.12	A				0.1	4.63	0.12	A		
Arm D		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	FB WD													
Arm A	D3	0.4	5.76	0.25	A	5.92	A	D4	0.6	6.48	0.35	A	5.79	A
Arm B		0.7	6.41	0.41	A				0.4	5.47	0.30	A		
Arm C		0.1	4.78	0.12	A				0.1	4.68	0.12	A		
Arm D		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	FB+CD WD													
Arm A	D5	0.4	5.76	0.25	A	5.92	A	D6	0.6	6.48	0.35	A	5.79	A
Arm B		0.7	6.41	0.41	A				0.4	5.47	0.30	A		
Arm C		0.1	4.78	0.12	A				0.1	4.68	0.12	A		
Arm D		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	FB+CD+N2T WD													
Arm A	D7	0.5	6.64	0.33	A	6.60	A	D8	0.7	7.22	0.39	A	6.51	A
Arm B		0.8	7.08	0.45	A				0.6	6.30	0.37	A		
Arm C		0.1	4.93	0.13	A				0.1	4.93	0.13	A		
Arm D		0.0	0.00	0.00	A				0.0	0.00	0.00	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

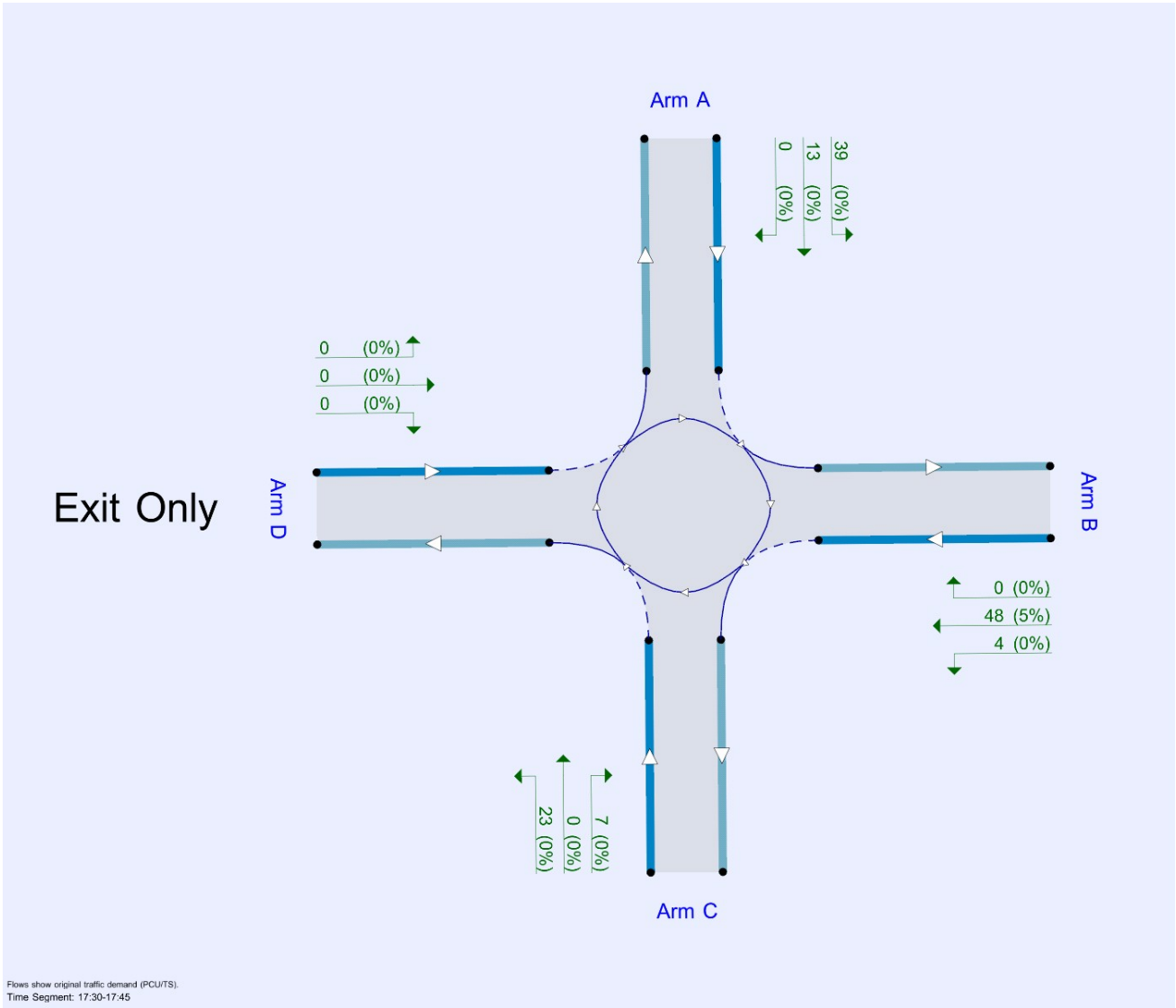
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 80% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	5.79	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
A	A12 Ipswich Road SB (N)	
B	Birchwood Road (E)	
C	Services (S)	
D	A12 Ipswich Road SB (W)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.75	3.75	4.37	5.4	15.90	14.10	4.0	
B	3.02	3.02	3.39	21.1	15.20	11.40	-2.0	✓
C	2.17	2.17	8.99	3.2	9.30	5.00	-4.0	
D	3.00	3.00	3.00	0.0	5.00	2.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A	0.604	225.264
B	0.521	249.133
C	0.640	277.131
D	0.590	184.359

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	22.90	14.90	2.90
	B	0.00	0.00	8.00	48.30
	C	0.00	8.80	0.00	15.00
	D	0.00	0.00	0.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	29.50	12.00	0.00
	B	0.00	0.00	8.00	74.70
	C	0.00	4.00	1.00	22.00
	D	0.00	0.00	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	29.00	13.90	0.00
	B	0.00	0.00	8.00	61.20
	C	0.00	6.00	0.00	17.00
	D	0.00	0.00	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.00	13.80	2.90
	B	0.00	0.00	11.00	53.00
	C	0.00	6.00	0.00	16.20
	D	0.00	0.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	35.90	15.90	0.00
	B	0.00	0.00	10.00	83.80
	C	0.00	3.00	0.00	20.90
	D	0.00	0.00	0.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	14.00	12.90	0.00
	B	0.00	0.00	10.90	41.90
	C	0.00	3.00	0.00	17.80
	D	0.00	0.00	0.00	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	5	8	100
	B	0	0	0	2
	C	0	33	0	0
	D	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	0	0
	B	0	0	0	4
	C	0	0	0	0
	D	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	0
	B	0	0	0	3
	C	0	0	0	0
	D	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	18	50
	B	0	0	0	0
	C	0	0	0	14
	D	0	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	7	0
	B	0	0	0	2
	C	0	0	0	5
	D	0	0	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	0
	B	0	0	11	3
	C	0	0	0	13
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.24	5.68	0.3	A	42.92	257.50
B	0.39	6.23	0.6	A	69.80	418.80
C	0.12	4.70	0.1	A	23.45	140.70
D	0.00	0.00	0.0	A	0.00	0.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	40.70	40.70	8.76	219.98	0.185	40.45	0.00	0.0	0.2	5.480	A
B	56.30	56.30	17.69	239.91	0.235	55.99	31.52	0.0	0.3	4.974	A
C	23.80	23.80	50.92	244.56	0.097	23.68	22.77	0.0	0.1	4.488	A
D	0.00	0.00	8.76	179.19	0.000	0.00	65.84	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	41.50	41.50	5.02	222.23	0.187	41.51	0.00	0.2	0.2	5.105	A
B	82.70	82.70	13.04	242.34	0.341	82.48	33.50	0.3	0.5	5.836	A
C	27.00	27.00	74.50	229.47	0.118	26.99	21.01	0.1	0.1	4.445	A
D	0.00	0.00	5.02	181.40	0.000	0.00	96.47	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	42.90	42.90	6.00	221.64	0.194	42.89	0.00	0.2	0.2	5.153	A
B	69.20	69.20	13.89	241.89	0.286	69.32	34.99	0.5	0.4	5.374	A
C	23.00	23.00	61.31	237.90	0.097	23.03	21.90	0.1	0.1	4.190	A
D	0.00	0.00	6.00	180.82	0.000	0.00	78.34	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	53.70	53.70	6.00	221.64	0.242	53.61	0.00	0.2	0.3	5.679	A
B	64.00	64.00	16.67	240.44	0.266	64.05	42.93	0.4	0.4	5.105	A
C	22.20	22.20	55.95	241.34	0.092	22.20	24.78	0.1	0.1	4.518	A
D	0.00	0.00	6.00	180.82	0.000	0.00	72.14	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	51.80	51.80	3.01	223.44	0.232	51.82	0.00	0.3	0.3	5.453	A
B	93.80	93.80	15.91	240.84	0.389	93.52	38.93	0.4	0.6	6.231	A
C	23.90	23.90	83.54	223.68	0.107	23.89	25.88	0.1	0.1	4.701	A
D	0.00	0.00	3.01	182.58	0.000	0.00	104.42	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	26.90	26.90	3.00	223.45	0.120	27.07	0.00	0.3	0.1	4.761	A
B	52.80	52.80	12.93	242.39	0.218	53.15	17.15	0.6	0.3	4.961	A
C	20.80	20.80	42.24	250.10	0.083	20.82	23.84	0.1	0.1	4.365	A
D	0.00	0.00	3.00	182.59	0.000	0.00	60.07	0.0	0.0	0.000	A

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 85% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	5.67	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	35.90	17.00	0.00
	B	0.00	0.00	6.90	42.50
	C	0.00	3.00	0.00	14.90
	D	0.00	0.00	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	56.00	17.30	0.00
	B	0.00	0.00	2.00	62.20
	C	0.00	11.80	0.00	10.40
	D	0.00	0.00	0.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	54.00	17.90	1.00
	B	0.00	0.00	11.00	57.90
	C	0.00	7.00	0.00	15.00
	D	0.00	0.00	0.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	46.50	15.00	1.00
	B	0.00	0.00	5.00	58.90
	C	0.00	6.00	0.00	12.00
	D	0.00	0.00	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	43.00	15.00	0.00
	B	0.00	0.00	5.00	45.80
	C	0.00	7.00	0.00	14.00
	D	0.00	0.00	0.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.00	12.00	0.00
	B	0.00	0.00	4.00	45.80
	C	0.00	7.00	0.00	22.00
	D	0.00	0.00	0.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	0	0
	B	0	0	17	2
	C	0	0	0	7
	D	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	3
	C	0	22	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	6	0
	B	0	0	0	2
	C	0	0	0	0
	D	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	0	0
	B	0	0	0	2
	C	0	0	0	0
	D	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	5
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.34	6.34	0.5	A	61.43	368.60
B	0.29	5.36	0.4	A	57.83	347.00
C	0.12	4.63	0.1	A	21.68	130.10
D	0.00	0.00	0.0	A	0.00	0.00

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	52.90	52.90	2.99	223.46	0.237	52.59	0.00	0.0	0.3	5.361	A
B	49.40	49.40	16.90	240.33	0.206	49.13	38.67	0.0	0.3	4.898	A
C	17.90	17.90	42.27	250.09	0.072	17.82	23.76	0.0	0.1	4.102	A
D	0.00	0.00	2.99	182.60	0.000	0.00	57.10	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	73.30	73.30	11.75	218.17	0.336	73.11	0.00	0.3	0.5	6.280	A
B	64.20	64.20	17.28	240.13	0.267	64.09	67.58	0.3	0.4	5.271	A
C	22.20	22.20	62.07	237.42	0.094	22.17	19.31	0.1	0.1	4.626	A
D	0.00	0.00	11.75	177.42	0.000	0.00	72.48	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	72.90	72.90	7.03	221.02	0.330	72.89	0.00	0.5	0.5	6.337	A
B	68.90	68.90	18.89	239.29	0.288	68.87	61.03	0.4	0.4	5.358	A
C	22.00	22.00	58.91	239.44	0.092	22.01	28.84	0.1	0.1	4.140	A
D	0.00	0.00	7.03	180.21	0.000	0.00	73.90	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	62.50	62.50	6.01	221.64	0.282	62.61	0.00	0.5	0.4	5.759	A
B	63.90	63.90	16.03	240.78	0.265	63.94	52.59	0.4	0.4	5.172	A
C	18.00	18.00	59.90	238.81	0.075	18.02	20.07	0.1	0.1	4.076	A
D	0.00	0.00	6.01	180.82	0.000	0.00	71.92	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	58.00	58.00	7.00	221.04	0.262	58.04	0.00	0.4	0.4	5.525	A
B	50.80	50.80	15.01	241.31	0.211	50.90	50.03	0.4	0.3	4.729	A
C	21.00	21.00	45.91	247.76	0.085	20.99	20.01	0.1	0.1	3.968	A
D	0.00	0.00	7.00	180.23	0.000	0.00	59.90	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	49.00	49.00	7.00	221.04	0.222	49.07	0.00	0.4	0.3	5.235	A
B	49.80	49.80	12.02	242.87	0.205	49.80	44.05	0.3	0.3	4.863	A
C	29.00	29.00	45.79	247.83	0.117	28.96	16.03	0.1	0.1	4.112	A
D	0.00	0.00	7.00	180.23	0.000	0.00	67.75	0.0	0.0	0.000	A

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 85% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	5.92	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	23.83	15.51	3.02
	B	0.00	0.00	8.33	50.26
	C	0.00	9.16	0.00	15.61
	D	0.00	0.00	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	30.70	12.49	0.00
	B	0.00	0.00	8.33	77.73
	C	0.00	4.16	1.04	22.89
	D	0.00	0.00	0.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	30.18	14.46	0.00
	B	0.00	0.00	8.33	63.69
	C	0.00	6.24	0.00	17.69
	D	0.00	0.00	0.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	38.50	14.36	3.02
	B	0.00	0.00	11.45	55.15
	C	0.00	6.24	0.00	16.86
	D	0.00	0.00	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.36	16.55	0.00
	B	0.00	0.00	10.41	87.20
	C	0.00	3.12	0.00	21.75
	D	0.00	0.00	0.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	14.57	13.42	0.00
	B	0.00	0.00	11.34	43.60
	C	0.00	3.12	0.00	18.52
	D	0.00	0.00	0.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	5	8	100
	B	0	0	0	2
	C	0	33	0	0
	D	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	0	0
	B	0	0	0	4
	C	0	0	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	0
	B	0	0	0	3
	C	0	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A	B	C	D
From	A	0	0	18	50
	B	0	0	0	0
	C	0	0	0	14
	D	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A	B	C	D
From	A	0	3	7	0
	B	0	0	0	2
	C	0	0	0	5
	D	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A	B	C	D
From	A	0	0	8	0
	B	0	0	11	3
	C	0	0	0	13
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.25	5.76	0.4	A	44.66	267.96
B	0.41	6.41	0.7	A	72.64	435.81
C	0.12	4.78	0.1	A	24.40	146.42
D	0.00	0.00	0.0	A	0.00	0.00

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	42.35	42.35	9.11	219.76	0.193	42.09	0.00	0.0	0.3	5.535	A
B	58.59	58.59	18.41	239.54	0.245	58.26	32.80	0.0	0.3	5.045	A
C	24.77	24.77	52.98	243.23	0.102	24.64	23.69	0.0	0.1	4.535	A
D	0.00	0.00	9.11	178.98	0.000	0.00	68.51	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	43.19	43.19	5.22	222.11	0.194	43.20	0.00	0.3	0.2	5.156	A
B	86.06	86.06	13.57	242.06	0.356	85.82	34.86	0.3	0.6	5.970	A
C	28.10	28.10	77.52	227.53	0.123	28.08	21.86	0.1	0.1	4.513	A
D	0.00	0.00	5.22	181.28	0.000	0.00	100.38	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	44.64	44.64	6.24	221.50	0.202	44.63	0.00	0.2	0.3	5.208	A
B	72.01	72.01	14.46	241.60	0.298	72.14	36.41	0.6	0.4	5.473	A
C	23.93	23.93	63.81	236.31	0.101	23.96	22.79	0.1	0.1	4.238	A
D	0.00	0.00	6.24	180.68	0.000	0.00	81.53	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	55.88	55.88	6.24	221.50	0.252	55.78	0.00	0.3	0.4	5.759	A
B	66.60	66.60	17.35	240.09	0.277	66.65	44.67	0.4	0.4	5.191	A
C	23.10	23.10	58.22	239.88	0.096	23.10	25.78	0.1	0.1	4.567	A
D	0.00	0.00	6.24	180.68	0.000	0.00	75.08	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	53.90	53.90	3.14	223.37	0.241	53.93	0.00	0.4	0.3	5.526	A
B	97.61	97.61	16.55	240.51	0.406	97.31	40.51	0.4	0.7	6.410	A
C	24.87	24.87	86.93	221.52	0.112	24.86	26.93	0.1	0.1	4.776	A
D	0.00	0.00	3.14	182.51	0.000	0.00	108.65	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	27.99	27.99	3.12	223.38	0.125	28.18	0.00	0.3	0.1	4.792	A
B	54.95	54.95	13.45	242.12	0.227	55.33	17.84	0.7	0.3	5.027	A
C	21.65	21.65	43.97	249.00	0.087	21.67	24.81	0.1	0.1	4.401	A
D	0.00	0.00	3.12	182.52	0.000	0.00	62.52	0.0	0.0	0.000	A

FB WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 85% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	5.79	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.43	17.72	0.00
	B	0.00	0.00	7.19	44.31
	C	0.00	3.13	0.00	15.53
	D	0.00	0.00	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	58.38	18.04	0.00
	B	0.00	0.00	2.08	64.84
	C	0.00	12.30	0.00	10.84
	D	0.00	0.00	0.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	56.29	18.66	1.04
	B	0.00	0.00	11.47	60.36
	C	0.00	7.30	0.00	15.64
	D	0.00	0.00	0.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	48.48	15.64	1.04
	B	0.00	0.00	5.21	61.40
	C	0.00	6.25	0.00	12.51
	D	0.00	0.00	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	44.83	15.64	0.00
	B	0.00	0.00	5.21	47.75
	C	0.00	7.30	0.00	14.59
	D	0.00	0.00	0.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	38.57	12.51	0.00
	B	0.00	0.00	4.17	47.75
	C	0.00	7.30	0.00	22.93
	D	0.00	0.00	0.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	0	0
	B	0	0	17	2
	C	0	0	0	7
	D	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	3
	C	0	22	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	6	0
	B	0	0	0	2
	C	0	0	0	0
	D	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	0	0
	B	0	0	0	2
	C	0	0	0	0
	D	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	5
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.35	6.48	0.6	A	64.04	384.26
B	0.30	5.47	0.4	A	60.29	361.74
C	0.12	4.68	0.1	A	22.60	135.63
D	0.00	0.00	0.0	A	0.00	0.00

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	55.15	55.15	3.11	223.39	0.247	54.82	0.00	0.0	0.3	5.436	A
B	51.50	51.50	17.62	239.95	0.215	51.22	40.31	0.0	0.3	4.962	A
C	18.66	18.66	44.06	248.94	0.075	18.58	24.77	0.0	0.1	4.135	A
D	0.00	0.00	3.11	182.52	0.000	0.00	59.52	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	76.41	76.41	12.25	217.87	0.351	76.20	0.00	0.3	0.5	6.429	A
B	66.93	66.93	18.01	239.74	0.279	66.81	70.44	0.3	0.4	5.366	A
C	23.14	23.14	64.70	235.74	0.098	23.11	20.13	0.1	0.1	4.683	A
D	0.00	0.00	12.25	177.13	0.000	0.00	75.56	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	76.00	76.00	7.33	220.84	0.344	75.99	0.00	0.5	0.6	6.481	A
B	71.83	71.83	19.69	238.87	0.301	71.79	63.63	0.4	0.4	5.466	A
C	22.93	22.93	61.42	237.84	0.096	22.95	30.06	0.1	0.1	4.191	A
D	0.00	0.00	7.33	180.04	0.000	0.00	77.04	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	65.16	65.16	6.26	221.49	0.294	65.28	0.00	0.6	0.4	5.861	A
B	66.62	66.62	16.71	240.42	0.277	66.66	54.83	0.4	0.4	5.265	A
C	18.76	18.76	62.45	237.18	0.079	18.79	20.92	0.1	0.1	4.121	A
D	0.00	0.00	6.26	180.66	0.000	0.00	74.97	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	60.46	60.46	7.29	220.86	0.274	60.51	0.00	0.4	0.4	5.614	A
B	52.96	52.96	15.65	240.98	0.220	53.07	52.16	0.4	0.3	4.794	A
C	21.89	21.89	47.86	246.51	0.089	21.88	20.86	0.1	0.1	4.006	A
D	0.00	0.00	7.29	180.05	0.000	0.00	62.45	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	51.08	51.08	7.30	220.86	0.231	51.16	0.00	0.4	0.3	5.305	A
B	51.92	51.92	12.53	242.60	0.214	51.91	45.92	0.3	0.3	4.924	A
C	30.23	30.23	47.74	246.59	0.123	30.19	16.71	0.1	0.1	4.157	A
D	0.00	0.00	7.30	180.05	0.000	0.00	70.63	0.0	0.0	0.000	A

FB+CD WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 80% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	5.92	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00

		To			
		A	B	C	D
From	A	0.00	23.83	15.51	3.02
	B	0.00	0.00	8.33	50.26
	C	0.00	9.16	0.00	15.61
	D	0.00	0.00	0.00	0.00

Demand (PCU/TS)

08:00 - 08:15

		To			
		A	B	C	D
From	A	0.00	30.70	12.49	0.00
	B	0.00	0.00	8.33	77.73
	C	0.00	4.16	1.04	22.89
	D	0.00	0.00	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	30.18	14.46	0.00
	B	0.00	0.00	8.33	63.69
	C	0.00	6.24	0.00	17.69
	D	0.00	0.00	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	38.50	14.36	3.02
	B	0.00	0.00	11.45	55.15
	C	0.00	6.24	0.00	16.86
	D	0.00	0.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.36	16.55	0.00
	B	0.00	0.00	10.41	87.20
	C	0.00	3.12	0.00	21.75
	D	0.00	0.00	0.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	14.57	13.42	0.00
	B	0.00	0.00	11.34	43.60
	C	0.00	3.12	0.00	18.52
	D	0.00	0.00	0.00	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	5	8	100
	B	0	0	0	2
	C	0	33	0	0
	D	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	0	0
	B	0	0	0	4
	C	0	0	0	0
	D	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	0
	B	0	0	0	3
	C	0	0	0	0
	D	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	18	50
	B	0	0	0	0
	C	0	0	0	14
	D	0	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	7	0
	B	0	0	0	2
	C	0	0	0	5
	D	0	0	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	0
	B	0	0	11	3
	C	0	0	0	13
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.25	5.76	0.4	A	44.66	267.96
B	0.41	6.41	0.7	A	72.64	435.81
C	0.12	4.78	0.1	A	24.40	146.42
D	0.00	0.00	0.0	A	0.00	0.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	42.35	42.35	9.11	219.76	0.193	42.09	0.00	0.0	0.3	5.535	A
B	58.59	58.59	18.41	239.54	0.245	58.26	32.80	0.0	0.3	5.045	A
C	24.77	24.77	52.98	243.23	0.102	24.64	23.69	0.0	0.1	4.535	A
D	0.00	0.00	9.11	178.98	0.000	0.00	68.51	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	43.19	43.19	5.22	222.11	0.194	43.20	0.00	0.3	0.2	5.156	A
B	86.06	86.06	13.57	242.06	0.356	85.82	34.86	0.3	0.6	5.970	A
C	28.10	28.10	77.52	227.53	0.123	28.08	21.86	0.1	0.1	4.513	A
D	0.00	0.00	5.22	181.28	0.000	0.00	100.38	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	44.64	44.64	6.24	221.50	0.202	44.63	0.00	0.2	0.3	5.208	A
B	72.01	72.01	14.46	241.60	0.298	72.14	36.41	0.6	0.4	5.473	A
C	23.93	23.93	63.81	236.31	0.101	23.96	22.79	0.1	0.1	4.238	A
D	0.00	0.00	6.24	180.68	0.000	0.00	81.53	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	55.88	55.88	6.24	221.50	0.252	55.78	0.00	0.3	0.4	5.759	A
B	66.60	66.60	17.35	240.09	0.277	66.65	44.67	0.4	0.4	5.191	A
C	23.10	23.10	58.22	239.88	0.096	23.10	25.78	0.1	0.1	4.567	A
D	0.00	0.00	6.24	180.68	0.000	0.00	75.08	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	53.90	53.90	3.14	223.37	0.241	53.93	0.00	0.4	0.3	5.526	A
B	97.61	97.61	16.55	240.51	0.406	97.31	40.51	0.4	0.7	6.410	A
C	24.87	24.87	86.93	221.52	0.112	24.86	26.93	0.1	0.1	4.776	A
D	0.00	0.00	3.14	182.51	0.000	0.00	108.65	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	27.99	27.99	3.12	223.38	0.125	28.18	0.00	0.3	0.1	4.792	A
B	54.95	54.95	13.45	242.12	0.227	55.33	17.84	0.7	0.3	5.027	A
C	21.65	21.65	43.97	249.00	0.087	21.67	24.81	0.1	0.1	4.401	A
D	0.00	0.00	3.12	182.52	0.000	0.00	62.52	0.0	0.0	0.000	A

FB+CD WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 85% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	5.79	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.43	17.72	0.00
	B	0.00	0.00	7.19	44.31
	C	0.00	3.13	0.00	15.53
	D	0.00	0.00	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	58.38	18.04	0.00
	B	0.00	0.00	2.08	64.84
	C	0.00	12.30	0.00	10.84
	D	0.00	0.00	0.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	56.29	18.66	1.04
	B	0.00	0.00	11.47	60.36
	C	0.00	7.30	0.00	15.64
	D	0.00	0.00	0.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	48.48	15.64	1.04
	B	0.00	0.00	5.21	61.40
	C	0.00	6.25	0.00	12.51
	D	0.00	0.00	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	44.83	15.64	0.00
	B	0.00	0.00	5.21	47.75
	C	0.00	7.30	0.00	14.59
	D	0.00	0.00	0.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	38.57	12.51	0.00
	B	0.00	0.00	4.17	47.75
	C	0.00	7.30	0.00	22.93
	D	0.00	0.00	0.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	0	0
	B	0	0	17	2
	C	0	0	0	7
	D	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	3
	C	0	22	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	6	0
	B	0	0	0	2
	C	0	0	0	0
	D	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	0	0
	B	0	0	0	2
	C	0	0	0	0
	D	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	5
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.35	6.48	0.6	A	64.04	384.26
B	0.30	5.47	0.4	A	60.29	361.74
C	0.12	4.68	0.1	A	22.60	135.63
D	0.00	0.00	0.0	A	0.00	0.00

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	55.15	55.15	3.11	223.39	0.247	54.82	0.00	0.0	0.3	5.436	A
B	51.50	51.50	17.62	239.95	0.215	51.22	40.31	0.0	0.3	4.962	A
C	18.66	18.66	44.06	248.94	0.075	18.58	24.77	0.0	0.1	4.135	A
D	0.00	0.00	3.11	182.52	0.000	0.00	59.52	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	76.41	76.41	12.25	217.87	0.351	76.20	0.00	0.3	0.5	6.429	A
B	66.93	66.93	18.01	239.74	0.279	66.81	70.44	0.3	0.4	5.366	A
C	23.14	23.14	64.70	235.74	0.098	23.11	20.13	0.1	0.1	4.683	A
D	0.00	0.00	12.25	177.13	0.000	0.00	75.56	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	76.00	76.00	7.33	220.84	0.344	75.99	0.00	0.5	0.6	6.481	A
B	71.83	71.83	19.69	238.87	0.301	71.79	63.63	0.4	0.4	5.466	A
C	22.93	22.93	61.42	237.84	0.096	22.95	30.06	0.1	0.1	4.191	A
D	0.00	0.00	7.33	180.04	0.000	0.00	77.04	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	65.16	65.16	6.26	221.49	0.294	65.28	0.00	0.6	0.4	5.861	A
B	66.62	66.62	16.71	240.42	0.277	66.66	54.83	0.4	0.4	5.265	A
C	18.76	18.76	62.45	237.18	0.079	18.79	20.92	0.1	0.1	4.121	A
D	0.00	0.00	6.26	180.66	0.000	0.00	74.97	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	60.46	60.46	7.29	220.86	0.274	60.51	0.00	0.4	0.4	5.614	A
B	52.96	52.96	15.65	240.98	0.220	53.07	52.16	0.4	0.3	4.794	A
C	21.89	21.89	47.86	246.51	0.089	21.88	20.86	0.1	0.1	4.006	A
D	0.00	0.00	7.29	180.05	0.000	0.00	62.45	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	51.08	51.08	7.30	220.86	0.231	51.16	0.00	0.4	0.3	5.305	A
B	51.92	51.92	12.53	242.60	0.214	51.91	45.92	0.3	0.3	4.924	A
C	30.23	30.23	47.74	246.59	0.123	30.19	16.71	0.1	0.1	4.157	A
D	0.00	0.00	7.30	180.05	0.000	0.00	70.63	0.0	0.0	0.000	A

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	6.60	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00

		To			
		A	B	C	D
From	A	0.00	33.32	15.51	3.02
	B	0.00	0.00	8.33	59.75
	C	0.00	9.16	0.00	15.61
	D	0.00	0.00	0.00	0.00

Demand (PCU/TS)

08:00 - 08:15

		To			
		A	B	C	D
From	A	0.00	47.18	12.49	0.00
	B	0.00	0.00	8.33	87.22
	C	0.00	4.16	1.04	22.89
	D	0.00	0.00	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	46.66	14.46	0.00
	B	0.00	0.00	8.33	73.17
	C	0.00	6.24	0.00	17.69
	D	0.00	0.00	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	54.99	14.36	3.02
	B	0.00	0.00	11.45	64.64
	C	0.00	6.24	0.00	16.86
	D	0.00	0.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	53.84	16.55	0.00
	B	0.00	0.00	10.41	96.69
	C	0.00	3.12	0.00	21.75
	D	0.00	0.00	0.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	24.05	13.42	0.00
	B	0.00	0.00	11.34	53.09
	C	0.00	3.12	0.00	18.52
	D	0.00	0.00	0.00	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	16	8	100
	B	0	0	0	8
	C	0	33	0	0
	D	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	11	0	0
	B	0	0	0	8
	C	0	0	0	0
	D	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	8	8	0
	B	0	0	0	8
	C	0	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A	B	C	D
From	A	0	7	18	50
	B	0	0	0	6
	C	0	0	0	14
	D	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A	B	C	D
From	A	0	9	7	0
	B	0	0	0	6
	C	0	0	0	5
	D	0	0	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A	B	C	D
From	A	0	18	8	0
	B	0	0	11	10
	C	0	0	0	13
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.33	6.64	0.5	A	58.81	352.87
B	0.45	7.08	0.8	A	82.12	492.73
C	0.13	4.93	0.1	A	24.40	146.42
D	0.00	0.00	0.0	A	0.00	0.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	51.84	51.84	9.11	219.76	0.236	51.48	0.00	0.0	0.4	6.216	A
B	68.07	68.07	18.40	239.55	0.284	67.65	42.20	0.0	0.4	5.598	A
C	24.77	24.77	62.37	237.23	0.104	24.64	23.67	0.0	0.1	4.661	A
D	0.00	0.00	9.11	178.98	0.000	0.00	77.90	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	59.67	59.67	5.22	222.11	0.269	59.63	0.00	0.4	0.4	6.005	A
B	95.55	95.55	13.57	242.06	0.395	95.27	51.29	0.4	0.7	6.579	A
C	28.10	28.10	86.98	221.48	0.127	28.08	21.86	0.1	0.1	4.654	A
D	0.00	0.00	5.22	181.28	0.000	0.00	109.84	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	61.13	61.13	6.24	221.50	0.276	61.11	0.00	0.4	0.4	6.060	A
B	81.50	81.50	14.46	241.60	0.337	81.64	52.90	0.7	0.6	6.045	A
C	23.93	23.93	73.31	230.23	0.104	23.96	22.79	0.1	0.1	4.363	A
D	0.00	0.00	6.24	180.68	0.000	0.00	91.03	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	72.37	72.37	6.24	221.50	0.327	72.25	0.00	0.4	0.5	6.637	A
B	76.09	76.09	17.35	240.09	0.317	76.15	61.14	0.6	0.5	5.753	A
C	23.10	23.10	67.71	233.81	0.099	23.10	25.78	0.1	0.1	4.697	A
D	0.00	0.00	6.24	180.68	0.000	0.00	84.57	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	70.39	70.39	3.14	223.37	0.315	70.41	0.00	0.5	0.5	6.394	A
B	107.10	107.10	16.55	240.51	0.445	106.75	57.00	0.5	0.8	7.078	A
C	24.87	24.87	96.37	215.47	0.115	24.86	26.93	0.1	0.1	4.928	A
D	0.00	0.00	3.14	182.51	0.000	0.00	118.09	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	37.48	37.48	3.12	223.38	0.168	37.75	0.00	0.5	0.2	5.561	A
B	64.43	64.43	13.46	242.12	0.266	64.86	27.41	0.8	0.4	5.588	A
C	21.65	21.65	53.51	242.90	0.089	21.67	24.81	0.1	0.1	4.522	A
D	0.00	0.00	3.12	182.52	0.000	0.00	72.06	0.0	0.0	0.000	A

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	6.51	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	46.91	17.72	0.00
	B	0.00	0.00	7.19	60.79
	C	0.00	3.13	0.00	15.53
	D	0.00	0.00	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	67.86	18.04	0.00
	B	0.00	0.00	2.08	81.33
	C	0.00	12.30	0.00	10.84
	D	0.00	0.00	0.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	65.78	18.66	1.04
	B	0.00	0.00	11.47	76.85
	C	0.00	7.30	0.00	15.64
	D	0.00	0.00	0.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	57.96	15.64	1.04
	B	0.00	0.00	5.21	70.89
	C	0.00	6.25	0.00	12.51
	D	0.00	0.00	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	54.31	15.64	0.00
	B	0.00	0.00	5.21	57.23
	C	0.00	7.30	0.00	14.59
	D	0.00	0.00	0.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	48.06	12.51	0.00
	B	0.00	0.00	4.17	57.23
	C	0.00	7.30	0.00	22.93
	D	0.00	0.00	0.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	11	0	0
	B	0	0	17	8
	C	0	0	0	7
	D	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	5	6	0
	B	0	0	0	7
	C	0	22	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	9	6	0
	B	0	0	0	6
	C	0	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A	B	C	D
From	A	0	9	0	0
	B	0	0	0	7
	C	0	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A	B	C	D
From	A	0	7	0	0
	B	0	0	0	6
	C	0	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A	B	C	D
From	A	0	8	0	0
	B	0	0	0	11
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.39	7.22	0.7	A	73.53	441.17
B	0.37	6.30	0.6	A	73.28	439.66
C	0.13	4.93	0.1	A	22.60	135.63
D	0.00	0.00	0.0	A	0.00	0.00

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	64.63	64.63	3.11	223.39	0.289	64.20	0.00	0.0	0.4	6.082	A
B	67.98	67.98	17.60	239.96	0.283	67.56	49.71	0.0	0.4	5.675	A
C	18.66	18.66	60.41	238.48	0.078	18.57	24.75	0.0	0.1	4.331	A
D	0.00	0.00	3.11	182.52	0.000	0.00	75.87	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	85.90	85.90	12.25	217.87	0.394	85.66	0.00	0.4	0.7	7.165	A
B	83.41	83.41	18.01	239.75	0.348	83.27	79.89	0.4	0.6	6.153	A
C	23.14	23.14	81.16	225.21	0.103	23.11	20.13	0.1	0.1	4.927	A
D	0.00	0.00	12.25	177.13	0.000	0.00	92.02	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	85.48	85.48	7.33	220.84	0.387	85.47	0.00	0.7	0.7	7.215	A
B	88.31	88.31	19.69	238.87	0.370	88.27	73.11	0.6	0.6	6.297	A
C	22.93	22.93	77.90	227.29	0.101	22.95	30.05	0.1	0.1	4.407	A
D	0.00	0.00	7.33	180.03	0.000	0.00	93.52	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	74.64	74.64	6.26	221.48	0.337	74.78	0.00	0.7	0.5	6.543	A
B	76.10	76.10	16.72	240.42	0.317	76.22	64.33	0.6	0.5	5.836	A
C	18.76	18.76	72.00	231.07	0.081	18.79	20.93	0.1	0.1	4.241	A
D	0.00	0.00	6.26	180.66	0.000	0.00	84.53	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	69.95	69.95	7.29	220.86	0.317	70.01	0.00	0.5	0.5	6.280	A
B	62.44	62.44	15.65	240.98	0.259	62.57	61.65	0.5	0.4	5.337	A
C	21.89	21.89	57.36	240.43	0.091	21.88	20.86	0.1	0.1	4.117	A
D	0.00	0.00	7.29	180.05	0.000	0.00	71.95	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	60.57	60.57	7.30	220.86	0.274	60.66	0.00	0.5	0.4	5.963	A
B	61.40	61.40	12.54	242.60	0.253	61.40	55.42	0.4	0.4	5.490	A
C	30.23	30.23	57.22	240.52	0.126	30.19	16.71	0.1	0.1	4.277	A
D	0.00	0.00	7.30	180.05	0.000	0.00	80.11	0.0	0.0	0.000	A

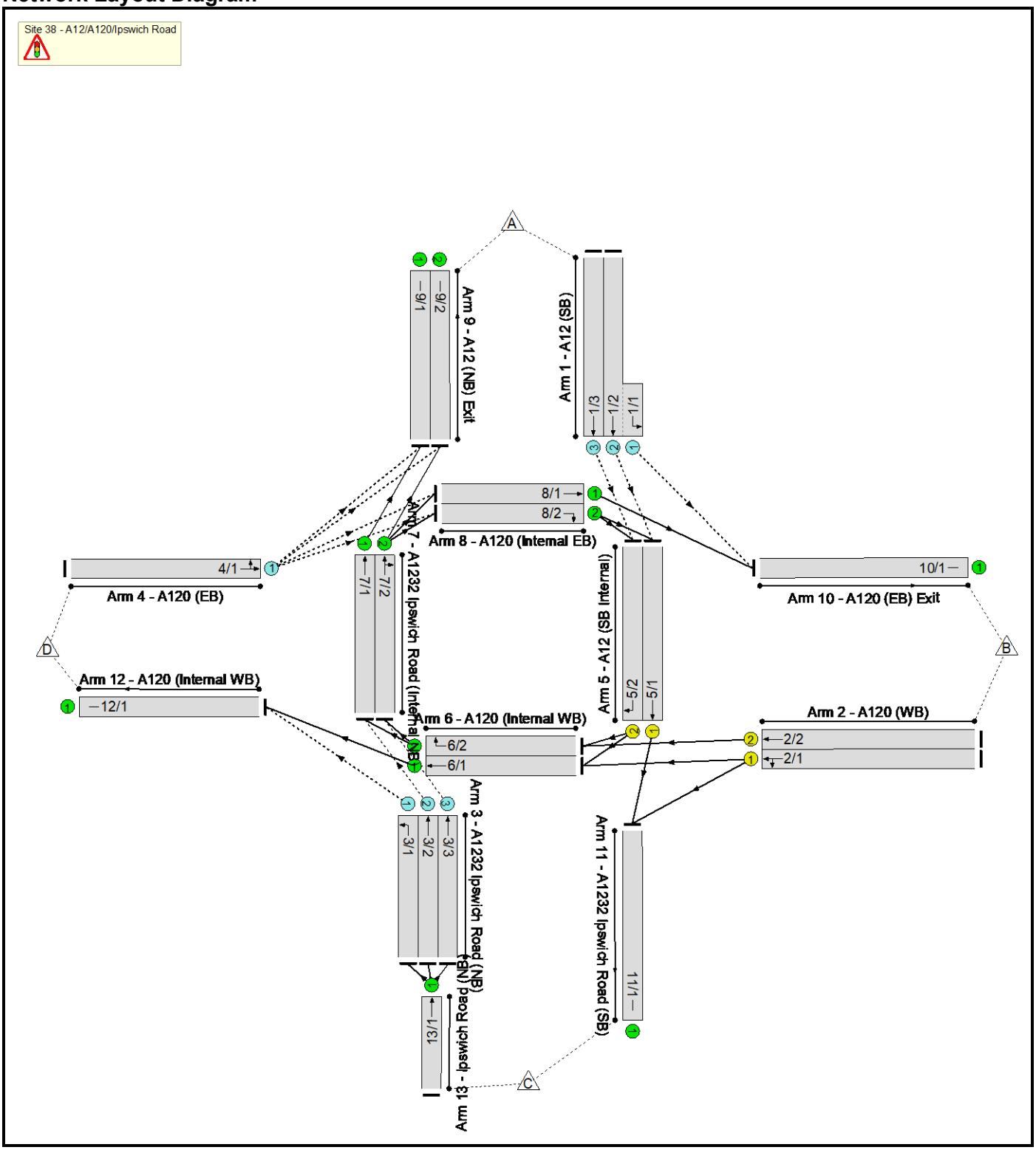
Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Site 38_DM_with_MM.lsg3x
Author:	
Company:	
Address:	

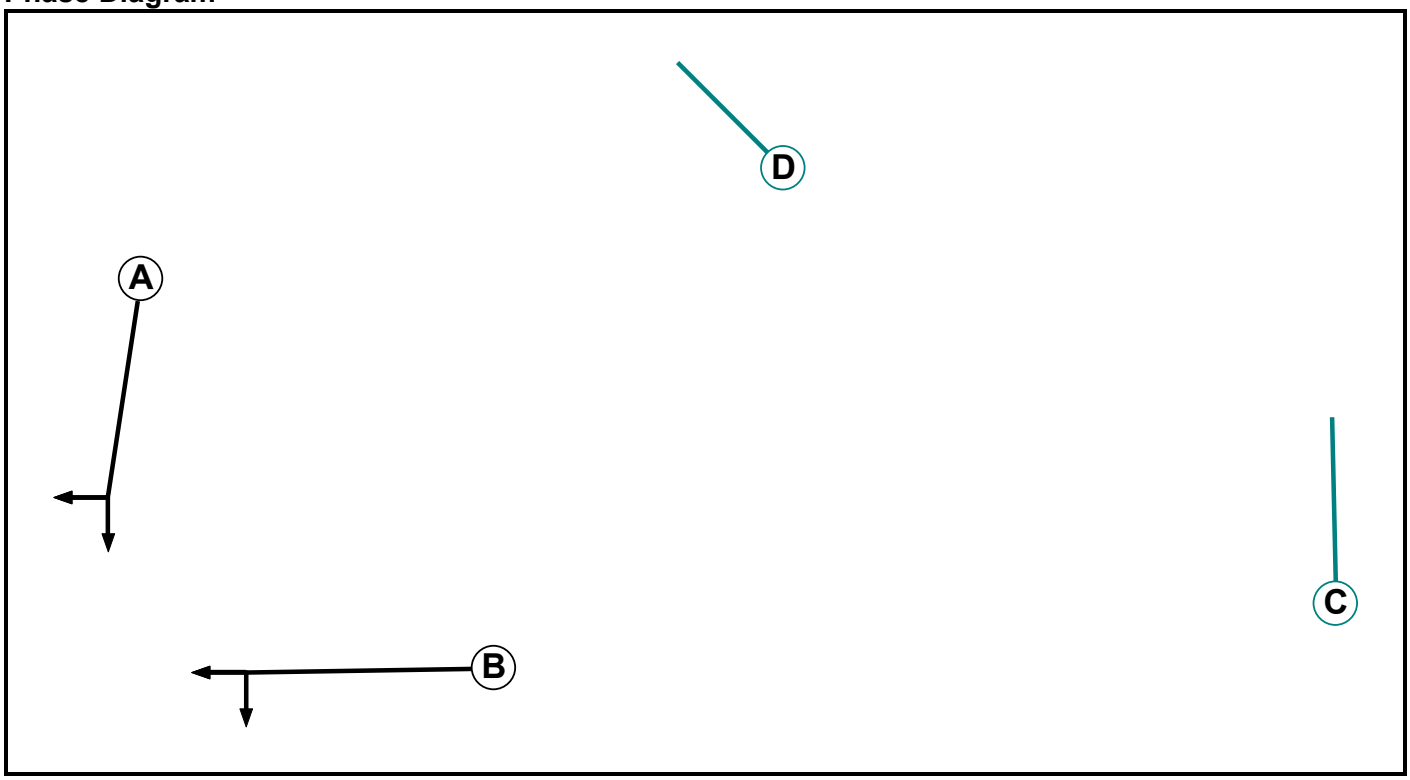
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Dummy		7	7
D	Dummy		0	0

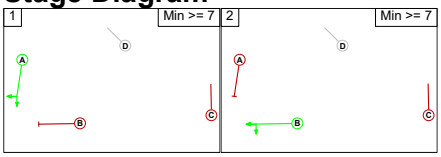
Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A		7	3	-
	B	7		3	-
	C	3	3		-
	D	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Full Input Data And Results

Phase Delays

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

Prohibited Stage Change

	To Stage		
		1	2
From Stage	1		7
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Site 38 - A12/A120/Ipswich Road											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (A12 (SB))	10/1 (Left)	1000	0	8/1	0.33	All	-	-	-	-	-
				8/2	0.33	To 5/1 (Right)					
1/2 (A12 (SB))	5/1 (Ahead)	1000	0	8/1	0.33	All	-	-	-	-	-
				8/2	0.33	All					
1/3 (A12 (SB))	5/2 (Ahead)	1000	0	8/1	0.33	All	-	-	-	-	-
				8/2	0.33	All					
3/1 (A1232 Ipswich Road (NB))	12/1 (Left)	1000	0	6/1	0.33	All	-	-	-	-	-
				6/2	0.33	All					
3/2 (A1232 Ipswich Road (NB))	7/1 (Ahead)	1000	0	6/1	0.33	All	-	-	-	-	-
				6/2	0.33	All					
3/3 (A1232 Ipswich Road (NB))	7/2 (Ahead)	1000	0	6/1	0.33	All	-	-	-	-	-
				6/2	0.33	All					
4/1 (A120 (EB))	8/1 (Ahead)	1000	0	7/1	0.33	All	-	-	-	-	-
				7/2	0.33	All					
	8/2 (Ahead)	1000	0	7/1	0.33	All					
				7/2	0.33	All					
	9/1 (Left)	1000	0	7/1	0.33	All					
				7/2	0.33	All					
	9/2 (Left)	1000	0	7/1	0.33	All					
				7/2	0.33	All					

Full Input Data And Results

Lane Input Data

Junction: Site 38 - A12/A120/Ipswich Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A12 (SB))	O		2	3	5.0	User	1900	-	-	-	-	-
1/2 (A12 (SB))	O		2	3	60.0	User	1900	-	-	-	-	-
1/3 (A12 (SB))	O		2	3	60.0	User	1900	-	-	-	-	-
2/1 (A120 (WB))	U	B	2	3	60.0	User	1900	-	-	-	-	-
2/2 (A120 (WB))	U	B	2	3	60.0	User	1900	-	-	-	-	-
3/1 (A1232 Ipswich Road (NB))	O		2	3	8.7	User	1900	-	-	-	-	-
3/2 (A1232 Ipswich Road (NB))	O		2	3	7.7	User	1900	-	-	-	-	-
3/3 (A1232 Ipswich Road (NB))	O		2	3	7.0	User	1900	-	-	-	-	-
4/1 (A120 (EB))	O		2	3	60.0	User	1900	-	-	-	-	-
5/1 (A12 (SB Internal))	U	A	2	3	20.5	User	1900	-	-	-	-	-
5/2 (A12 (SB Internal))	U	A	2	3	20.5	User	1900	-	-	-	-	-
6/1 (A120 (Internal WB))	U		2	3	13.5	User	1900	-	-	-	-	-
6/2 (A120 (Internal WB))	U		2	3	13.5	User	1900	-	-	-	-	-
7/1 (A1232 Ipswich Road (Internal NB))	U		2	3	21.5	User	1900	-	-	-	-	-
7/2 (A1232 Ipswich Road (Internal NB))	U		2	3	21.5	User	1900	-	-	-	-	-
8/1 (A120 (Internal EB))	U		2	3	10.1	User	1900	-	-	-	-	-
8/2 (A120 (Internal EB))	U		2	3	10.1	User	1900	-	-	-	-	-
9/1 (A12 (NB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (A12 (NB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

10/1 (A120 (EB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A1232 Ipswich Road (SB))	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A120 (Internal WB))	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (Ipswich Road (NB))	U		2	3	60.0	User	1800	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 AM Base Peak'	07:30	08:30	01:00	
2: '2024 PM Base Peak'	16:30	17:30	01:00	
3: 'FB WD AM '	07:30	08:30	01:00	
4: 'FB WD PM '	16:30	17:30	01:00	
5: 'FB+CD WD AM '	07:30	08:30	01:00	
6: 'FB+CD WD PM '	16:30	17:30	01:00	
7: 'FB+CD+N2T WD AM'	07:30	08:30	01:00	
8: 'FB+CD+N2T WD PM'	16:30	17:30	01:00	
9: 'f7-f5'	08:00	09:00	01:00	F7-F5
10: 'Copy of f7-f5'	08:00	09:00	01:00	F8-F6
11: '85th Percentile - FB+CD+N2T WD AM'	07:30	08:30	01:00	
12: '85th Percentile - FB+CD+N2T WD PM'	16:30	17:30	01:00	
13: 'FB+CD+N2T WD AM MM2'	07:30	08:30	01:00	
14: 'FB+CD+N2T WD PM MM2'	16:30	17:30	01:00	

Scenario 1: '2024 AM Base Peak' (FG1: '2024 AM Base Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	4	451	517	413	1385
	B	612	50	229	479	1370
	C	516	292	2	156	966
	D	1	105	173	72	351
	Tot.	1133	898	921	1120	4072

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2024 AM Base Peak
Junction: Site 38 - A12/A120/Ipswich Road	
1/1 (short)	451
1/2 (with short)	968(In) 517(Out)
1/3	417
2/1	708
2/2	662
3/1	156
3/2	404
3/3	406
4/1	351
5/1	692
5/2	489
6/1	964
6/2	666
7/1	765
7/2	711
8/1	447
8/2	247
9/1	766
9/2	367
10/1	898
11/1	921
12/1	1120
13/1	966

Lane Saturation Flows

Junction: Site 38 - A12/A120/Ipswich Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A12 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A12 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A12 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A120 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A120 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A1232 Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A1232 Ipswich Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A1232 Ipswich Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A120 (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A12 (SB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A12 (SB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (A120 (Internal WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (A120 (Internal WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (A1232 Ipswich Road (Internal NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A1232 Ipswich Road (Internal NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A120 (Internal EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (A120 (Internal EB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (A12 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A12 (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A120 (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1232 Ipswich Road (SB) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A120 (Internal WB) Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 2: '2024 PM Base Peak' (FG2: '2024 PM Base Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	5	608	477	304	1394
	B	336	26	120	105	587
	C	514	515	1	174	1204
	D	1	113	181	12	307
	Tot.	856	1262	779	595	3492

Traffic Lane Flows

Lane	Scenario 2: 2024 PM Base Peak
Junction: Site 38 - A12/A120/Ipswich Road	
1/1 (short)	608
1/2 (with short)	1085(In) 477(Out)
1/3	309
2/1	225
2/2	362
3/1	174
3/2	500
3/3	530
4/1	307
5/1	659
5/2	321
6/1	421
6/2	367
7/1	733
7/2	664
8/1	654
8/2	194
9/1	734
9/2	122
10/1	1262
11/1	779
12/1	595
13/1	1204

Lane Saturation Flows

Junction: Site 38 - A12/A120/Ipswich Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A12 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A12 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A12 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A120 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A120 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A1232 Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A1232 Ipswich Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A1232 Ipswich Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A120 (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A12 (SB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A12 (SB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (A120 (Internal WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (A120 (Internal WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (A1232 Ipswich Road (Internal NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A1232 Ipswich Road (Internal NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A120 (Internal EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (A120 (Internal EB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (A12 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A12 (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A120 (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1232 Ipswich Road (SB) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A120 (Internal WB) Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 3: 'FB WD AM ' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	5	466	535	427	1433
	B	632	52	236	495	1415
	C	533	302	3	161	999
	D	2	108	179	75	364
	Tot.	1172	928	953	1158	4211

Traffic Lane Flows

Lane	Scenario 3: FB WD AM
Junction: Site 38 - A12/A120/Ipswich Road	
1/1 (short)	466
1/2 (with short)	1001(In) 535(Out)
1/3	432
2/1	731
2/2	684
3/1	161
3/2	418
3/3	420
4/1	364
5/1	717
5/2	507
6/1	997
6/2	689
7/1	855
7/2	672
8/1	462
8/2	257
9/1	856
9/2	316
10/1	928
11/1	953
12/1	1158
13/1	999

Lane Saturation Flows

Junction: Site 38 - A12/A120/Ipswich Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A12 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A12 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A12 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A120 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A120 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A1232 Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A1232 Ipswich Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A1232 Ipswich Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A120 (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A12 (SB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A12 (SB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (A120 (Internal WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (A120 (Internal WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (A1232 Ipswich Road (Internal NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A1232 Ipswich Road (Internal NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A120 (Internal EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (A120 (Internal EB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (A12 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A12 (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A120 (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1232 Ipswich Road (SB) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A120 (Internal WB) Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 4: 'FB WD PM ' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	6	629	493	314	1442
	B	348	27	125	109	609
	C	532	533	2	180	1247
	D	2	117	187	13	319
	Tot.	888	1306	807	616	3617

Traffic Lane Flows

Lane	Scenario 4: FB WD PM
Junction: Site 38 - A12/A120/Ipswich Road	
1/1 (short)	629
1/2 (with short)	1122(In) 493(Out)
1/3	320
2/1	234
2/2	375
3/1	180
3/2	522
3/3	545
4/1	319
5/1	682
5/2	333
6/1	436
6/2	381
7/1	760
7/2	688
8/1	677
8/2	202
9/1	761
9/2	127
10/1	1306
11/1	807
12/1	616
13/1	1247

Lane Saturation Flows

Junction: Site 38 - A12/A120/Ipswich Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A12 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A12 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A12 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A120 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A120 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A1232 Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A1232 Ipswich Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A1232 Ipswich Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A120 (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A12 (SB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A12 (SB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (A120 (Internal WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (A120 (Internal WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (A1232 Ipswich Road (Internal NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A1232 Ipswich Road (Internal NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A120 (Internal EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (A120 (Internal EB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (A12 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A12 (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A120 (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1232 Ipswich Road (SB) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A120 (Internal WB) Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 5: 'FB+CD WD AM ' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	12	568	557	438	1575
	B	632	87	279	650	1648
	C	533	342	3	61	939
	D	0	426	179	75	680
	Tot.	1177	1423	1018	1224	4842

Traffic Lane Flows

Lane	Scenario 5: FB+CD WD AM
Junction: Site 38 - A12/A120/Ipswich Road	
1/1 (short)	568
1/2 (with short)	1125(In) 557(Out)
1/3	450
2/1	929
2/2	719
3/1	61
3/2	439
3/3	439
4/1	680
5/1	739
5/2	525
6/1	1163
6/2	731
7/1	818
7/2	791
8/1	855
8/2	257
9/1	818
9/2	359
10/1	1423
11/1	1018
12/1	1224
13/1	939

Lane Saturation Flows

Junction: Site 38 - A12/A120/Ipswich Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A12 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A12 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A12 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A120 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A120 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A1232 Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A1232 Ipswich Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A1232 Ipswich Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A120 (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A12 (SB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A12 (SB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (A120 (Internal WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (A120 (Internal WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (A1232 Ipswich Road (Internal NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A1232 Ipswich Road (Internal NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A120 (Internal EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (A120 (Internal EB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (A12 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A12 (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A120 (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1232 Ipswich Road (SB) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A120 (Internal WB) Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 6: 'FB+CD WD PM ' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	18	578	535	334	1465
	B	383	44	300	376	1103
	C	532	552	2	453	1539
	D	0	482	187	13	682
	Tot.	933	1656	1024	1176	4789

Traffic Lane Flows

Lane	Scenario 6: FB+CD WD PM
Junction: Site 38 - A12/A120/Ipswich Road	
1/1 (short)	578
1/2 (with short)	1113(In) 535(Out)
1/3	352
2/1	676
2/2	427
3/1	453
3/2	532
3/3	554
4/1	682
5/1	724
5/2	365
6/1	723
6/2	445
7/1	785
7/2	746
8/1	1078
8/2	202
9/1	785
9/2	148
10/1	1656
11/1	1024
12/1	1176
13/1	1539

Lane Saturation Flows

Junction: Site 38 - A12/A120/Ipswich Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A12 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A12 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A12 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A120 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A120 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A1232 Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A1232 Ipswich Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A1232 Ipswich Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A120 (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A12 (SB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A12 (SB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (A120 (Internal WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (A120 (Internal WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (A1232 Ipswich Road (Internal NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A1232 Ipswich Road (Internal NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A120 (Internal EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (A120 (Internal EB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (A12 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A12 (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A120 (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1232 Ipswich Road (SB) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A120 (Internal WB) Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	48	724	557	438	1767
	B	696	87	279	650	1712
	C	533	342	3	61	939
	D	0	426	179	75	680
	Tot.	1277	1579	1018	1224	5098

Traffic Lane Flows

Lane	Scenario 7: FB+CD+N2T WD AM
Junction: Site 38 - A12/A120/Ipswich Road	
1/1 (short)	724
1/2 (with short)	1281(In) 557(Out)
1/3	486
2/1	929
2/2	783
3/1	61
3/2	439
3/3	439
4/1	680
5/1	739
5/2	561
6/1	1163
6/2	831
7/1	868
7/2	841
8/1	855
8/2	257
9/1	868
9/2	409
10/1	1579
11/1	1018
12/1	1224
13/1	939

Lane Saturation Flows

Junction: Site 38 - A12/A120/Ipswich Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A12 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A12 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A12 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A120 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A120 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A1232 Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A1232 Ipswich Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A1232 Ipswich Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A120 (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A12 (SB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A12 (SB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (A120 (Internal WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (A120 (Internal WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (A1232 Ipswich Road (Internal NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A1232 Ipswich Road (Internal NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A120 (Internal EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (A120 (Internal EB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (A12 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A12 (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A120 (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1232 Ipswich Road (SB) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A120 (Internal WB) Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	54	678	535	334	1601
	B	502	44	300	376	1222
	C	532	552	2	453	1539
	D	0	482	187	13	682
	Tot.	1088	1756	1024	1176	5044

Traffic Lane Flows

Lane	Scenario 8: FB+CD+N2T WD PM
Junction: Site 38 - A12/A120/Ipswich Road	
1/1 (short)	678
1/2 (with short)	1213(In) 535(Out)
1/3	388
2/1	676
2/2	546
3/1	453
3/2	532
3/3	554
4/1	682
5/1	724
5/2	401
6/1	723
6/2	600
7/1	848
7/2	838
8/1	1078
8/2	202
9/1	848
9/2	240
10/1	1756
11/1	1024
12/1	1176
13/1	1539

Lane Saturation Flows

Junction: Site 38 - A12/A120/Ipswich Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A12 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A12 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A12 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A120 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A120 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A1232 Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A1232 Ipswich Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A1232 Ipswich Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A120 (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A12 (SB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A12 (SB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (A120 (Internal WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (A120 (Internal WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (A1232 Ipswich Road (Internal NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A1232 Ipswich Road (Internal NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A120 (Internal EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (A120 (Internal EB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (A12 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A12 (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A120 (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1232 Ipswich Road (SB) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A120 (Internal WB) Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 9: '85th Percentile - FB+CD+N2T WD AM' (FG11: '85th Percentile - FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	34	712	557	438	1741
	B	658	87	279	650	1674
	C	533	342	3	61	939
	D	0	426	179	75	680
	Tot.	1225	1567	1018	1224	5034

Traffic Lane Flows

Lane	Scenario 9: 85th Percentile - FB+CD+N2T WD AM
Junction: Site 38 - A12/A120/Ipswich Road	
1/1 (short)	712
1/2 (with short)	1269(In) 557(Out)
1/3	472
2/1	929
2/2	745
3/1	61
3/2	439
3/3	439
4/1	680
5/1	739
5/2	547
6/1	1163
6/2	779
7/1	841
7/2	816
8/1	855
8/2	257
9/1	841
9/2	384
10/1	1567
11/1	1018
12/1	1224
13/1	939

Lane Saturation Flows

Junction: Site 38 - A12/A120/Ipswich Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A12 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A12 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A12 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A120 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A120 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A1232 Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A1232 Ipswich Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A1232 Ipswich Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A120 (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A12 (SB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A12 (SB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (A120 (Internal WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (A120 (Internal WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (A1232 Ipswich Road (Internal NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A1232 Ipswich Road (Internal NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A120 (Internal EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (A120 (Internal EB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (A12 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A12 (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A120 (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1232 Ipswich Road (SB) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A120 (Internal WB) Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 10: '85th Percentile - FB+CD+N2T WD PM' (FG12: '85th Percentile - FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	40	620	535	334	1529
	B	511	44	300	376	1231
	C	532	552	2	453	1539
	D	0	482	187	13	682
	Tot.	1083	1698	1024	1176	4981

Traffic Lane Flows

Lane	Scenario 10: 85th Percentile - FB+CD+N2T WD PM
Junction: Site 38 - A12/A120/Ipswich Road	
1/1 (short)	620
1/2 (with short)	1155(In) 535(Out)
1/3	374
2/1	676
2/2	555
3/1	453
3/2	532
3/3	554
4/1	682
5/1	724
5/2	387
6/1	723
6/2	595
7/1	845
7/2	836
8/1	1078
8/2	202
9/1	845
9/2	238
10/1	1698
11/1	1024
12/1	1176
13/1	1539

Lane Saturation Flows

Junction: Site 38 - A12/A120/Ipswich Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A12 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A12 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A12 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A120 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A120 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A1232 Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A1232 Ipswich Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A1232 Ipswich Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A120 (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A12 (SB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A12 (SB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (A120 (Internal WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (A120 (Internal WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (A1232 Ipswich Road (Internal NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A1232 Ipswich Road (Internal NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A120 (Internal EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (A120 (Internal EB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (A12 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A12 (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A120 (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1232 Ipswich Road (SB) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A120 (Internal WB) Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 11: 'FB+CD+N2T WD AM MM2' (FG13: 'FB+CD+N2T WD AM MM2', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	30	730	557	438	1755
	B	632	87	279	650	1648
	C	533	342	3	61	939
	D	0	426	179	75	680
	Tot.	1195	1585	1018	1224	5022

Traffic Lane Flows

Lane	Scenario 11: FB+CD+N2T WD AM MM2
Junction: Site 38 - A12/A120/Ipswich Road	
1/1 (short)	730
1/2 (with short)	1287(In) 557(Out)
1/3	468
2/1	929
2/2	719
3/1	61
3/2	438
3/3	440
4/1	680
5/1	739
5/2	543
6/1	1163
6/2	749
7/1	842
7/2	785
8/1	855
8/2	257
9/1	842
9/2	353
10/1	1585
11/1	1018
12/1	1224
13/1	939

Lane Saturation Flows

Junction: Site 38 - A12/A120/Ipswich Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A12 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A12 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A12 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A120 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A120 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A1232 Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A1232 Ipswich Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A1232 Ipswich Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A120 (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A12 (SB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A12 (SB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (A120 (Internal WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (A120 (Internal WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (A1232 Ipswich Road (Internal NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A1232 Ipswich Road (Internal NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A120 (Internal EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (A120 (Internal EB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (A12 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A12 (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A120 (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1232 Ipswich Road (SB) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A120 (Internal WB) Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 12: 'FB+CD+N2T WD PM MM2' (FG14: 'FB+CD+N2T WD PM MM2', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	36	578	535	334	1483
	B	545	44	300	376	1265
	C	532	552	2	453	1539
	D	0	482	187	13	682
	Tot.	1113	1656	1024	1176	4969

Traffic Lane Flows

Lane	Scenario 12: FB+CD+N2T WD PM MM2
Junction: Site 38 - A12/A120/Ipswich Road	
1/1 (short)	578
1/2 (with short)	1113(In) 535(Out)
1/3	370
2/1	676
2/2	589
3/1	453
3/2	532
3/3	554
4/1	682
5/1	724
5/2	383
6/1	723
6/2	625
7/1	867
7/2	844
8/1	1078
8/2	202
9/1	867
9/2	246
10/1	1656
11/1	1024
12/1	1176
13/1	1539

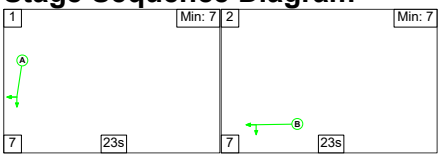
Lane Saturation Flows

Junction: Site 38 - A12/A120/Ipswich Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A12 (SB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A12 (SB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A12 (SB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A120 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A120 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A1232 Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A1232 Ipswich Road (NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A1232 Ipswich Road (NB) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A120 (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A12 (SB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A12 (SB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (A120 (Internal WB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (A120 (Internal WB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (A1232 Ipswich Road (Internal NB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A1232 Ipswich Road (Internal NB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A120 (Internal EB) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (A120 (Internal EB) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (A12 (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A12 (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A120 (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1232 Ipswich Road (SB) Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (A120 (Internal WB) Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1 (Ipswich Road (NB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

Scenario 1: '2024 AM Base Peak' (FG1: '2024 AM Base Peak', Plan 1: 'Network Control Plan 1')

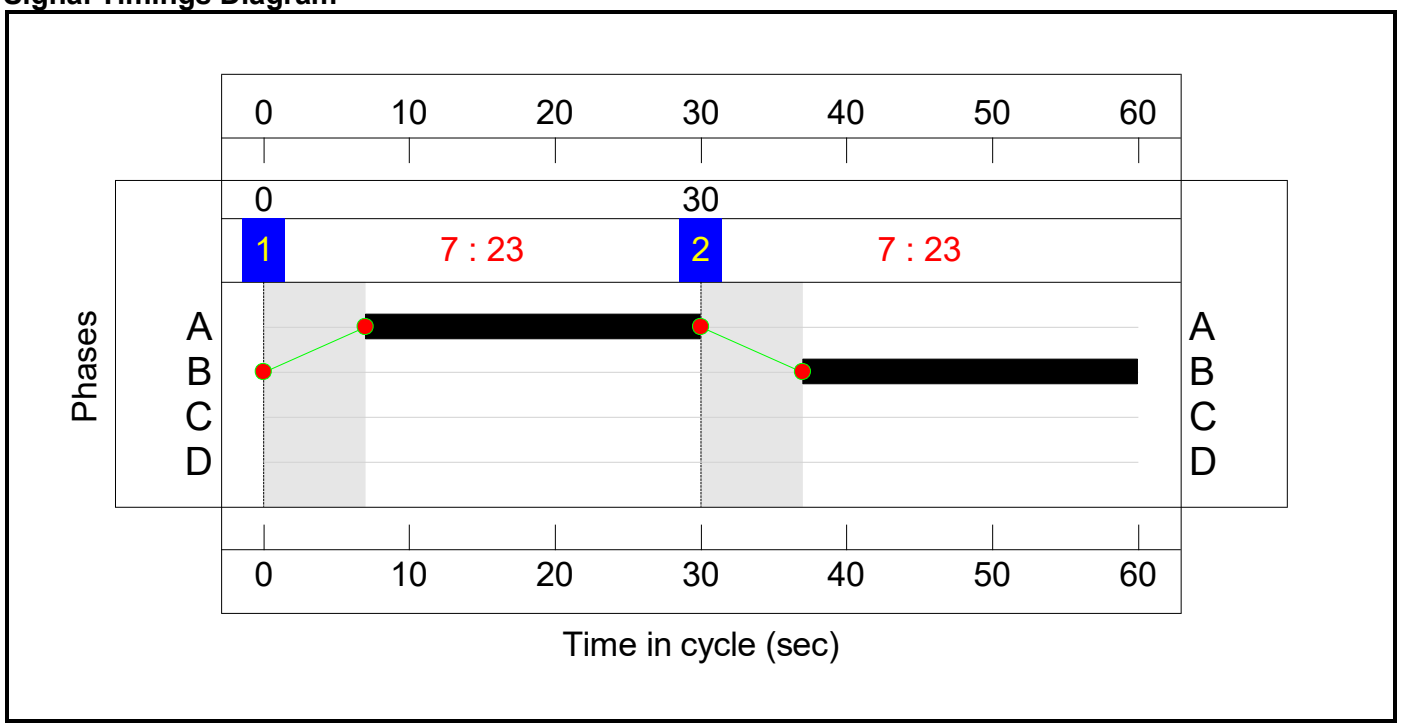
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	23	23
Change Point	0	30

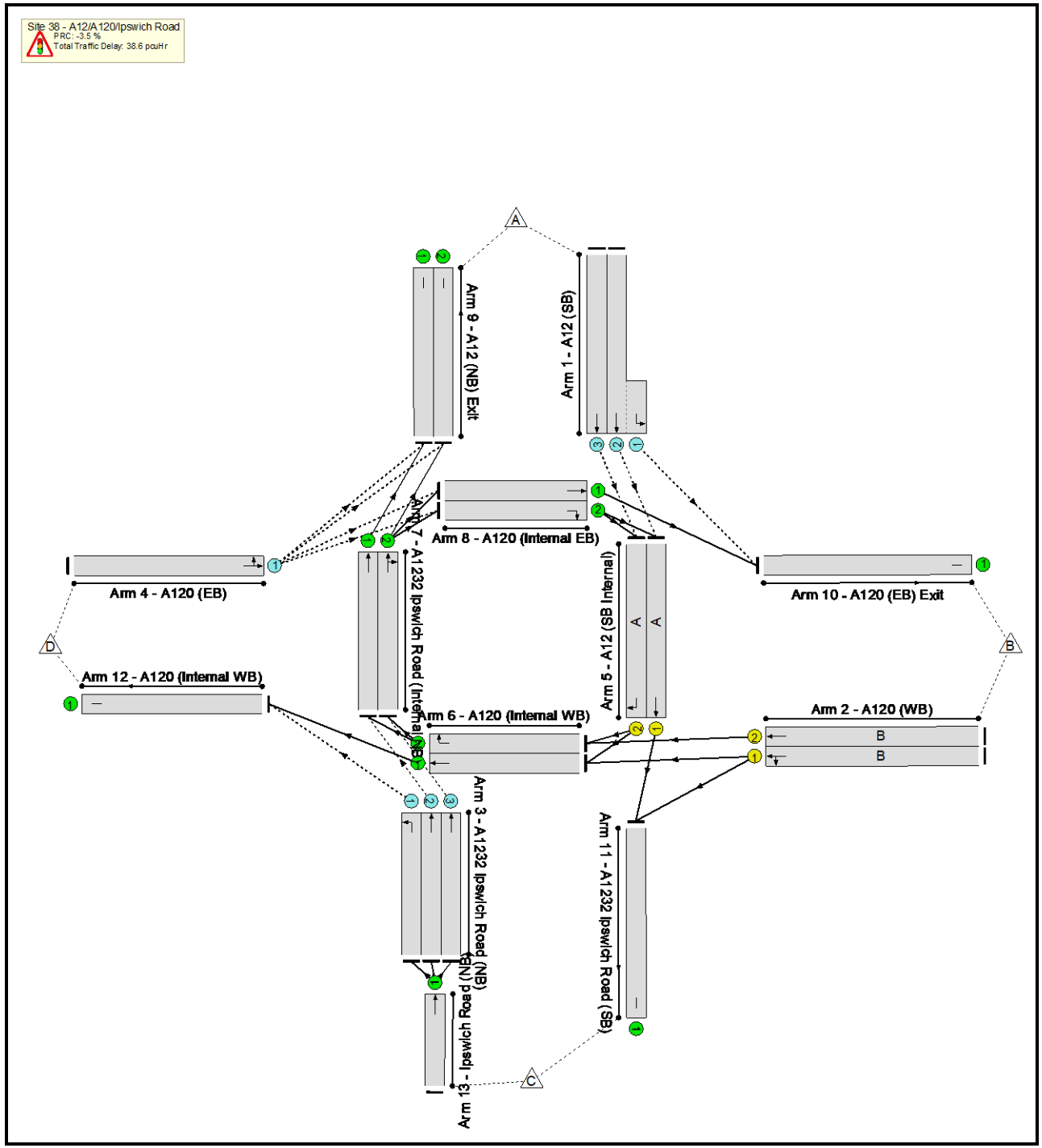
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.2%**
Site 38 - A12/A120/Ipswich Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.2%**
1/2+1/1	A12 (SB) Ahead Left	O	N/A	N/A	-		-	-	-	968	1900:1900	771+672	67.1 : 67.1%
1/3	A12 (SB) Ahead	O	N/A	N/A	-		-	-	-	417	1900	771	54.1%
2/1	A120 (WB) Ahead Left	U	N/A	N/A	B		1	23	-	708	1900	760	93.2%
2/2	A120 (WB) Ahead	U	N/A	N/A	B		1	23	-	662	1900	760	87.1%
3/1	A1232 Ipswich Road (NB) Left	O	N/A	N/A	-		-	-	-	156	1900	470	33.2%
3/2	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	404	1900	470	86.0%
3/3	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	406	1900	470	86.4%
4/1	A120 (EB) Ahead Left	O	N/A	N/A	-		-	-	-	351	1900	513	68.5%
5/1	A12 (SB Internal) Ahead	U	N/A	N/A	A		1	23	-	692	1900	760	91.1%
5/2	A12 (SB Internal) Right	U	N/A	N/A	A		1	23	-	489	1900	760	64.3%
6/1	A120 (Internal WB) Ahead	U	N/A	N/A	-		-	-	-	964	1900	1900	50.7%
6/2	A120 (Internal WB) Right	U	N/A	N/A	-		-	-	-	666	1900	1900	35.1%
7/1	A1232 Ipswich Road (Internal NB) Ahead	U	N/A	N/A	-		-	-	-	765	1900	1900	40.3%
7/2	A1232 Ipswich Road (Internal NB) Right Ahead	U	N/A	N/A	-		-	-	-	711	1900	1900	37.4%
8/1	A120 (Internal EB) Ahead	U	N/A	N/A	-		-	-	-	447	1900	1900	23.5%

Full Input Data And Results

8/2	A120 (Internal EB) Right	U	N/A	N/A	-		-	-	-	247	1900	1900	13.0%
9/1	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	766	Inf	Inf	0.0%
9/2	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
10/1	A120 (EB) Exit	U	N/A	N/A	-		-	-	-	898	Inf	Inf	0.0%
11/1	A1232 Ipswich Road (SB)	U	N/A	N/A	-		-	-	-	921	Inf	Inf	0.0%
12/1	A120 (Internal WB)	U	N/A	N/A	-		-	-	-	1120	Inf	Inf	0.0%
13/1	Ipswich Road (NB) Ahead	U	N/A	N/A	-		-	-	-	966	1800	1800	53.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3670**	**0**	**0**	**13.5**	**25.1**	**0.0**	**38.6**	**-**	**-**	**-**	**-**
Site 38 - A12/A120/Ipswich Road	**-**	**-**	**3670**	**0**	**0**	**13.5**	**25.1**	**0.0**	**38.6**	**-**	**-**	**-**	**-**
1/2+1/1	968	968	1936	0	0	0.0	1.0	-	1.0	3.8	0.0	1.0	1.0
1/3	417	417	417	0	0	0.0	0.6	-	0.6	5.1	0.0	0.6	0.6
2/1	708	708	-	-	-	3.4	5.6	-	9.0	45.7	11.2	5.6	16.8
2/2	662	662	-	-	-	3.0	3.2	-	6.2	33.8	10.1	3.2	13.3
3/1	156	156	156	0	0	0.1	0.2	-	0.4	8.8	1.0	0.2	1.2
3/2	404	404	404	0	0	0.9	2.8	-	3.7	32.9	5.7	2.8	8.6
3/3	406	406	406	0	0	0.9	2.9	-	3.8	33.6	5.8	2.9	8.7
4/1	351	351	351	0	0	0.0	1.1	-	1.1	11.0	0.0	1.1	1.1
5/1	692	692	-	-	-	3.3	4.5	-	7.8	40.4	10.8	4.5	15.3
5/2	489	489	-	-	-	2.0	0.9	-	2.9	21.1	6.5	0.9	7.4
6/1	964	964	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
6/2	666	666	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/1	765	765	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/2	711	711	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
8/1	447	447	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/2	247	247	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	766	766	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	898	898	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	921	921	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1120	1120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	966	966	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6

C1 - Site 38 - A12/A120/Ipswich Road

PRC for Signalled Lanes (%): -3.5
PRC Over All Lanes (%): -3.5

Total Delay for Signalled Lanes (pcuHr): 25.84
Total Delay Over All Lanes(pcuHr): 38.60

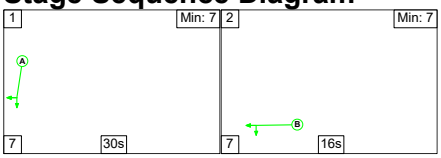
Cycle Time (s): 60

Full Input Data And Results

Full Input Data And Results

Scenario 2: '2024 PM Base Peak' (FG2: '2024 PM Base Peak', Plan 1: 'Network Control Plan 1')

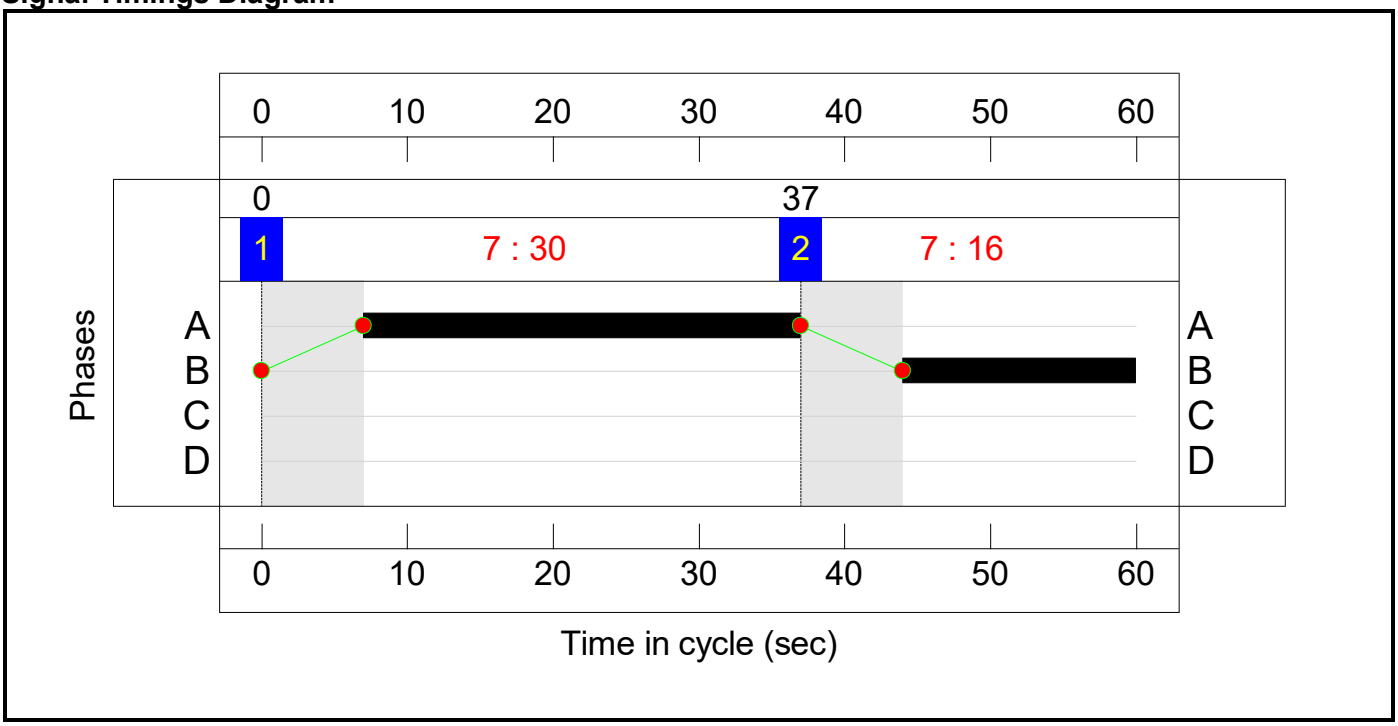
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	30	16
Change Point	0	37

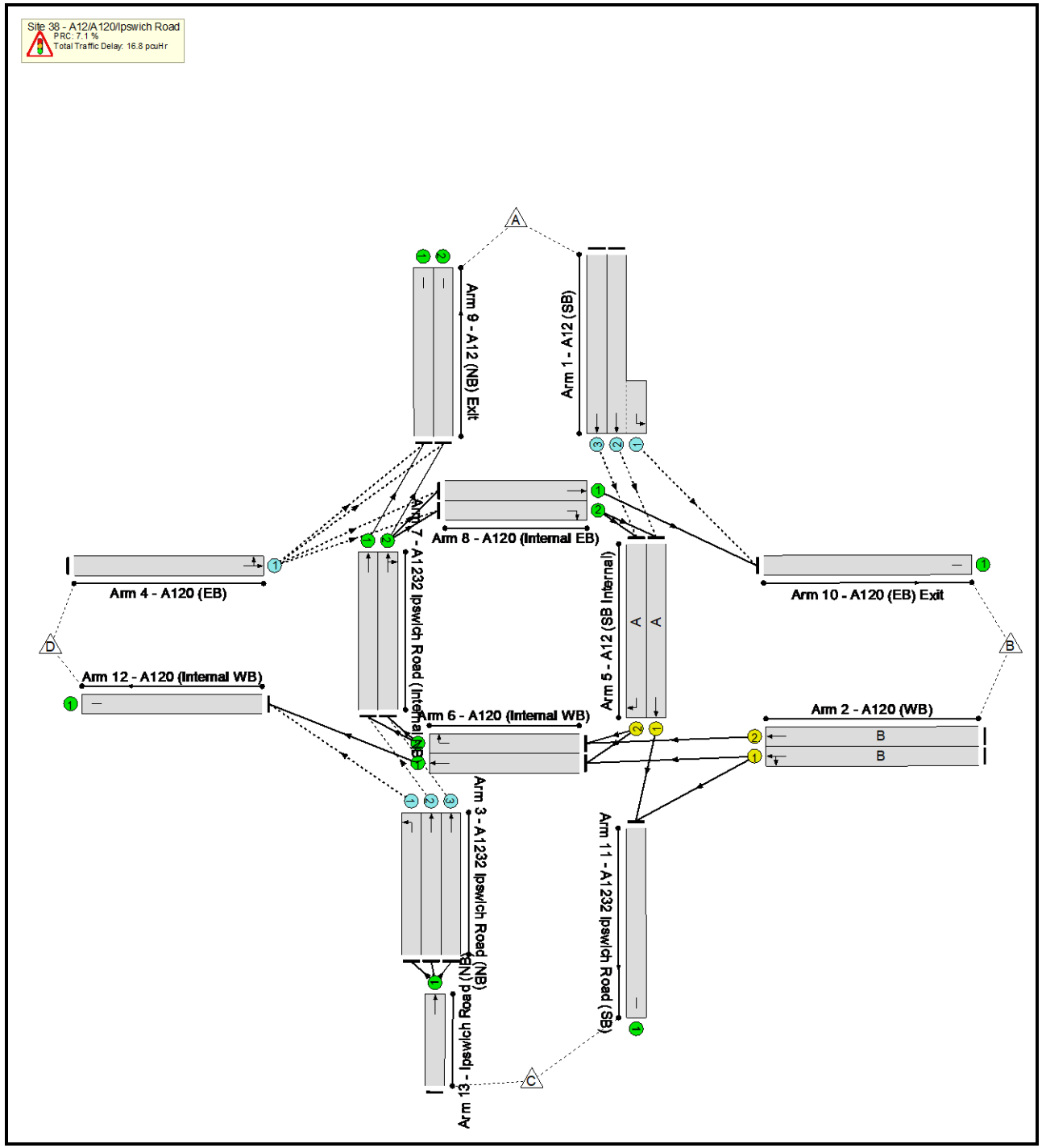
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.0%**
Site 38 - A12/A120/Ipswich Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.0%**
1/2+1/1	A12 (SB) Ahead Left	O	N/A	N/A	-		-	-	-	1085	1900:1900	568+724	84.0 : 84.0%
1/3	A12 (SB) Ahead	O	N/A	N/A	-		-	-	-	309	1900	720	42.9%
2/1	A120 (WB) Ahead Left	U	N/A	N/A	B		1	16	-	225	1900	538	41.8%
2/2	A120 (WB) Ahead	U	N/A	N/A	B		1	16	-	362	1900	538	67.2%
3/1	A1232 Ipswich Road (NB) Left	O	N/A	N/A	-		-	-	-	174	1900	740	23.5%
3/2	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	500	1900	740	67.6%
3/3	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	530	1900	740	71.7%
4/1	A120 (EB) Ahead Left	O	N/A	N/A	-		-	-	-	307	1900	539	57.0%
5/1	A12 (SB Internal) Ahead	U	N/A	N/A	A		1	30	-	659	1900	982	67.1%
5/2	A12 (SB Internal) Right	U	N/A	N/A	A		1	30	-	321	1900	982	32.7%
6/1	A120 (Internal WB) Ahead	U	N/A	N/A	-		-	-	-	421	1900	1900	22.2%
6/2	A120 (Internal WB) Right	U	N/A	N/A	-		-	-	-	367	1900	1900	19.3%
7/1	A1232 Ipswich Road (Internal NB) Ahead	U	N/A	N/A	-		-	-	-	733	1900	1900	38.6%
7/2	A1232 Ipswich Road (Internal NB) Right Ahead	U	N/A	N/A	-		-	-	-	664	1900	1900	34.9%
8/1	A120 (Internal EB) Ahead	U	N/A	N/A	-		-	-	-	654	1900	1900	34.4%

Full Input Data And Results

8/2	A120 (Internal EB) Right	U	N/A	N/A	-		-	-	-	194	1900	1900	10.2%
9/1	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
9/2	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	122	Inf	Inf	0.0%
10/1	A120 (EB) Exit	U	N/A	N/A	-		-	-	-	1262	Inf	Inf	0.0%
11/1	A1232 Ipswich Road (SB)	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
12/1	A120 (Internal WB)	U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
13/1	Ipswich Road (NB) Ahead	U	N/A	N/A	-		-	-	-	1204	1800	1800	66.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3990**	**0**	**0**	**5.9**	**10.8**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
Site 38 - A12/A120/Ipswich Road	**-**	**-**	**3990**	**0**	**0**	**5.9**	**10.8**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
1/2+1/1	1085	1085	2170	0	0	0.0	2.6	-	2.6	8.5	0.0	2.6	2.6
1/3	309	309	309	0	0	0.0	0.4	-	0.4	4.4	0.0	0.4	0.4
2/1	225	225	-	-	-	1.1	0.4	-	1.5	23.2	3.0	0.4	3.4
2/2	362	362	-	-	-	1.9	1.0	-	2.9	29.1	5.3	1.0	6.3
3/1	174	174	174	0	0	0.0	0.2	-	0.2	3.2	0.0	0.2	0.2
3/2	500	500	500	0	0	0.1	1.0	-	1.1	8.1	2.4	1.0	3.4
3/3	530	530	530	0	0	0.1	1.2	-	1.4	9.2	2.7	1.2	3.9
4/1	307	307	307	0	0	0.0	0.7	-	0.7	7.7	0.3	0.7	1.0
5/1	659	659	-	-	-	2.0	1.0	-	3.0	16.3	8.1	1.0	9.1
5/2	321	321	-	-	-	0.8	0.2	-	1.0	11.2	3.0	0.2	3.3
6/1	421	421	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/2	367	367	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	733	733	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/2	664	664	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
8/1	654	654	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
8/2	194	194	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	122	122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1262	1262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1204	1204	-	-	-	0.0	1.0	-	1.0	3.0	0.0	1.0	1.0

C1 - Site 38 - A12/A120/Ipswich Road

PRC for Signalled Lanes (%): 33.8
PRC Over All Lanes (%): 7.1

Total Delay for Signalled Lanes (pcuHr): 8.36
Total Delay Over All Lanes(pcuHr): 16.75

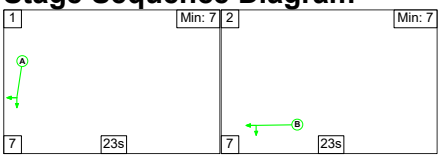
Cycle Time (s): 60

Full Input Data And Results

Full Input Data And Results

Scenario 3: 'FB WD AM ' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

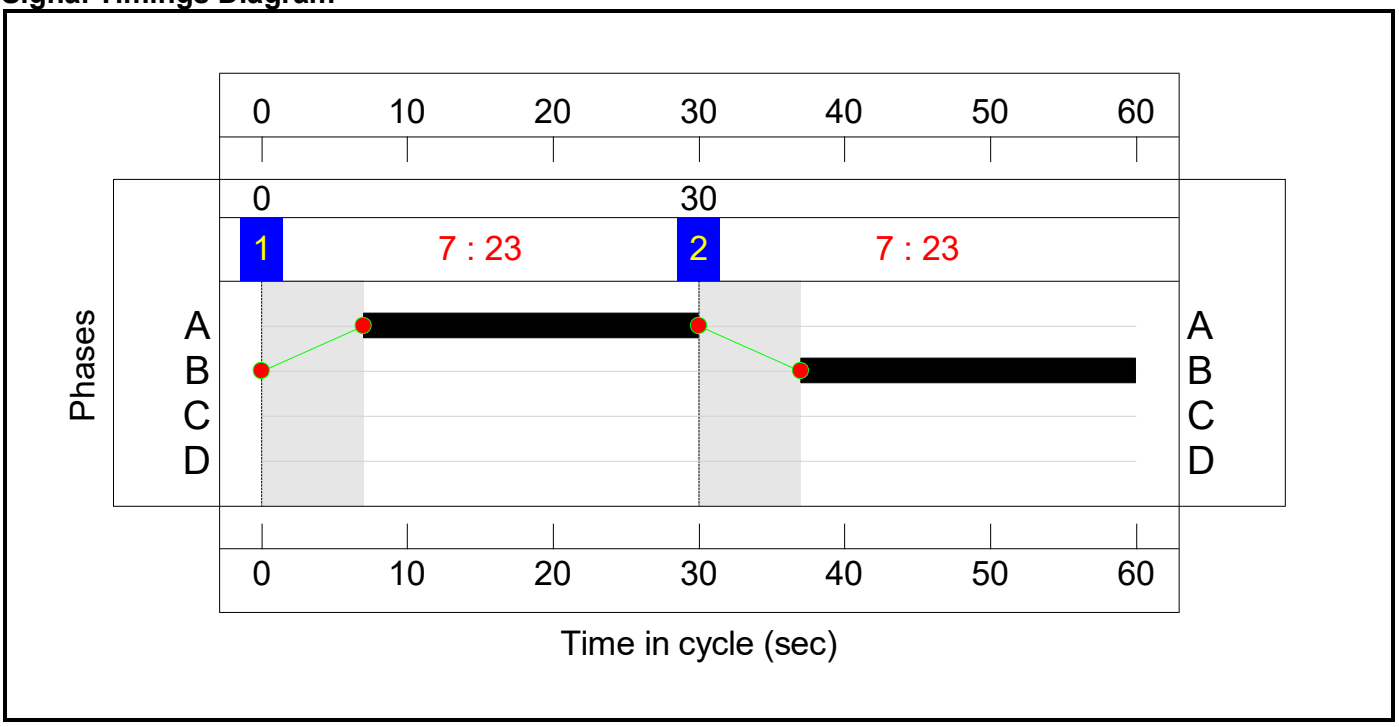
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	23	23
Change Point	0	30

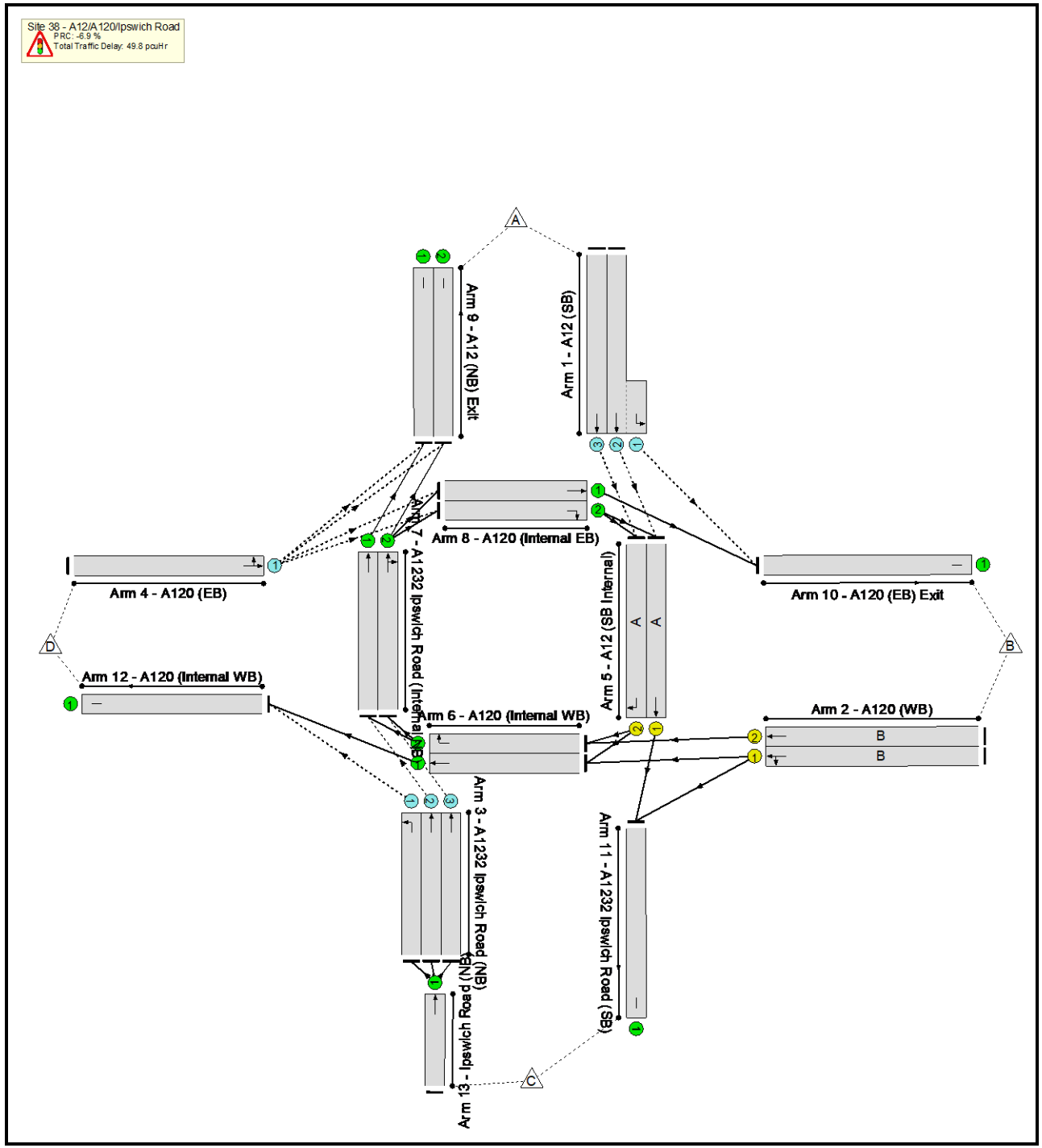
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.2%**
Site 38 - A12/A120/Ipswich Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.2%**
1/2+1/1	A12 (SB) Ahead Left	O	N/A	N/A	-		-	-	-	1001	1900:1900	762+664	70.2 : 70.2%
1/3	A12 (SB) Ahead	O	N/A	N/A	-		-	-	-	432	1900	762	56.7%
2/1	A120 (WB) Ahead Left	U	N/A	N/A	B		1	23	-	731	1900	760	96.2%
2/2	A120 (WB) Ahead	U	N/A	N/A	B		1	23	-	684	1900	760	90.0%
3/1	A1232 Ipswich Road (NB) Left	O	N/A	N/A	-		-	-	-	161	1900	452	35.6%
3/2	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	418	1900	452	92.4%
3/3	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	420	1900	452	92.9%
4/1	A120 (EB) Ahead Left	O	N/A	N/A	-		-	-	-	364	1900	496	73.4%
5/1	A12 (SB Internal) Ahead	U	N/A	N/A	A		1	23	-	717	1900	760	94.3%
5/2	A12 (SB Internal) Right	U	N/A	N/A	A		1	23	-	507	1900	760	66.7%
6/1	A120 (Internal WB) Ahead	U	N/A	N/A	-		-	-	-	997	1900	1900	52.5%
6/2	A120 (Internal WB) Right	U	N/A	N/A	-		-	-	-	689	1900	1900	36.3%
7/1	A1232 Ipswich Road (Internal NB) Ahead	U	N/A	N/A	-		-	-	-	855	1900	1900	45.0%
7/2	A1232 Ipswich Road (Internal NB) Right Ahead	U	N/A	N/A	-		-	-	-	672	1900	1900	35.4%
8/1	A120 (Internal EB) Ahead	U	N/A	N/A	-		-	-	-	462	1900	1900	24.3%

Full Input Data And Results

8/2	A120 (Internal EB) Right	U	N/A	N/A	-		-	-	-	257	1900	1900	13.5%
9/1	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%
9/2	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
10/1	A120 (EB) Exit	U	N/A	N/A	-		-	-	-	928	Inf	Inf	0.0%
11/1	A1232 Ipswich Road (SB)	U	N/A	N/A	-		-	-	-	953	Inf	Inf	0.0%
12/1	A120 (Internal WB)	U	N/A	N/A	-		-	-	-	1158	Inf	Inf	0.0%
13/1	Ipswich Road (NB) Ahead	U	N/A	N/A	-		-	-	-	999	1800	1800	55.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3797**	**0**	**0**	**14.6**	**35.2**	**0.0**	**49.8**	**-**	**-**	**-**	**-**
Site 38 - A12/A120/Ipswich Road	**-**	**-**	**3797**	**0**	**0**	**14.6**	**35.2**	**0.0**	**49.8**	**-**	**-**	**-**	**-**
1/2+1/1	1001	1001	2002	0	0	0.0	1.2	-	1.2	4.2	0.0	1.2	1.2
1/3	432	432	432	0	0	0.0	0.7	-	0.7	5.4	0.0	0.7	0.7
2/1	731	731	-	-	-	3.6	8.1	-	11.7	57.4	11.8	8.1	19.9
2/2	684	684	-	-	-	3.2	4.1	-	7.3	38.3	10.6	4.1	14.7
3/1	161	161	161	0	0	0.2	0.3	-	0.4	9.6	1.0	0.3	1.3
3/2	418	418	418	0	0	1.1	4.8	-	5.8	50.3	6.3	4.8	11.0
3/3	420	420	420	0	0	1.1	5.0	-	6.1	52.0	6.3	5.0	11.3
4/1	364	364	364	0	0	0.0	1.4	-	1.4	13.4	0.6	1.4	2.0
5/1	717	717	-	-	-	3.5	6.4	-	9.9	49.6	11.4	6.4	17.8
5/2	507	507	-	-	-	2.1	1.0	-	3.1	21.8	6.9	1.0	7.9
6/1	997	997	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
6/2	689	689	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/1	855	855	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
7/2	672	672	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
8/1	462	462	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/2	257	257	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	856	856	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	953	953	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1158	1158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	999	999	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6

C1 - Site 38 - A12/A120/Ipswich Road

PRC for Signalled Lanes (%): -6.9
PRC Over All Lanes (%): -6.9

Total Delay for Signalled Lanes (pcuHr): 31.87
Total Delay Over All Lanes(pcuHr): 49.76

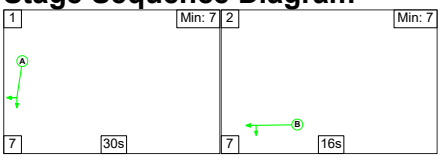
Cycle Time (s): 60

Full Input Data And Results

Full Input Data And Results

Scenario 4: 'FB WD PM ' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

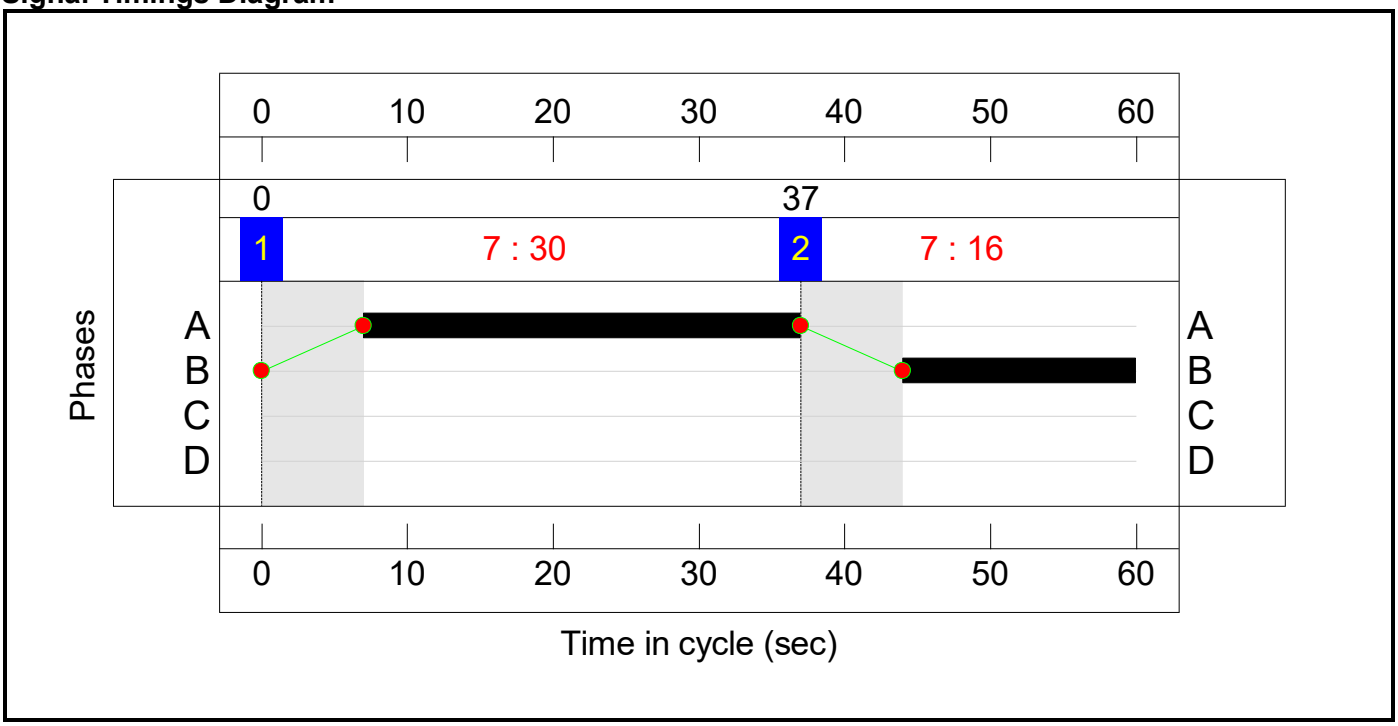
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	30	16
Change Point	0	37

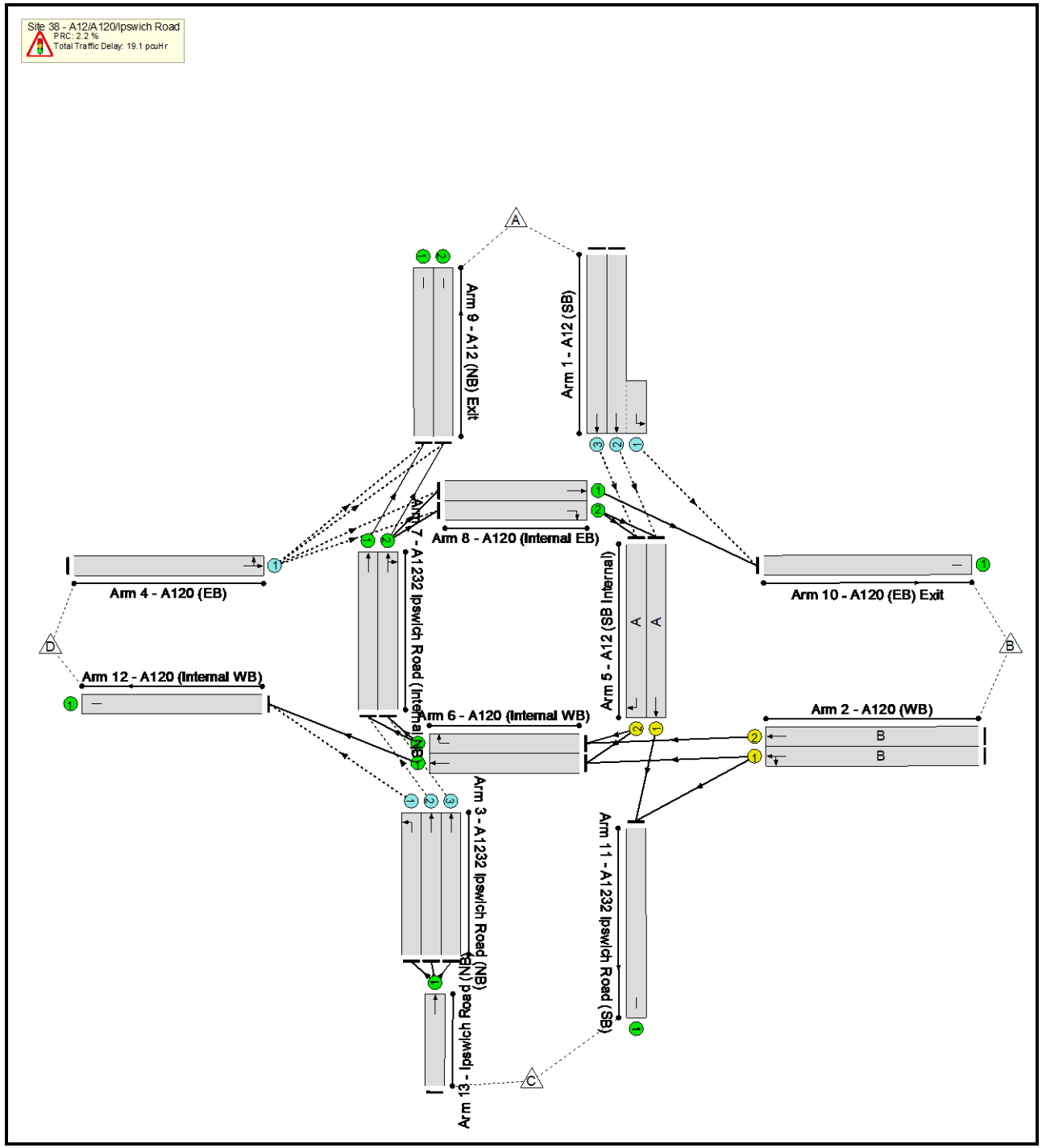
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.1%**
Site 38 - A12/A120/Ipswich Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.1%**
1/2+1/1	A12 (SB) Ahead Left	O	N/A	N/A	-		-	-	-	1122	1900:1900	560+714	88.1 : 88.1%
1/3	A12 (SB) Ahead	O	N/A	N/A	-		-	-	-	320	1900	710	45.1%
2/1	A120 (WB) Ahead Left	U	N/A	N/A	B		1	16	-	234	1900	538	43.5%
2/2	A120 (WB) Ahead	U	N/A	N/A	B		1	16	-	375	1900	538	69.7%
3/1	A1232 Ipswich Road (NB) Left	O	N/A	N/A	-		-	-	-	180	1900	730	24.7%
3/2	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	522	1900	730	71.5%
3/3	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	545	1900	730	74.6%
4/1	A120 (EB) Ahead Left	O	N/A	N/A	-		-	-	-	319	1900	522	61.1%
5/1	A12 (SB Internal) Ahead	U	N/A	N/A	A		1	30	-	682	1900	982	69.5%
5/2	A12 (SB Internal) Right	U	N/A	N/A	A		1	30	-	333	1900	982	33.9%
6/1	A120 (Internal WB) Ahead	U	N/A	N/A	-		-	-	-	436	1900	1900	22.9%
6/2	A120 (Internal WB) Right	U	N/A	N/A	-		-	-	-	381	1900	1900	20.1%
7/1	A1232 Ipswich Road (Internal NB) Ahead	U	N/A	N/A	-		-	-	-	760	1900	1900	40.0%
7/2	A1232 Ipswich Road (Internal NB) Right Ahead	U	N/A	N/A	-		-	-	-	688	1900	1900	36.2%
8/1	A120 (Internal EB) Ahead	U	N/A	N/A	-		-	-	-	677	1900	1900	35.6%

Full Input Data And Results

8/2	A120 (Internal EB) Right	U	N/A	N/A	-		-	-	-	202	1900	1900	10.6%
9/1	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
9/2	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	127	Inf	Inf	0.0%
10/1	A120 (EB) Exit	U	N/A	N/A	-		-	-	-	1306	Inf	Inf	0.0%
11/1	A1232 Ipswich Road (SB)	U	N/A	N/A	-		-	-	-	807	Inf	Inf	0.0%
12/1	A120 (Internal WB)	U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%
13/1	Ipswich Road (NB) Ahead	U	N/A	N/A	-		-	-	-	1247	1800	1800	69.3%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**4130**	**0**	**0**	**6.3**	**12.8**	**0.0**	**19.1**	**-**	**-**	**-**	**-**
Site 38 - A12/A120/Ipswich Road	**-**	**-**	**4130**	**0**	**0**	**6.3**	**12.8**	**0.0**	**19.1**	**-**	**-**	**-**	**-**
1/2+1/1	1122	1122	2244	0	0	0.0	3.5	-	3.5	11.4	0.0	3.5	3.5
1/3	320	320	320	0	0	0.0	0.4	-	0.4	4.6	0.0	0.4	0.4
2/1	234	234	-	-	-	1.1	0.4	-	1.5	23.5	3.2	0.4	3.6
2/2	375	375	-	-	-	2.0	1.1	-	3.1	30.1	5.5	1.1	6.7
3/1	180	180	180	0	0	0.0	0.2	-	0.2	3.3	0.1	0.2	0.2
3/2	522	522	522	0	0	0.1	1.2	-	1.4	9.3	2.8	1.2	4.0
3/3	545	545	545	0	0	0.1	1.4	-	1.6	10.5	3.0	1.4	4.5
4/1	319	319	319	0	0	0.0	0.8	-	0.8	8.8	0.8	0.8	1.6
5/1	682	682	-	-	-	2.1	1.1	-	3.2	16.9	8.5	1.1	9.7
5/2	333	333	-	-	-	0.8	0.3	-	1.0	11.3	3.2	0.3	3.5
6/1	436	436	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/2	381	381	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	760	760	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/2	688	688	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
8/1	677	677	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
8/2	202	202	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	127	127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1306	1306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	807	807	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1247	1247	-	-	-	0.0	1.1	-	1.1	3.2	0.0	1.1	1.1

C1 - Site 38 - A12/A120/Ipswich Road

PRC for Signalled Lanes (%): 29.2
PRC Over All Lanes (%): 2.2

Total Delay for Signalled Lanes (pcuHr): 8.91
Total Delay Over All Lanes(pcuHr): 19.09

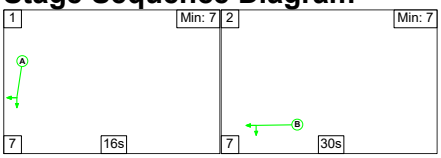
Cycle Time (s): 60

Full Input Data And Results

Full Input Data And Results

Scenario 5: 'FB+CD WD AM ' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

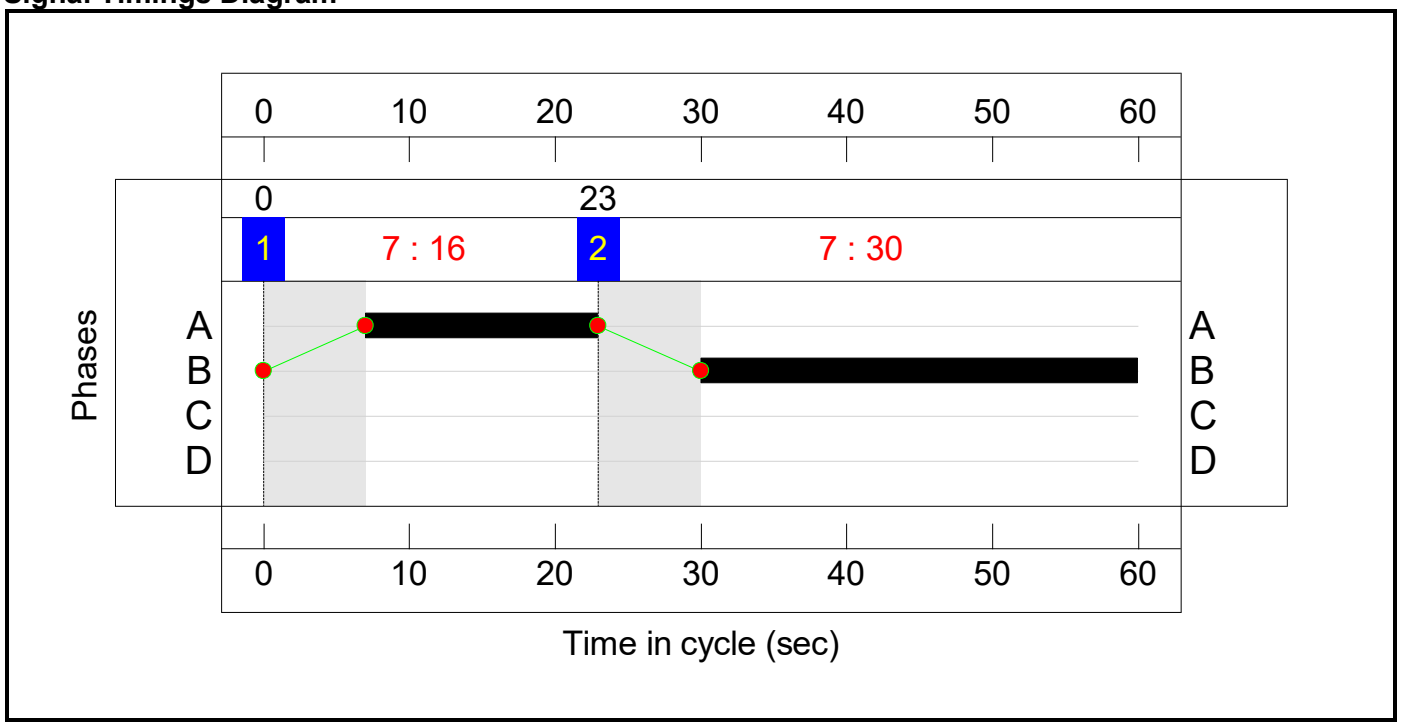
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	16	30
Change Point	0	23

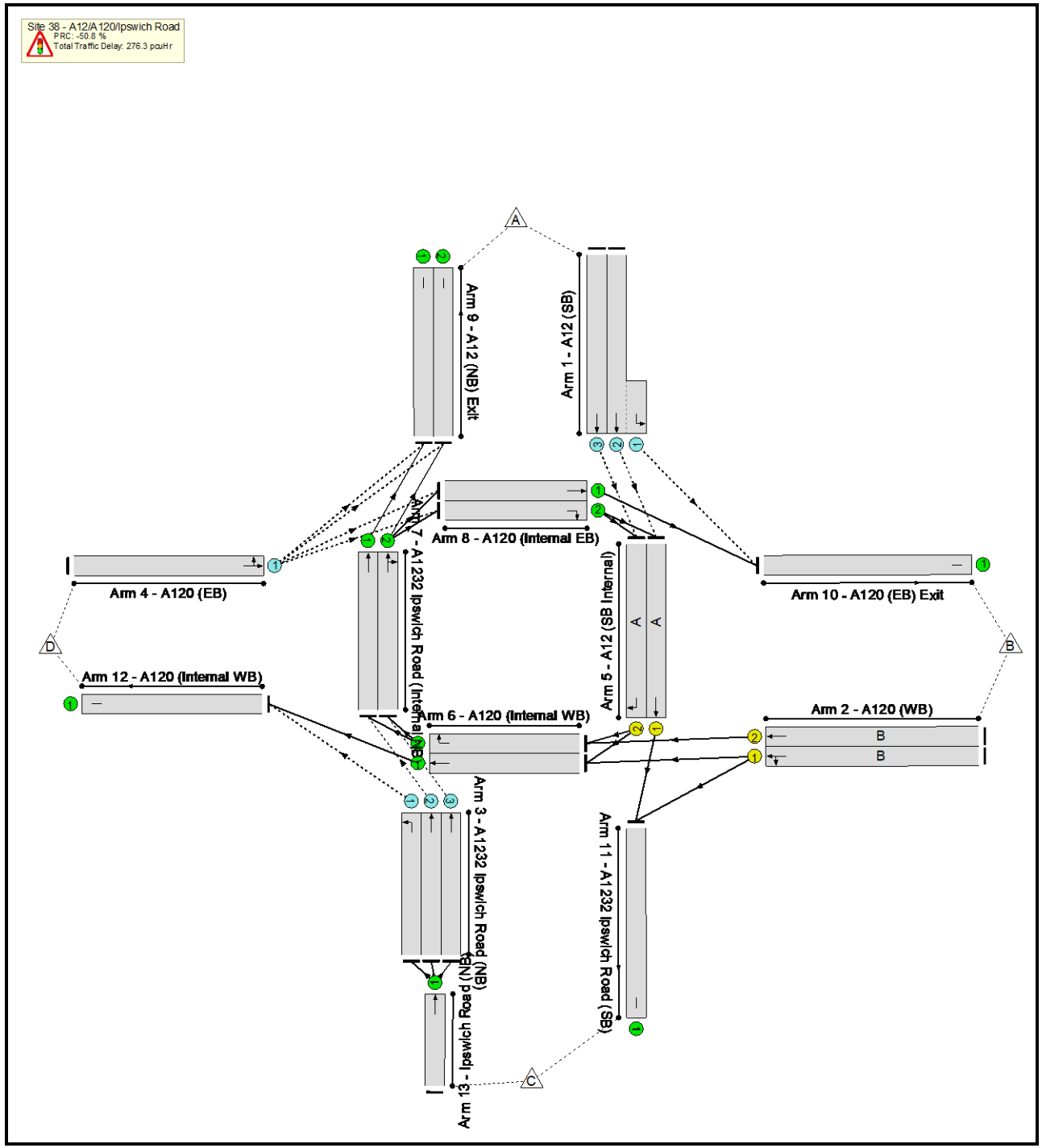
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**135.7%**
Site 38 - A12/A120/Ipswich Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**135.7%**
1/2+1/1	A12 (SB) Ahead Left	O	N/A	N/A	-		-	-	-	1125	1900:1900	705+723	79.1 : 78.6%
1/3	A12 (SB) Ahead	O	N/A	N/A	-		-	-	-	450	1900	705	63.9%
2/1	A120 (WB) Ahead Left	U	N/A	N/A	B		1	30	-	929	1900	982	94.6%
2/2	A120 (WB) Ahead	U	N/A	N/A	B		1	30	-	719	1900	982	73.2%
3/1	A1232 Ipswich Road (NB) Left	O	N/A	N/A	-		-	-	-	61	1900	390	15.6%
3/2	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	439	1900	390	112.5%
3/3	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	439	1900	390	112.5%
4/1	A120 (EB) Ahead Left	O	N/A	N/A	-		-	-	-	680	1900	501	135.7%
5/1	A12 (SB Internal) Ahead	U	N/A	N/A	A		1	16	-	739	1900	538	128.5%
5/2	A12 (SB Internal) Right	U	N/A	N/A	A		1	16	-	525	1900	538	93.9%
6/1	A120 (Internal WB) Ahead	U	N/A	N/A	-		-	-	-	1163	1900	1900	60.2%
6/2	A120 (Internal WB) Right	U	N/A	N/A	-		-	-	-	731	1900	1900	38.5%
7/1	A1232 Ipswich Road (Internal NB) Ahead	U	N/A	N/A	-		-	-	-	818	1900	1900	40.5%
7/2	A1232 Ipswich Road (Internal NB) Right Ahead	U	N/A	N/A	-		-	-	-	791	1900	1900	39.1%
8/1	A120 (Internal EB) Ahead	U	N/A	N/A	-		-	-	-	855	1900	1900	37.1%

Full Input Data And Results

8/2	A120 (Internal EB) Right	U	N/A	N/A	-		-	-	-	257	1900	1900	10.0%
9/1	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	818	Inf	Inf	0.0%
9/2	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
10/1	A120 (EB) Exit	U	N/A	N/A	-		-	-	-	1423	Inf	Inf	0.0%
11/1	A1232 Ipswich Road (SB)	U	N/A	N/A	-		-	-	-	1018	Inf	Inf	0.0%
12/1	A120 (Internal WB)	U	N/A	N/A	-		-	-	-	1224	Inf	Inf	0.0%
13/1	Ipswich Road (NB) Ahead	U	N/A	N/A	-		-	-	-	939	1800	1800	52.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**4042**	**0**	**0**	**30.0**	**246.3**	**0.0**	**276.3**	**-**	**-**	**-**	**-**
Site 38 - A12/A120/Ipswich Road	**-**	**-**	**4042**	**0**	**0**	**30.0**	**246.3**	**0.0**	**276.3**	**-**	**-**	**-**	**-**
1/2+1/1	1125	1125	2250	0	0	0.0	1.8	-	1.8	5.9	0.0	1.8	1.8
1/3	450	450	450	0	0	0.0	0.9	-	0.9	7.0	0.0	0.9	0.9
2/1	929	929	-	-	-	3.5	7.0	-	10.5	40.7	14.5	7.0	21.4
2/2	719	719	-	-	-	2.3	1.4	-	3.6	18.1	9.2	1.4	10.5
3/1	61	61	61	0	0	0.0	0.1	-	0.1	7.5	0.3	0.1	0.4
3/2	439	390	390	0	0	2.6	28.3	-	30.9	253.2	17.0	28.3	45.3
3/3	439	390	390	0	0	2.6	28.3	-	30.9	253.2	17.0	28.3	45.3
4/1	680	501	501	0	0	7.5	91.4	-	98.9	523.6	34.0	91.4	125.4
5/1	692	538	-	-	-	8.5	78.8	-	87.4	454.7	14.1	78.8	92.9
5/2	506	506	-	-	-	3.0	5.7	-	8.7	61.9	8.2	5.7	13.9
6/1	1144	1144	-	-	-	0.0	0.8	-	0.8	2.4	0.0	0.8	0.8
6/2	731	731	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/1	769	769	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/2	742	742	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
8/1	705	705	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
8/2	190	190	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1273	1273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1205	1205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	939	939	-	-	-	0.0	0.5	-	0.5	2.1	0.0	0.5	0.5

C1 - Site 38 - A12/A120/Ipswich Road

PRC for Signalled Lanes (%): -42.7
PRC Over All Lanes (%): -50.8

Total Delay for Signalled Lanes (pcuHr): 110.17
Total Delay Over All Lanes(pcuHr): 276.28

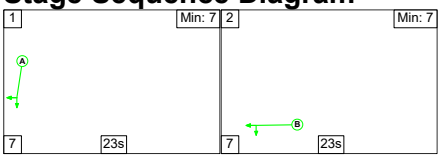
Cycle Time (s): 60

Full Input Data And Results

Full Input Data And Results

Scenario 6: 'FB+CD WD PM ' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

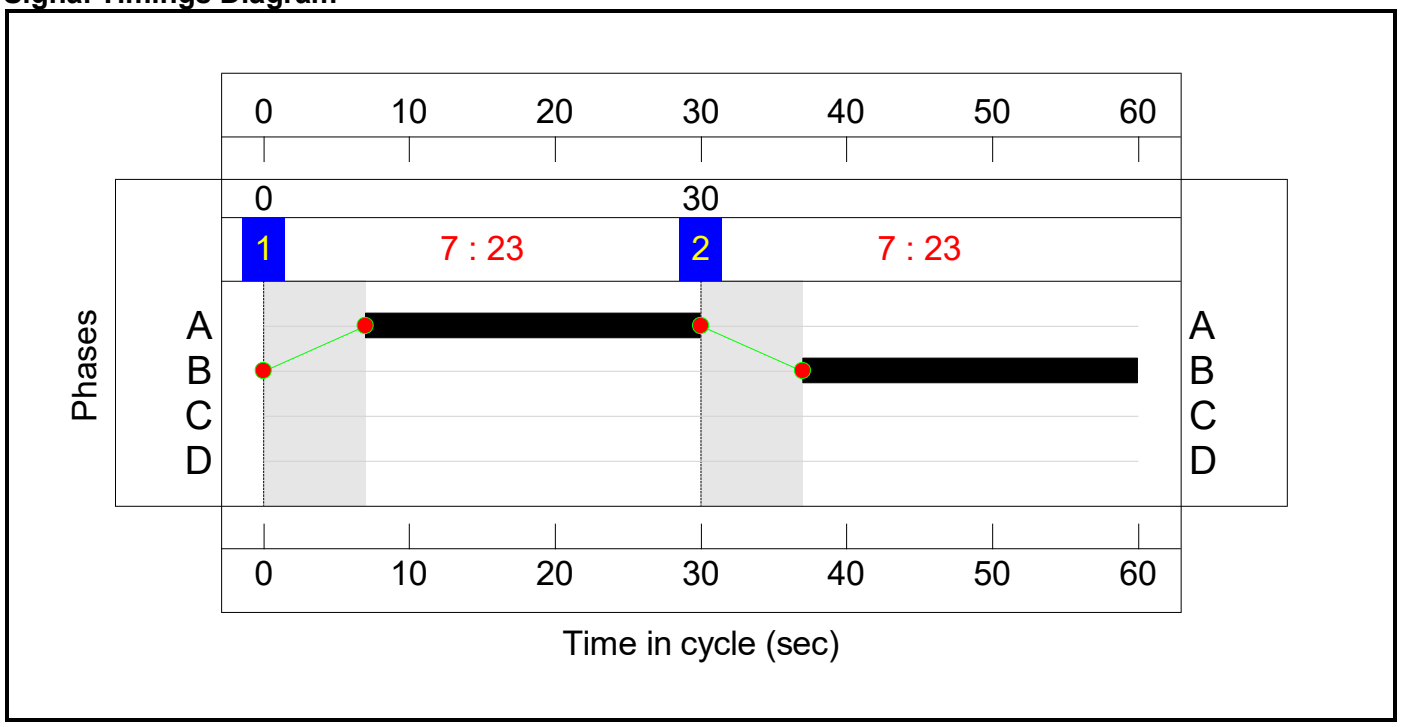
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	23	23
Change Point	0	30

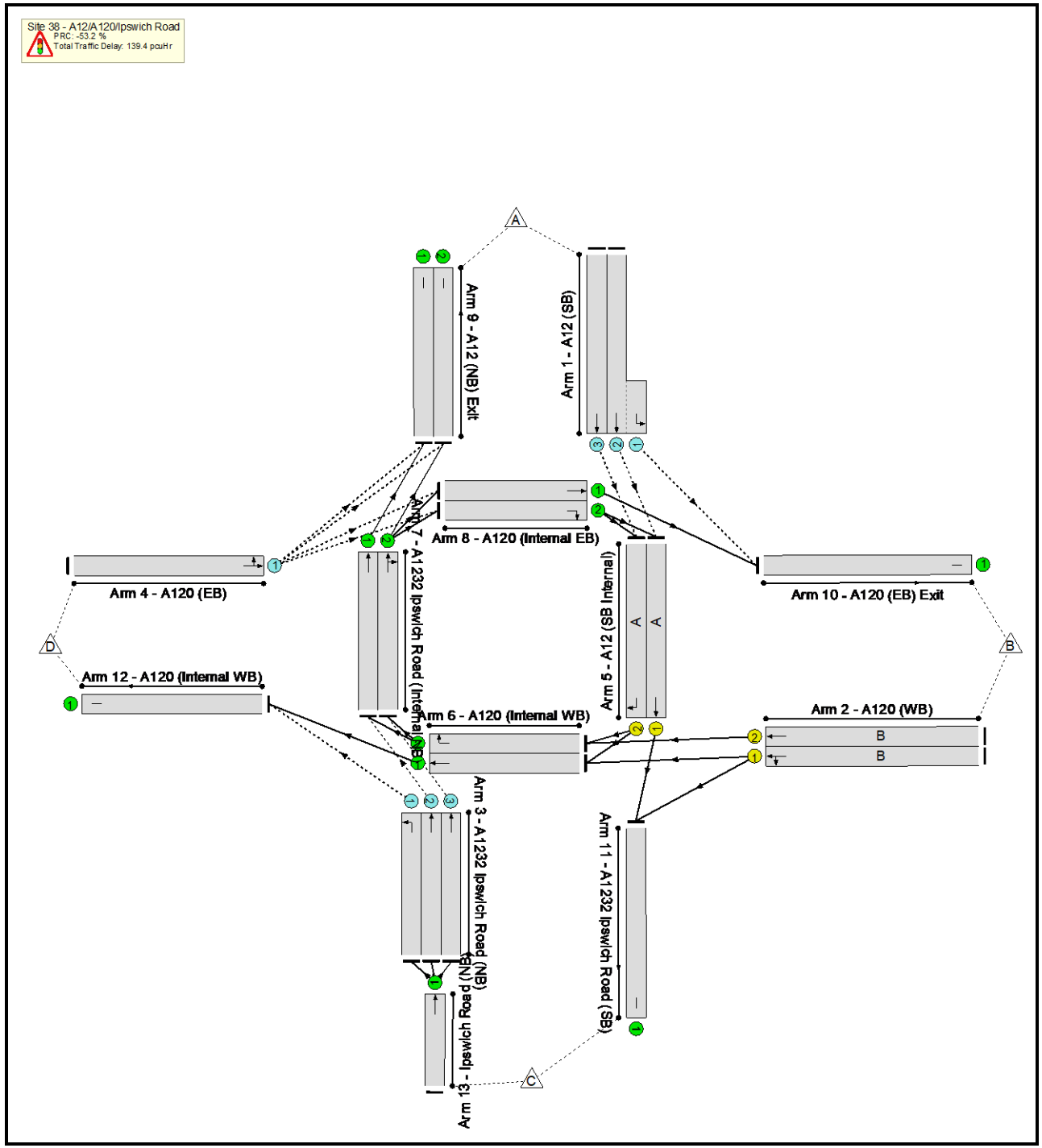
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**137.9%**
Site 38 - A12/A120/Ipswich Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**137.9%**
1/2+1/1	A12 (SB) Ahead Left	O	N/A	N/A	-		-	-	-	1113	1900:1900	639+642	83.7 : 90.0%
1/3	A12 (SB) Ahead	O	N/A	N/A	-		-	-	-	352	1900	639	55.1%
2/1	A120 (WB) Ahead Left	U	N/A	N/A	B		1	23	-	676	1900	760	88.9%
2/2	A120 (WB) Ahead	U	N/A	N/A	B		1	23	-	427	1900	760	56.2%
3/1	A1232 Ipswich Road (NB) Left	O	N/A	N/A	-		-	-	-	453	1900	615	73.6%
3/2	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	532	1900	615	86.4%
3/3	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	554	1900	615	90.0%
4/1	A120 (EB) Ahead Left	O	N/A	N/A	-		-	-	-	682	1900	494	137.9%
5/1	A12 (SB Internal) Ahead	U	N/A	N/A	A		1	23	-	724	1900	760	88.5%
5/2	A12 (SB Internal) Right	U	N/A	N/A	A		1	23	-	365	1900	760	47.6%
6/1	A120 (Internal WB) Ahead	U	N/A	N/A	-		-	-	-	723	1900	1900	37.9%
6/2	A120 (Internal WB) Right	U	N/A	N/A	-		-	-	-	445	1900	1900	23.4%
7/1	A1232 Ipswich Road (Internal NB) Ahead	U	N/A	N/A	-		-	-	-	785	1900	1900	41.3%
7/2	A1232 Ipswich Road (Internal NB) Right Ahead	U	N/A	N/A	-		-	-	-	746	1900	1900	39.3%
8/1	A120 (Internal EB) Ahead	U	N/A	N/A	-		-	-	-	1078	1900	1900	49.8%

Full Input Data And Results

8/2	A120 (Internal EB) Right	U	N/A	N/A	-		-	-	-	202	1900	1900	7.7%
9/1	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	785	Inf	Inf	0.0%
9/2	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
10/1	A120 (EB) Exit	U	N/A	N/A	-		-	-	-	1656	Inf	Inf	0.0%
11/1	A1232 Ipswich Road (SB)	U	N/A	N/A	-		-	-	-	1024	Inf	Inf	0.0%
12/1	A120 (Internal WB)	U	N/A	N/A	-		-	-	-	1176	Inf	Inf	0.0%
13/1	Ipswich Road (NB) Ahead	U	N/A	N/A	-		-	-	-	1539	1800	1800	85.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**4611**	**0**	**0**	**18.9**	**120.6**	**0.0**	**139.4**	**-**	**-**	**-**	**-**
Site 38 - A12/A120/Ipswich Road	**-**	**-**	**4611**	**0**	**0**	**18.9**	**120.6**	**0.0**	**139.4**	**-**	**-**	**-**	**-**
1/2+1/1	1113	1113	2226	0	0	0.0	3.2	-	3.2	10.3	0.5	3.2	3.7
1/3	352	352	352	0	0	0.0	0.6	-	0.6	6.2	0.0	0.6	0.6
2/1	676	676	-	-	-	3.1	3.7	-	6.8	36.5	10.3	3.7	14.0
2/2	427	427	-	-	-	1.7	0.6	-	2.3	19.3	5.5	0.6	6.1
3/1	453	453	453	0	0	0.3	1.4	-	1.6	13.1	3.4	1.4	4.8
3/2	532	532	532	0	0	0.5	3.0	-	3.5	23.8	6.8	3.0	9.8
3/3	554	554	554	0	0	0.7	4.0	-	4.6	30.2	7.5	4.0	11.5
4/1	682	494	494	0	0	8.1	95.5	-	103.6	547.1	34.1	95.5	129.6
5/1	673	673	-	-	-	3.1	3.6	-	6.7	35.9	10.3	3.6	13.8
5/2	361	361	-	-	-	1.3	0.5	-	1.8	17.9	4.4	0.5	4.9
6/1	719	719	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	445	445	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/1	785	785	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
7/2	746	746	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
8/1	945	945	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
8/2	147	147	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	148	148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1523	1523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	973	973	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1172	1172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1539	1539	-	-	-	0.0	2.9	-	2.9	6.7	0.0	2.9	2.9

C1 - Site 38 - A12/A120/Ipswich Road

PRC for Signalled Lanes (%): 1.2
PRC Over All Lanes (%): -53.2

Total Delay for Signalled Lanes (pcuHr): 17.63
Total Delay Over All Lanes(pcuHr): 139.43

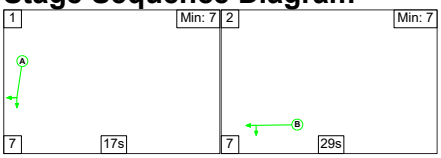
Cycle Time (s): 60

Full Input Data And Results

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

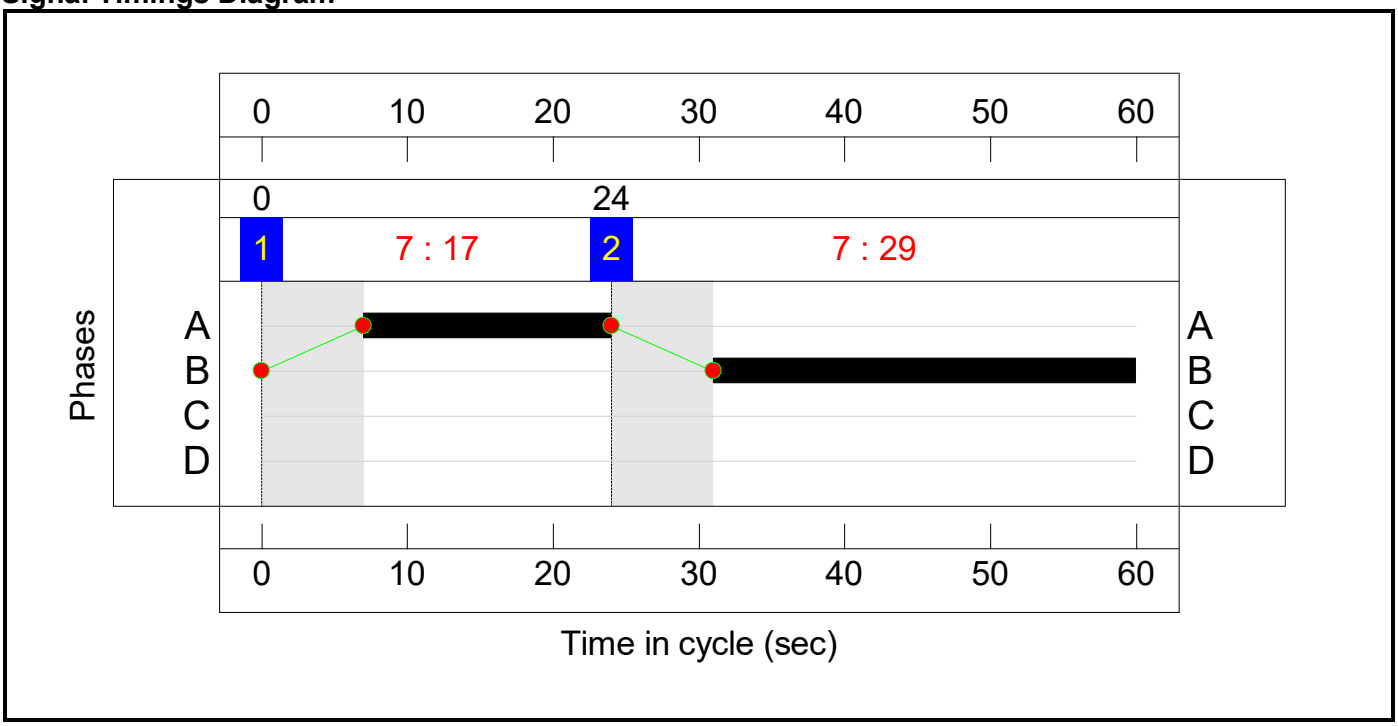
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	17	29
Change Point	0	24

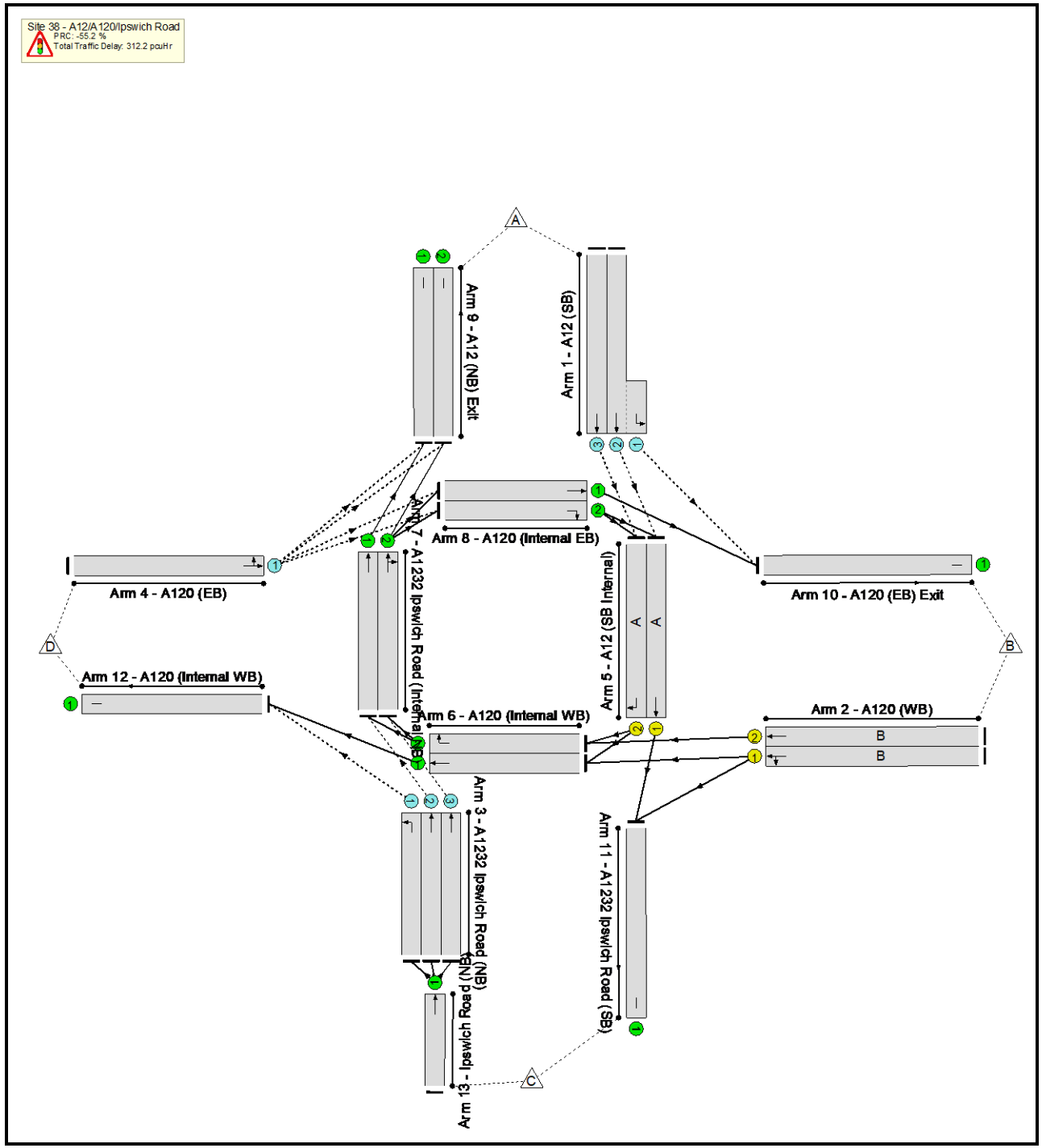
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**139.7%**
Site 38 - A12/A120/Ipswich Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**139.7%**
1/2+1/1	A12 (SB) Ahead Left	O	N/A	N/A	-		-	-	-	1281	1900:1900	565+734	98.6 : 98.6%
1/3	A12 (SB) Ahead	O	N/A	N/A	-		-	-	-	486	1900	717	67.8%
2/1	A120 (WB) Ahead Left	U	N/A	N/A	B		1	29	-	929	1900	950	97.8%
2/2	A120 (WB) Ahead	U	N/A	N/A	B		1	29	-	783	1900	950	82.4%
3/1	A1232 Ipswich Road (NB) Left	O	N/A	N/A	-		-	-	-	61	1900	362	16.9%
3/2	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	439	1900	362	121.4%
3/3	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	439	1900	362	121.4%
4/1	A120 (EB) Ahead Left	O	N/A	N/A	-		-	-	-	680	1900	487	139.7%
5/1	A12 (SB Internal) Ahead	U	N/A	N/A	A		1	17	-	739	1900	570	120.6%
5/2	A12 (SB Internal) Right	U	N/A	N/A	A		1	17	-	561	1900	570	94.8%
6/1	A120 (Internal WB) Ahead	U	N/A	N/A	-		-	-	-	1163	1900	1900	60.1%
6/2	A120 (Internal WB) Right	U	N/A	N/A	-		-	-	-	831	1900	1900	43.7%
7/1	A1232 Ipswich Road (Internal NB) Ahead	U	N/A	N/A	-		-	-	-	868	1900	1900	41.6%
7/2	A1232 Ipswich Road (Internal NB) Right Ahead	U	N/A	N/A	-		-	-	-	841	1900	1900	40.2%
8/1	A120 (Internal EB) Ahead	U	N/A	N/A	-		-	-	-	855	1900	1900	35.5%

Full Input Data And Results

8/2	A120 (Internal EB) Right	U	N/A	N/A	-		-	-	-	257	1900	1900	9.7%
9/1	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	868	Inf	Inf	0.0%
9/2	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
10/1	A120 (EB) Exit	U	N/A	N/A	-		-	-	-	1579	Inf	Inf	0.0%
11/1	A1232 Ipswich Road (SB)	U	N/A	N/A	-		-	-	-	1018	Inf	Inf	0.0%
12/1	A120 (Internal WB)	U	N/A	N/A	-		-	-	-	1224	Inf	Inf	0.0%
13/1	Ipswich Road (NB) Ahead	U	N/A	N/A	-		-	-	-	939	1800	1800	52.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**4319**	**0**	**0**	**32.3**	**279.9**	**0.0**	**312.2**	**-**	**-**	**-**	**-**
Site 38 - A12/A120/Ipswich Road	**-**	**-**	**4319**	**0**	**0**	**32.3**	**279.9**	**0.0**	**312.2**	**-**	**-**	**-**	**-**
1/2+1/1	1281	1281	2562	0	0	0.1	13.9	-	14.0	39.5	9.9	13.9	23.8
1/3	486	486	486	0	0	0.0	1.0	-	1.0	7.7	0.0	1.0	1.0
2/1	929	929	-	-	-	3.8	10.9	-	14.7	56.8	15.0	10.9	25.8
2/2	783	783	-	-	-	2.8	2.3	-	5.1	23.2	11.1	2.3	13.4
3/1	61	61	61	0	0	0.1	0.1	-	0.2	9.1	0.4	0.1	0.5
3/2	439	362	362	0	0	3.4	41.3	-	44.8	367.1	16.8	41.3	58.2
3/3	439	362	362	0	0	3.4	41.3	-	44.8	367.1	16.8	41.3	58.2
4/1	680	487	487	0	0	8.2	98.3	-	106.5	564.0	34.0	98.3	132.3
5/1	688	570	-	-	-	7.4	61.6	-	69.0	361.2	13.4	61.6	75.0
5/2	540	540	-	-	-	3.1	6.4	-	9.4	62.9	8.7	6.4	15.1
6/1	1142	1142	-	-	-	0.0	0.8	-	0.8	2.4	0.0	0.8	0.8
6/2	831	831	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
7/1	791	791	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
7/2	764	764	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
8/1	674	674	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
8/2	184	184	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
9/1	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1398	1398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1203	1203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	939	939	-	-	-	0.0	0.5	-	0.5	2.1	0.0	0.5	0.5

C1 - Site 38 - A12/A120/Ipswich Road

PRC for Signalled Lanes (%): -34.0
PRC Over All Lanes (%): -55.2

Total Delay for Signalled Lanes (pcuHr): 98.14
Total Delay Over All Lanes(pcuHr): 312.15

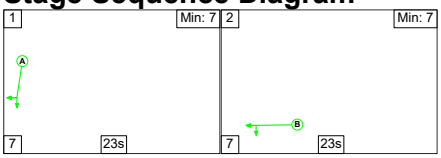
Cycle Time (s): 60

Full Input Data And Results

Full Input Data And Results

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

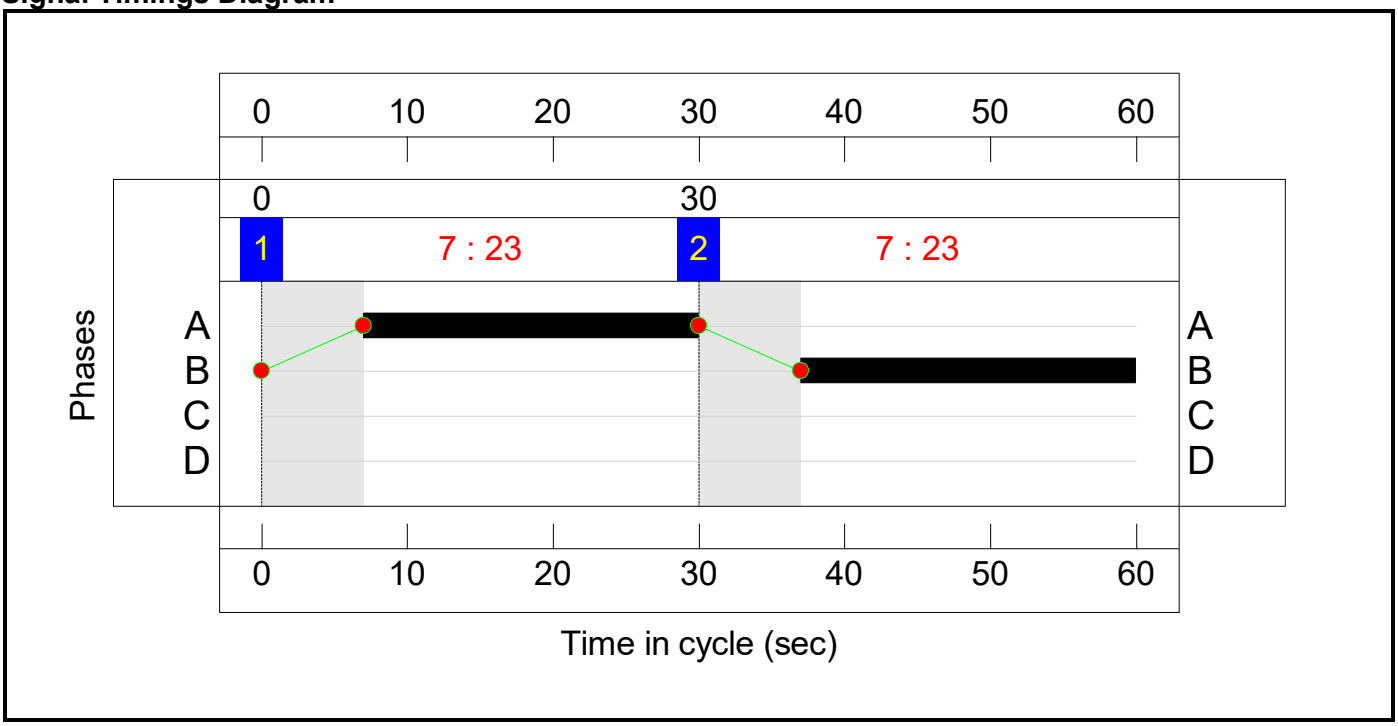
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	23	23
Change Point	0	30

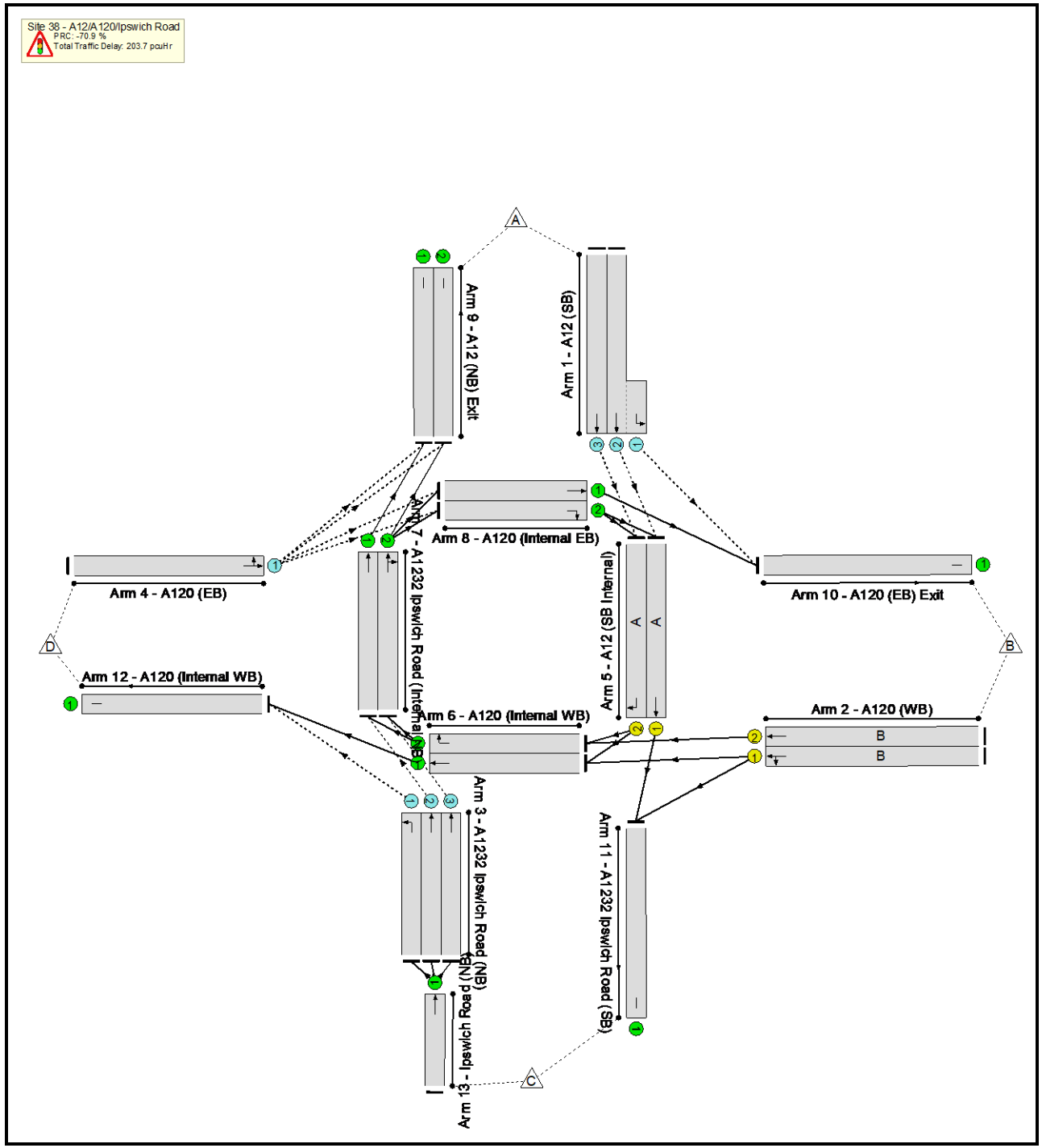
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**153.8%**
Site 38 - A12/A120/Ipswich Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**153.8%**
1/2+1/1	A12 (SB) Ahead Left	O	N/A	N/A	-		-	-	-	1213	1900:1900	520+659	102.9 : 102.9%
1/3	A12 (SB) Ahead	O	N/A	N/A	-		-	-	-	388	1900	656	59.1%
2/1	A120 (WB) Ahead Left	U	N/A	N/A	B		1	23	-	676	1900	760	88.9%
2/2	A120 (WB) Ahead	U	N/A	N/A	B		1	23	-	546	1900	760	71.8%
3/1	A1232 Ipswich Road (NB) Left	O	N/A	N/A	-		-	-	-	453	1900	565	80.2%
3/2	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	532	1900	565	94.2%
3/3	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	554	1900	565	98.1%
4/1	A120 (EB) Ahead Left	O	N/A	N/A	-		-	-	-	682	1900	443	153.8%
5/1	A12 (SB Internal) Ahead	U	N/A	N/A	A		1	23	-	724	1900	760	86.7%
5/2	A12 (SB Internal) Right	U	N/A	N/A	A		1	23	-	401	1900	760	52.2%
6/1	A120 (Internal WB) Ahead	U	N/A	N/A	-		-	-	-	723	1900	1900	37.8%
6/2	A120 (Internal WB) Right	U	N/A	N/A	-		-	-	-	600	1900	1900	31.6%
7/1	A1232 Ipswich Road (Internal NB) Ahead	U	N/A	N/A	-		-	-	-	848	1900	1900	44.6%
7/2	A1232 Ipswich Road (Internal NB) Right Ahead	U	N/A	N/A	-		-	-	-	838	1900	1900	44.1%
8/1	A120 (Internal EB) Ahead	U	N/A	N/A	-		-	-	-	1078	1900	1900	47.9%

Full Input Data And Results

8/2	A120 (Internal EB) Right	U	N/A	N/A	-		-	-	-	202	1900	1900	6.9%
9/1	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
9/2	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%
10/1	A120 (EB) Exit	U	N/A	N/A	-		-	-	-	1756	Inf	Inf	0.0%
11/1	A1232 Ipswich Road (SB)	U	N/A	N/A	-		-	-	-	1024	Inf	Inf	0.0%
12/1	A120 (Internal WB)	U	N/A	N/A	-		-	-	-	1176	Inf	Inf	0.0%
13/1	Ipswich Road (NB) Ahead	U	N/A	N/A	-		-	-	-	1539	1800	1800	85.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**4758**	**0**	**0**	**23.7**	**180.0**	**0.0**	**203.7**	**-**	**-**	**-**	**-**
Site 38 - A12/A120/Ipswich Road	**-**	**-**	**4758**	**0**	**0**	**23.7**	**180.0**	**0.0**	**203.7**	**-**	**-**	**-**	**-**
1/2+1/1	1213	1194	2388	0	0	0.9	28.0	-	28.8	85.6	28.6	28.0	56.6
1/3	388	388	388	0	0	0.0	0.7	-	0.7	6.7	0.0	0.7	0.7
2/1	676	676	-	-	-	3.1	3.7	-	6.8	36.5	10.3	3.7	14.0
2/2	546	546	-	-	-	2.3	1.3	-	3.6	23.5	7.6	1.3	8.8
3/1	453	453	453	0	0	0.5	2.0	-	2.5	19.7	5.4	2.0	7.4
3/2	532	532	532	0	0	1.0	6.0	-	6.9	46.9	8.0	6.0	13.9
3/3	554	554	554	0	0	1.1	9.4	-	10.5	68.5	8.8	9.4	18.2
4/1	682	443	443	0	0	10.2	120.7	-	130.9	691.0	34.1	120.7	154.8
5/1	659	659	-	-	-	3.1	3.1	-	6.1	33.5	10.1	3.1	13.1
5/2	396	396	-	-	-	1.5	0.5	-	2.1	18.6	5.0	0.5	5.5
6/1	718	718	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	600	600	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/1	848	848	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
7/2	838	838	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
8/1	909	909	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
8/2	132	132	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1568	1568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	959	959	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1171	1171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1539	1539	-	-	-	0.0	2.9	-	2.9	6.7	0.0	2.9	2.9

C1 - Site 38 - A12/A120/Ipswich Road

PRC for Signalled Lanes (%): 1.2
PRC Over All Lanes (%): -70.9

Total Delay for Signalled Lanes (pcuHr): 18.59
Total Delay Over All Lanes(pcuHr): 203.71

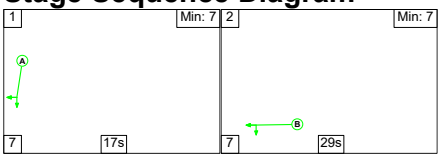
Cycle Time (s): 60

Full Input Data And Results

Full Input Data And Results

Scenario 9: '85th Percentile - FB+CD+N2T WD AM' (FG11: '85th Percentile - FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

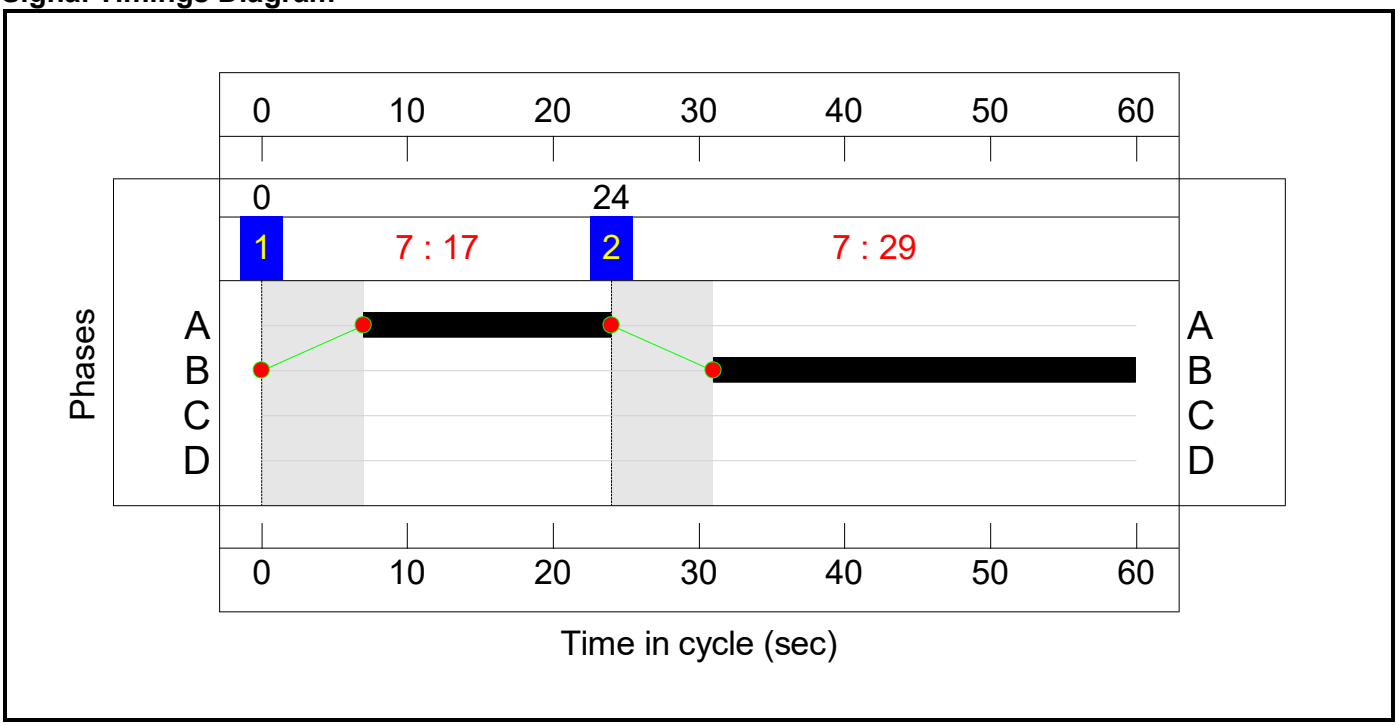
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	17	29
Change Point	0	24

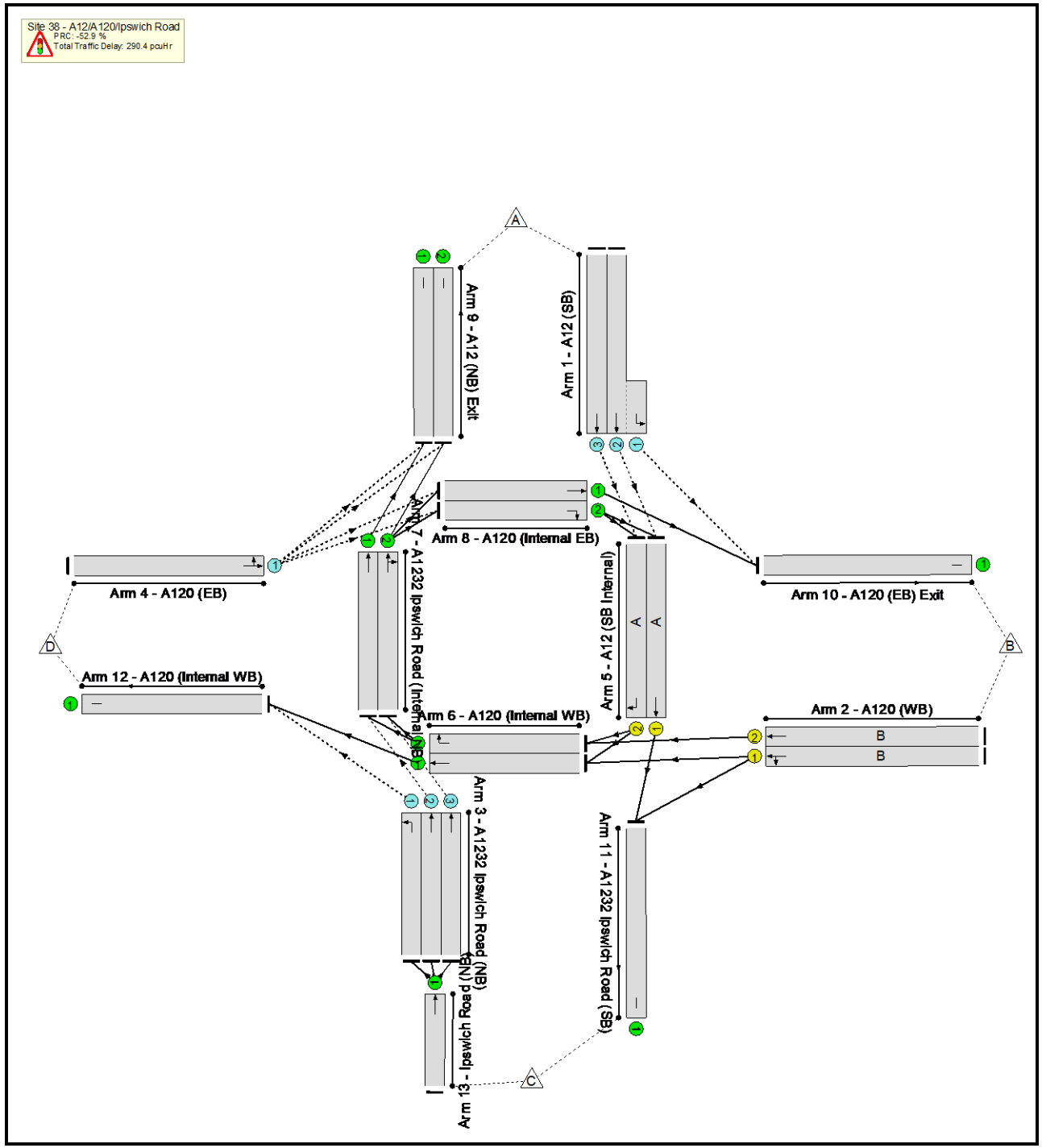
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**137.6%**
Site 38 - A12/A120/Ipswich Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**137.6%**
1/2+1/1	A12 (SB) Ahead Left	O	N/A	N/A	-		-	-	-	1269	1900:1900	570+728	97.8 : 97.8%
1/3	A12 (SB) Ahead	O	N/A	N/A	-		-	-	-	472	1900	711	66.4%
2/1	A120 (WB) Ahead Left	U	N/A	N/A	B		1	29	-	929	1900	950	97.8%
2/2	A120 (WB) Ahead	U	N/A	N/A	B		1	29	-	745	1900	950	78.4%
3/1	A1232 Ipswich Road (NB) Left	O	N/A	N/A	-		-	-	-	61	1900	376	16.2%
3/2	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	439	1900	376	116.7%
3/3	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	439	1900	376	116.7%
4/1	A120 (EB) Ahead Left	O	N/A	N/A	-		-	-	-	680	1900	494	137.6%
5/1	A12 (SB Internal) Ahead	U	N/A	N/A	A		1	17	-	739	1900	570	121.0%
5/2	A12 (SB Internal) Right	U	N/A	N/A	A		1	17	-	547	1900	570	92.5%
6/1	A120 (Internal WB) Ahead	U	N/A	N/A	-		-	-	-	1163	1900	1900	60.2%
6/2	A120 (Internal WB) Right	U	N/A	N/A	-		-	-	-	779	1900	1900	41.0%
7/1	A1232 Ipswich Road (Internal NB) Ahead	U	N/A	N/A	-		-	-	-	841	1900	1900	41.0%
7/2	A1232 Ipswich Road (Internal NB) Right Ahead	U	N/A	N/A	-		-	-	-	816	1900	1900	39.6%
8/1	A120 (Internal EB) Ahead	U	N/A	N/A	-		-	-	-	855	1900	1900	36.3%

Full Input Data And Results

8/2	A120 (Internal EB) Right	U	N/A	N/A	-		-	-	-	257	1900	1900	9.9%
9/1	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	841	Inf	Inf	0.0%
9/2	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
10/1	A120 (EB) Exit	U	N/A	N/A	-		-	-	-	1567	Inf	Inf	0.0%
11/1	A1232 Ipswich Road (SB)	U	N/A	N/A	-		-	-	-	1018	Inf	Inf	0.0%
12/1	A120 (Internal WB)	U	N/A	N/A	-		-	-	-	1224	Inf	Inf	0.0%
13/1	Ipswich Road (NB) Ahead	U	N/A	N/A	-		-	-	-	939	1800	1800	52.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**4318**	**0**	**0**	**30.8**	**259.6**	**0.0**	**290.4**	**-**	**-**	**-**	**-**
Site 38 - A12/A120/Ipswich Road	**-**	**-**	**4318**	**0**	**0**	**30.8**	**259.6**	**0.0**	**290.4**	**-**	**-**	**-**	**-**
1/2+1/1	1269	1269	2538	0	0	0.1	12.0	-	12.1	34.2	8.9	12.0	20.9
1/3	472	472	472	0	0	0.0	1.0	-	1.0	7.5	0.0	1.0	1.0
2/1	929	929	-	-	-	3.8	10.9	-	14.7	56.8	15.0	10.9	25.8
2/2	745	745	-	-	-	2.6	1.8	-	4.3	21.0	10.1	1.8	11.9
3/1	61	61	61	0	0	0.0	0.1	-	0.1	8.3	0.3	0.1	0.4
3/2	439	376	376	0	0	3.0	34.5	-	37.5	307.6	16.8	34.5	51.3
3/3	439	376	376	0	0	3.0	34.5	-	37.5	307.6	16.8	34.5	51.3
4/1	680	494	494	0	0	7.9	94.7	-	102.5	542.8	34.0	94.7	128.7
5/1	690	570	-	-	-	7.5	62.6	-	70.1	365.7	13.5	62.6	76.1
5/2	527	527	-	-	-	3.0	5.0	-	8.0	54.4	8.5	5.0	13.5
6/1	1143	1143	-	-	-	0.0	0.8	-	0.8	2.4	0.0	0.8	0.8
6/2	779	779	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/1	778	778	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/2	753	753	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
8/1	690	690	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
8/2	187	187	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1402	1402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1204	1204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	939	939	-	-	-	0.0	0.5	-	0.5	2.1	0.0	0.5	0.5

C1 - Site 38 - A12/A120/Ipswich Road

PRC for Signalled Lanes (%): -34.4
PRC Over All Lanes (%): -52.9

Total Delay for Signalled Lanes (pcuHr): 97.02
Total Delay Over All Lanes(pcuHr): 290.42

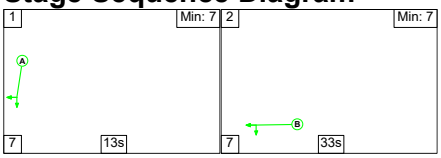
Cycle Time (s): 60

Full Input Data And Results

Full Input Data And Results

Scenario 10: '85th Percentile - FB+CD+N2T WD PM' (FG12: '85th Percentile - FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

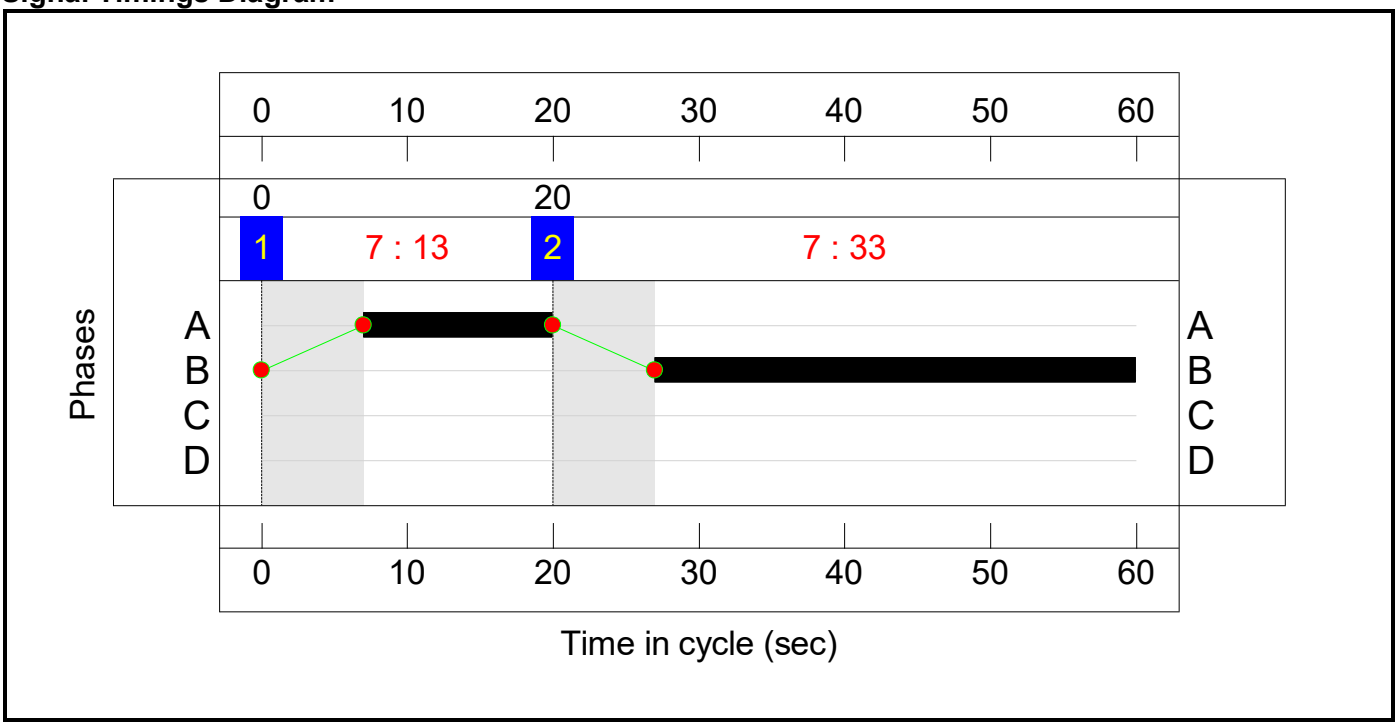
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	13	33
Change Point	0	20

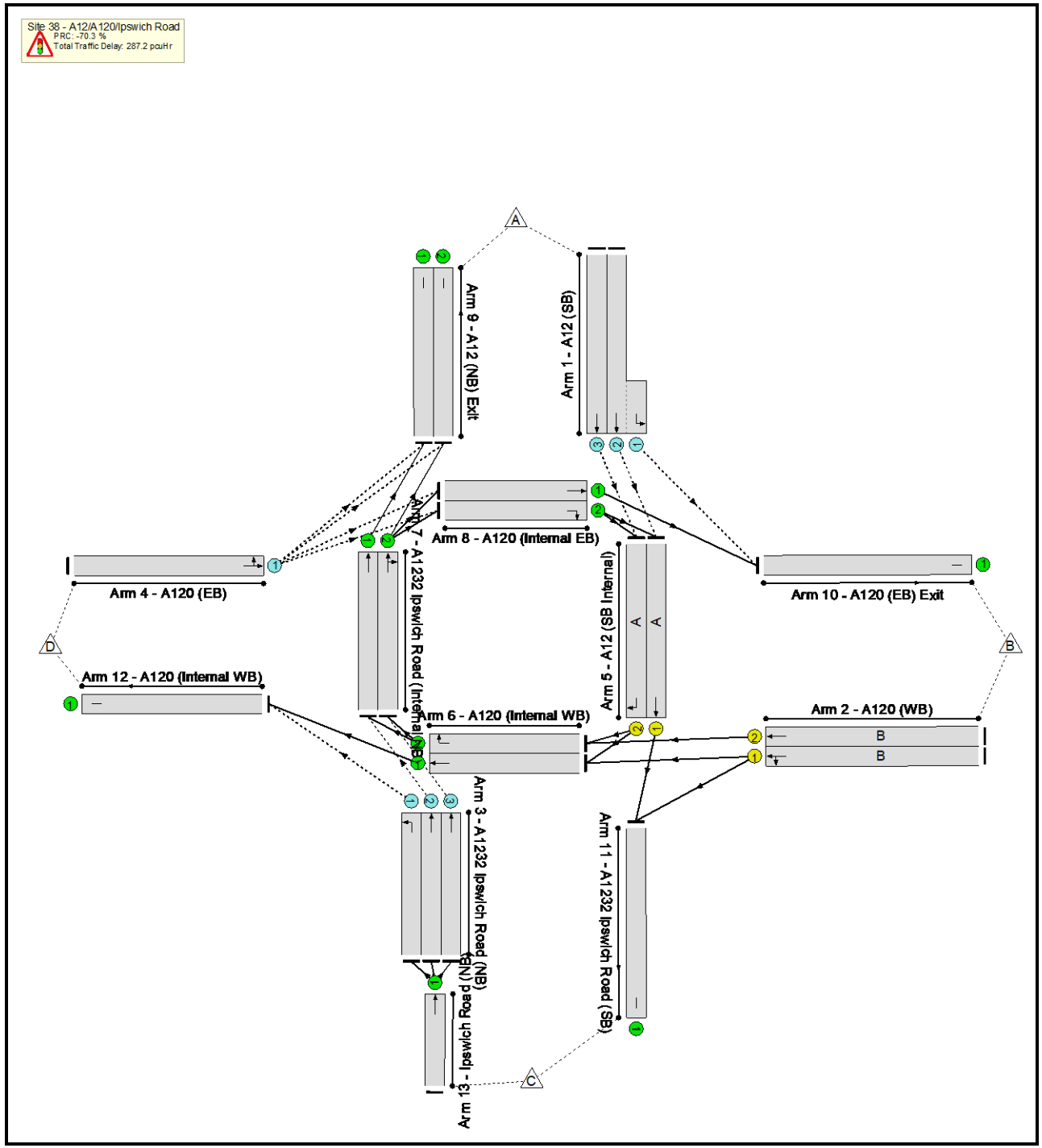
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**153.3%**
Site 38 - A12/A120/Ipswich Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**153.3%**
1/2+1/1	A12 (SB) Ahead Left	O	N/A	N/A	-		-	-	-	1155	1900:1900	617+658	86.7 : 94.2%
1/3	A12 (SB) Ahead	O	N/A	N/A	-		-	-	-	374	1900	656	57.1%
2/1	A120 (WB) Ahead Left	U	N/A	N/A	B		1	33	-	676	1900	1077	62.8%
2/2	A120 (WB) Ahead	U	N/A	N/A	B		1	33	-	555	1900	1077	51.5%
3/1	A1232 Ipswich Road (NB) Left	O	N/A	N/A	-		-	-	-	453	1900	566	80.0%
3/2	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	532	1900	566	93.9%
3/3	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	554	1900	566	97.8%
4/1	A120 (EB) Ahead Left	O	N/A	N/A	-		-	-	-	682	1900	445	153.3%
5/1	A12 (SB Internal) Ahead	U	N/A	N/A	A		1	13	-	724	1900	443	148.6%
5/2	A12 (SB Internal) Right	U	N/A	N/A	A		1	13	-	387	1900	443	86.3%
6/1	A120 (Internal WB) Ahead	U	N/A	N/A	-		-	-	-	723	1900	1900	37.8%
6/2	A120 (Internal WB) Right	U	N/A	N/A	-		-	-	-	595	1900	1900	31.3%
7/1	A1232 Ipswich Road (Internal NB) Ahead	U	N/A	N/A	-		-	-	-	845	1900	1900	44.5%
7/2	A1232 Ipswich Road (Internal NB) Right Ahead	U	N/A	N/A	-		-	-	-	836	1900	1900	44.0%
8/1	A120 (Internal EB) Ahead	U	N/A	N/A	-		-	-	-	1078	1900	1900	47.9%

Full Input Data And Results

8/2	A120 (Internal EB) Right	U	N/A	N/A	-		-	-	-	202	1900	1900	7.0%
9/1	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	845	Inf	Inf	0.0%
9/2	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	238	Inf	Inf	0.0%
10/1	A120 (EB) Exit	U	N/A	N/A	-		-	-	-	1698	Inf	Inf	0.0%
11/1	A1232 Ipswich Road (SB)	U	N/A	N/A	-		-	-	-	1024	Inf	Inf	0.0%
12/1	A120 (Internal WB)	U	N/A	N/A	-		-	-	-	1176	Inf	Inf	0.0%
13/1	Ipswich Road (NB) Ahead	U	N/A	N/A	-		-	-	-	1539	1800	1800	85.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**4668**	**0**	**0**	**27.0**	**260.2**	**0.0**	**287.2**	**-**	**-**	**-**	**-**
Site 38 - A12/A120/Ipswich Road	**-**	**-**	**4668**	**0**	**0**	**27.0**	**260.2**	**0.0**	**287.2**	**-**	**-**	**-**	**-**
1/2+1/1	1155	1155	2310	0	0	0.0	4.5	-	4.5	13.9	2.2	4.5	6.7
1/3	374	374	374	0	0	0.0	0.7	-	0.7	6.4	0.0	0.7	0.7
2/1	676	676	-	-	-	1.6	0.8	-	2.5	13.2	7.5	0.8	8.4
2/2	555	555	-	-	-	1.2	0.5	-	1.8	11.4	5.6	0.5	6.1
3/1	453	453	453	0	0	0.3	1.9	-	2.2	17.5	3.6	1.9	5.6
3/2	532	532	532	0	0	0.5	5.8	-	6.3	42.8	5.6	5.8	11.4
3/3	554	554	554	0	0	0.6	9.1	-	9.7	63.3	8.8	9.1	17.9
4/1	682	445	445	0	0	9.9	119.9	-	129.9	685.4	34.1	119.9	154.0
5/1	659	443	-	-	-	10.5	109.3	-	119.8	654.4	14.6	109.3	123.9
5/2	382	382	-	-	-	2.3	2.9	-	5.2	49.1	6.1	2.9	8.9
6/1	718	718	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	595	595	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/1	845	845	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
7/2	836	836	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
8/1	910	910	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
8/2	132	132	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1530	1530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	743	743	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1171	1171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1539	1539	-	-	-	0.0	2.9	-	2.9	6.7	0.0	2.9	2.9

C1 - Site 38 - A12/A120/Ipswich Road

PRC for Signalled Lanes (%): -65.2
PRC Over All Lanes (%): -70.3

Total Delay for Signalled Lanes (pcuHr): 129.26
Total Delay Over All Lanes(pcuHr): 287.21

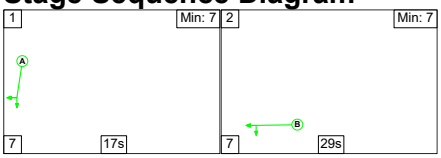
Cycle Time (s): 60

Full Input Data And Results

Full Input Data And Results

Scenario 11: 'FB+CD+N2T WD AM MM2' (FG13: 'FB+CD+N2T WD AM MM2', Plan 1: 'Network Control Plan 1')

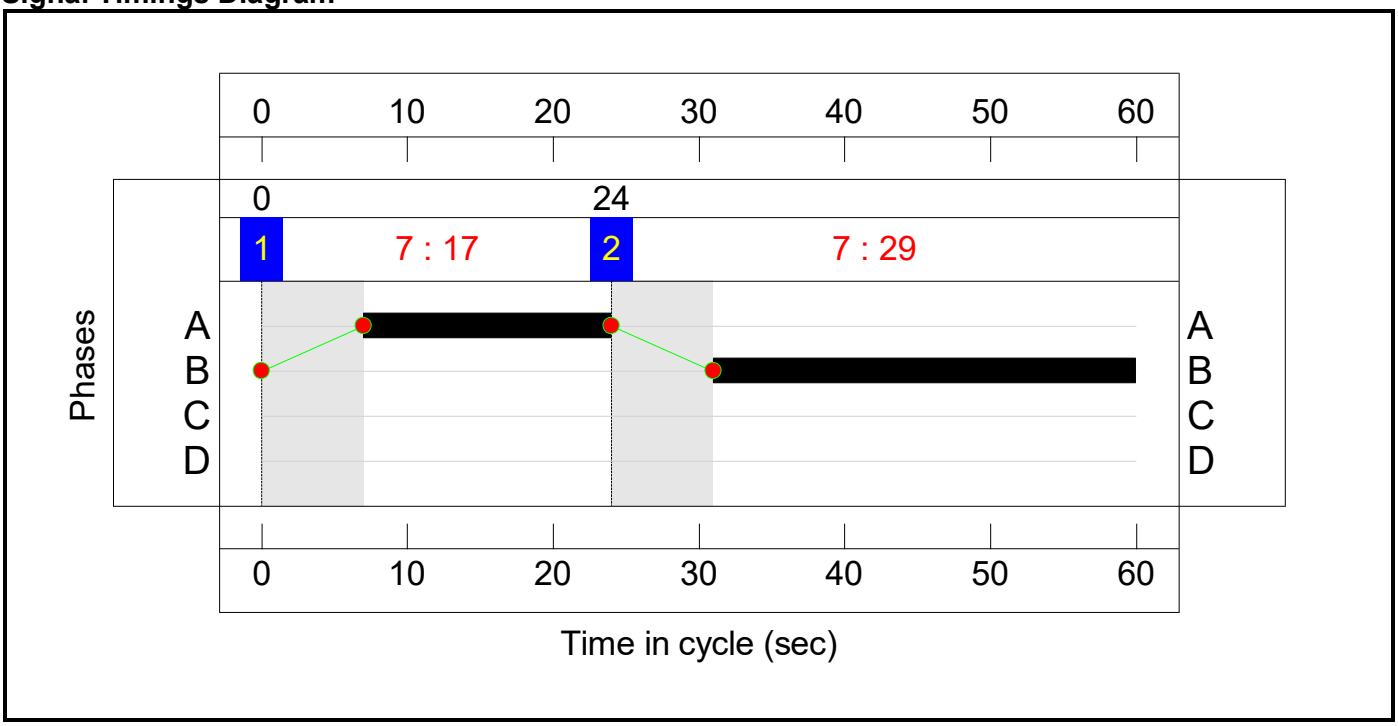
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	17	29
Change Point	0	24

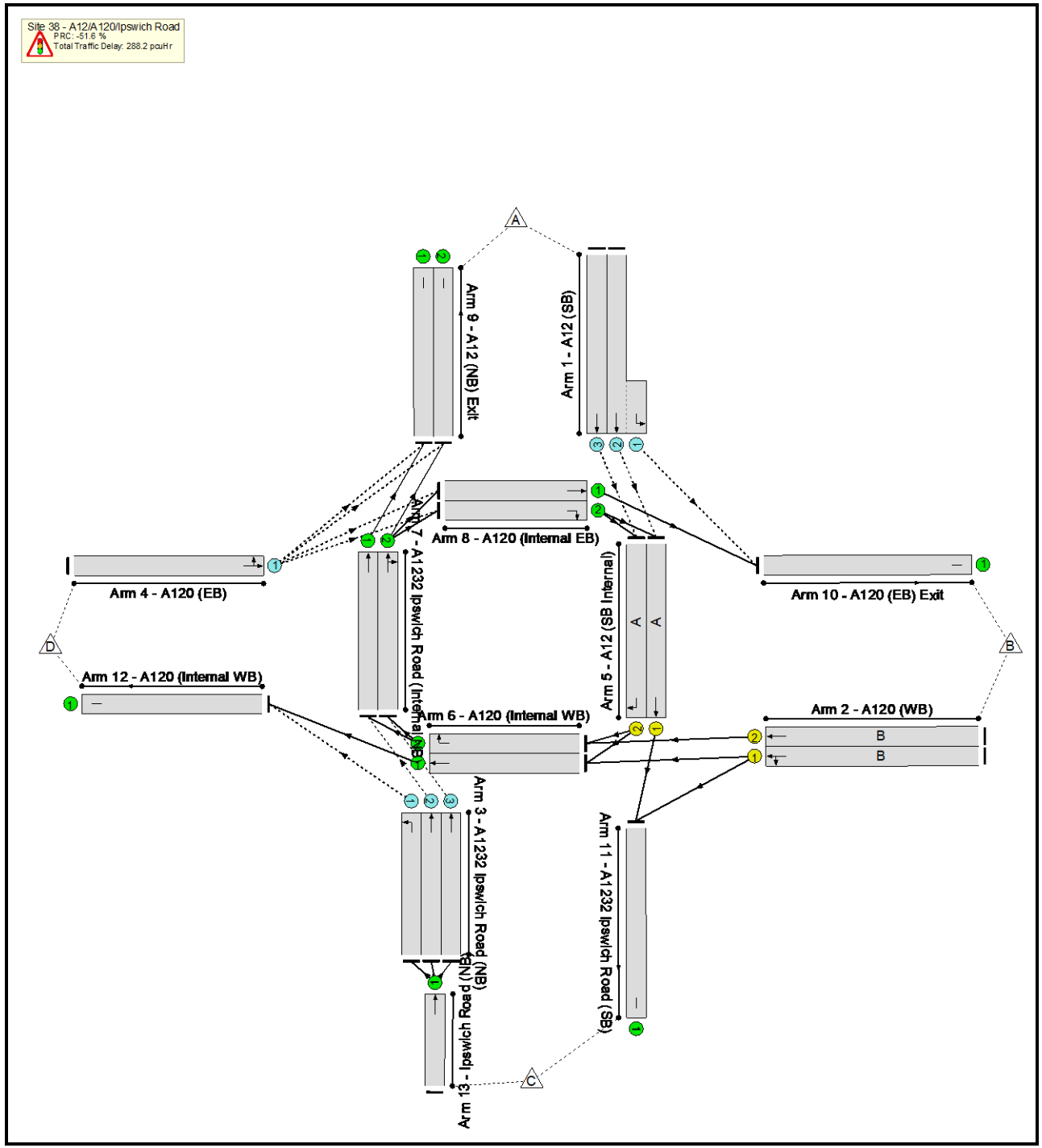
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**136.4%**
Site 38 - A12/A120/Ipswich Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**136.4%**
1/2+1/1	A12 (SB) Ahead Left	O	N/A	N/A	-		-	-	-	1287	1900:1900	553+725	100.7 : 100.7%
1/3	A12 (SB) Ahead	O	N/A	N/A	-		-	-	-	468	1900	707	66.2%
2/1	A120 (WB) Ahead Left	U	N/A	N/A	B		1	29	-	929	1900	950	97.8%
2/2	A120 (WB) Ahead	U	N/A	N/A	B		1	29	-	719	1900	950	75.7%
3/1	A1232 Ipswich Road (NB) Left	O	N/A	N/A	-		-	-	-	61	1900	385	15.8%
3/2	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	438	1900	385	113.8%
3/3	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	440	1900	385	114.3%
4/1	A120 (EB) Ahead Left	O	N/A	N/A	-		-	-	-	680	1900	498	136.4%
5/1	A12 (SB Internal) Ahead	U	N/A	N/A	A		1	17	-	739	1900	570	121.2%
5/2	A12 (SB Internal) Right	U	N/A	N/A	A		1	17	-	543	1900	570	91.8%
6/1	A120 (Internal WB) Ahead	U	N/A	N/A	-		-	-	-	1163	1900	1900	60.2%
6/2	A120 (Internal WB) Right	U	N/A	N/A	-		-	-	-	749	1900	1900	39.4%
7/1	A1232 Ipswich Road (Internal NB) Ahead	U	N/A	N/A	-		-	-	-	842	1900	1900	41.5%
7/2	A1232 Ipswich Road (Internal NB) Right Ahead	U	N/A	N/A	-		-	-	-	785	1900	1900	38.4%
8/1	A120 (Internal EB) Ahead	U	N/A	N/A	-		-	-	-	855	1900	1900	36.8%

Full Input Data And Results

8/2	A120 (Internal EB) Right	U	N/A	N/A	-		-	-	-	257	1900	1900	9.9%
9/1	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	842	Inf	Inf	0.0%
9/2	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%
10/1	A120 (EB) Exit	U	N/A	N/A	-		-	-	-	1585	Inf	Inf	0.0%
11/1	A1232 Ipswich Road (SB)	U	N/A	N/A	-		-	-	-	1018	Inf	Inf	0.0%
12/1	A120 (Internal WB)	U	N/A	N/A	-		-	-	-	1224	Inf	Inf	0.0%
13/1	Ipswich Road (NB) Ahead	U	N/A	N/A	-		-	-	-	939	1800	1800	52.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**4362**	**0**	**0**	**30.2**	**258.0**	**0.0**	**288.2**	**-**	**-**	**-**	**-**
Site 38 - A12/A120/Ipswich Road	**-**	**-**	**4362**	**0**	**0**	**30.2**	**258.0**	**0.0**	**288.2**	**-**	**-**	**-**	**-**
1/2+1/1	1287	1282	2564	0	0	0.3	20.3	-	20.6	57.6	30.6	20.3	50.9
1/3	468	468	468	0	0	0.0	1.0	-	1.0	7.5	0.0	1.0	1.0
2/1	929	929	-	-	-	3.8	10.9	-	14.7	56.8	15.0	10.9	25.8
2/2	719	719	-	-	-	2.4	1.5	-	3.9	19.8	9.6	1.5	11.1
3/1	61	61	61	0	0	0.0	0.1	-	0.1	7.7	0.3	0.1	0.4
3/2	438	385	385	0	0	2.7	30.1	-	32.8	269.8	16.8	30.1	46.9
3/3	440	385	385	0	0	2.7	31.1	-	33.8	276.5	16.9	31.1	47.9
4/1	680	498	498	0	0	7.7	92.6	-	100.3	530.9	34.0	92.6	126.6
5/1	691	570	-	-	-	7.5	63.2	-	70.7	368.2	13.5	63.2	76.7
5/2	523	523	-	-	-	3.0	4.7	-	7.6	52.6	8.3	4.7	13.0
6/1	1143	1143	-	-	-	0.0	0.8	-	0.8	2.4	0.0	0.8	0.8
6/2	749	749	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
7/1	789	789	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
7/2	730	730	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
8/1	699	699	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
8/2	189	189	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	789	789	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1424	1424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1204	1204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	939	939	-	-	-	0.0	0.5	-	0.5	2.1	0.0	0.5	0.5

C1 - Site 38 - A12/A120/Ipswich Road

PRC for Signalled Lanes (%): -34.7
PRC Over All Lanes (%): -51.6

Total Delay for Signalled Lanes (pcuHr): 96.91
Total Delay Over All Lanes(pcuHr): 288.16

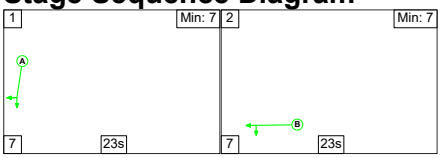
Cycle Time (s): 60

Full Input Data And Results

Full Input Data And Results

Scenario 12: 'FB+CD+N2T WD PM MM2' (FG14: 'FB+CD+N2T WD PM MM2', Plan 1: 'Network Control Plan 1')

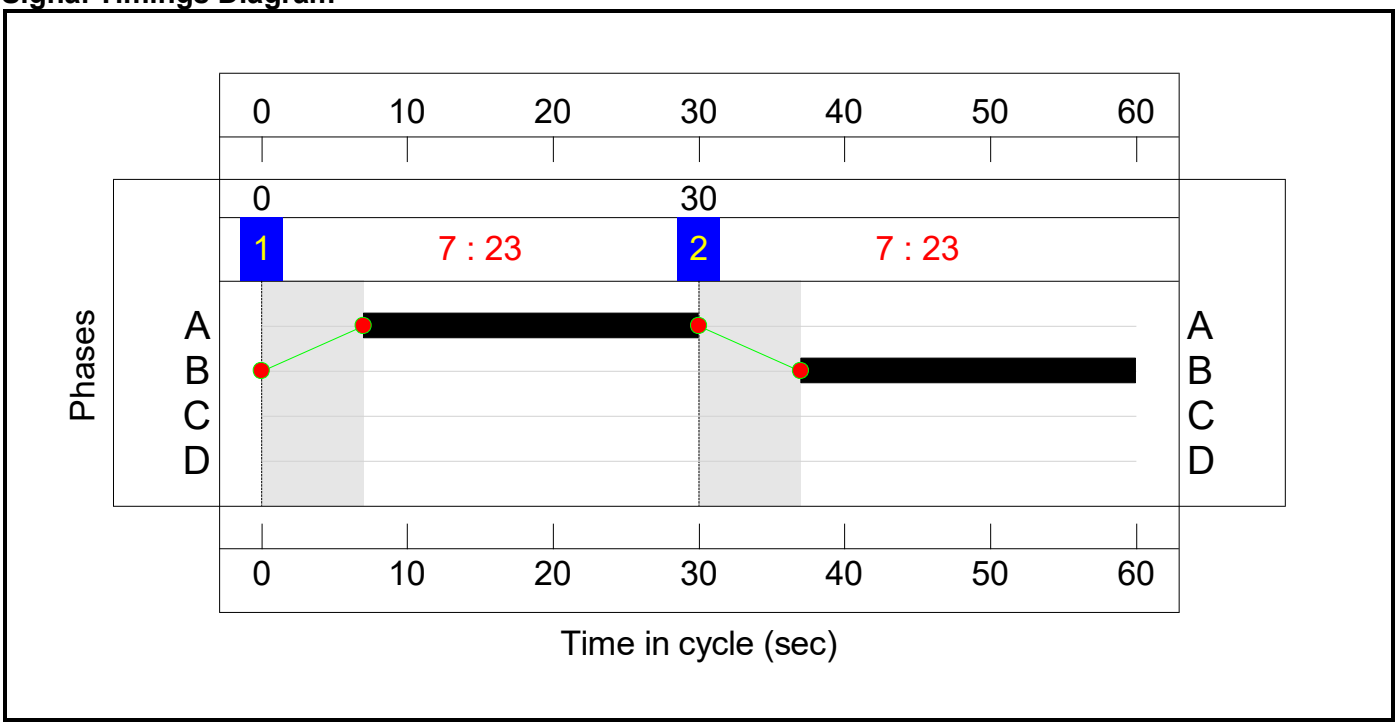
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	23	23
Change Point	0	30

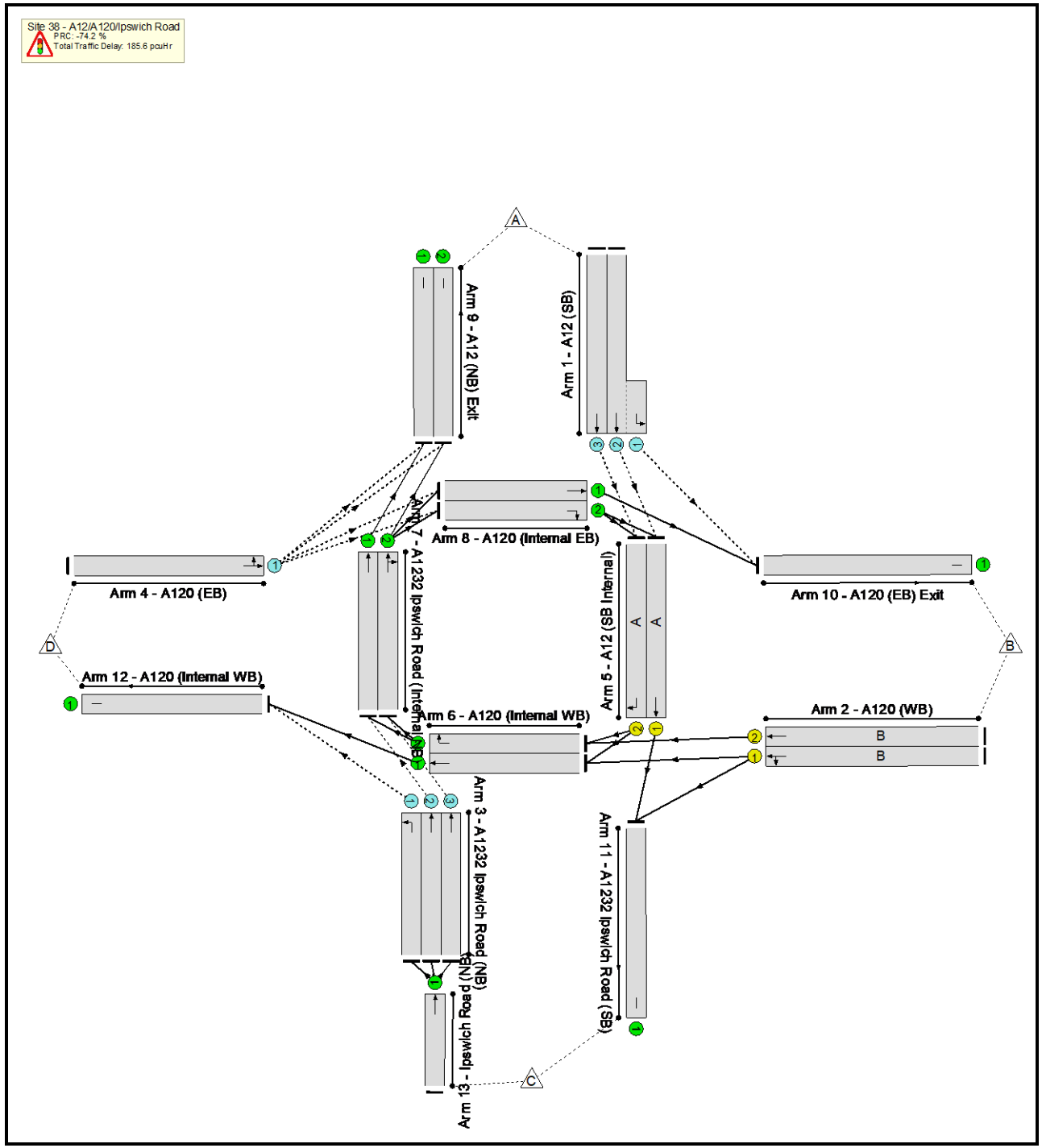
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**156.7%**
Site 38 - A12/A120/Ipswich Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**156.7%**
1/2+1/1	A12 (SB) Ahead Left	O	N/A	N/A	-		-	-	-	1113	1900:1900	659+662	81.2 : 87.4%
1/3	A12 (SB) Ahead	O	N/A	N/A	-		-	-	-	370	1900	659	56.2%
2/1	A120 (WB) Ahead Left	U	N/A	N/A	B		1	23	-	676	1900	760	88.9%
2/2	A120 (WB) Ahead	U	N/A	N/A	B		1	23	-	589	1900	760	77.5%
3/1	A1232 Ipswich Road (NB) Left	O	N/A	N/A	-		-	-	-	453	1900	556	81.4%
3/2	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	532	1900	556	95.6%
3/3	A1232 Ipswich Road (NB) Ahead	O	N/A	N/A	-		-	-	-	554	1900	556	99.6%
4/1	A120 (EB) Ahead Left	O	N/A	N/A	-		-	-	-	682	1900	435	156.7%
5/1	A12 (SB Internal) Ahead	U	N/A	N/A	A		1	23	-	724	1900	760	86.4%
5/2	A12 (SB Internal) Right	U	N/A	N/A	A		1	23	-	383	1900	760	49.8%
6/1	A120 (Internal WB) Ahead	U	N/A	N/A	-		-	-	-	723	1900	1900	37.8%
6/2	A120 (Internal WB) Right	U	N/A	N/A	-		-	-	-	625	1900	1900	32.9%
7/1	A1232 Ipswich Road (Internal NB) Ahead	U	N/A	N/A	-		-	-	-	867	1900	1900	45.6%
7/2	A1232 Ipswich Road (Internal NB) Right Ahead	U	N/A	N/A	-		-	-	-	844	1900	1900	44.4%
8/1	A120 (Internal EB) Ahead	U	N/A	N/A	-		-	-	-	1078	1900	1900	47.6%

Full Input Data And Results

8/2	A120 (Internal EB) Right	U	N/A	N/A	-		-	-	-	202	1900	1900	6.8%
9/1	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%
9/2	A12 (NB) Exit	U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
10/1	A120 (EB) Exit	U	N/A	N/A	-		-	-	-	1656	Inf	Inf	0.0%
11/1	A1232 Ipswich Road (SB)	U	N/A	N/A	-		-	-	-	1024	Inf	Inf	0.0%
12/1	A120 (Internal WB)	U	N/A	N/A	-		-	-	-	1176	Inf	Inf	0.0%
13/1	Ipswich Road (NB) Ahead	U	N/A	N/A	-		-	-	-	1539	1800	1800	85.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**4570**	**0**	**0**	**23.7**	**161.9**	**0.0**	**185.6**	**-**	**-**	**-**	**-**
Site 38 - A12/A120/Ipswich Road	**-**	**-**	**4570**	**0**	**0**	**23.7**	**161.9**	**0.0**	**185.6**	**-**	**-**	**-**	**-**
1/2+1/1	1113	1113	2226	0	0	0.0	2.6	-	2.6	8.5	1.4	2.6	4.1
1/3	370	370	370	0	0	0.0	0.6	-	0.6	6.2	0.0	0.6	0.6
2/1	676	676	-	-	-	3.1	3.7	-	6.8	36.5	10.3	3.7	14.0
2/2	589	589	-	-	-	2.6	1.7	-	4.3	26.0	8.5	1.7	10.2
3/1	453	453	453	0	0	0.6	2.1	-	2.7	21.7	5.5	2.1	7.6
3/2	532	532	532	0	0	1.1	6.9	-	8.0	54.4	8.3	6.9	15.2
3/3	554	554	554	0	0	1.3	11.2	-	12.4	80.8	8.9	11.2	20.1
4/1	682	435	435	0	0	10.5	124.8	-	135.3	714.4	34.1	124.8	158.9
5/1	656	656	-	-	-	3.1	3.0	-	6.1	33.2	10.1	3.0	13.1
5/2	378	378	-	-	-	1.4	0.5	-	1.9	18.2	4.6	0.5	5.1
6/1	718	718	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	625	625	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/1	867	867	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
7/2	844	844	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
8/1	903	903	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
8/2	130	130	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1481	1481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	956	956	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1171	1171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1539	1539	-	-	-	0.0	2.9	-	2.9	6.7	0.0	2.9	2.9

C1 - Site 38 - A12/A120/Ipswich Road

PRC for Signalled Lanes (%): 1.2
PRC Over All Lanes (%): -74.2

Total Delay for Signalled Lanes (pcuHr): 19.07
Total Delay Over All Lanes(pcuHr): 185.61

Cycle Time (s): 60

Full Input Data And Results

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 39 (three arm)_V2.j9
Path: C:\Users\shadwelh8829\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\4_Multimodal Construction Flows
Report generation date: 20/05/2025 11:56:18

«FB+CD+N2T SCN1 WD, PM
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Stream B-C	D1	0.1	7.93	0.07	A	0.09	A	D2	0.1	10.17	0.08	B	0.17	A
Stream B-A		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	FB WD													
Stream B-C	D3	0.1	8.09	0.07	A	0.09	A	D4	0.1	10.63	0.08	B	0.17	A
Stream B-A		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	FB+CD WD													
Stream B-C	D5	0.6	21.79	0.29	C	0.76	A	D6	1.3	27.34	0.54	D	2.16	A
Stream B-A		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	FB+CD+N2T WD													
Stream B-C	D7	1.5	32.92	0.48	D	1.84	A	D8	8.9	100.65	0.93	F	12.19	B
Stream B-A		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	FB+CD+N2T SCN1 WD													
Stream B-C	D9	0.7	24.68	0.33	C	0.86	A	D10	18.4	196.91	1.06	F	23.72	C
Stream B-A		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	FB+CD+N2T SCN2 WD													
Stream B-C	D11	0.6	23.24	0.30	C	0.77	A	D12	13.7	152.06	1.02	F	18.30	C
Stream B-A		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

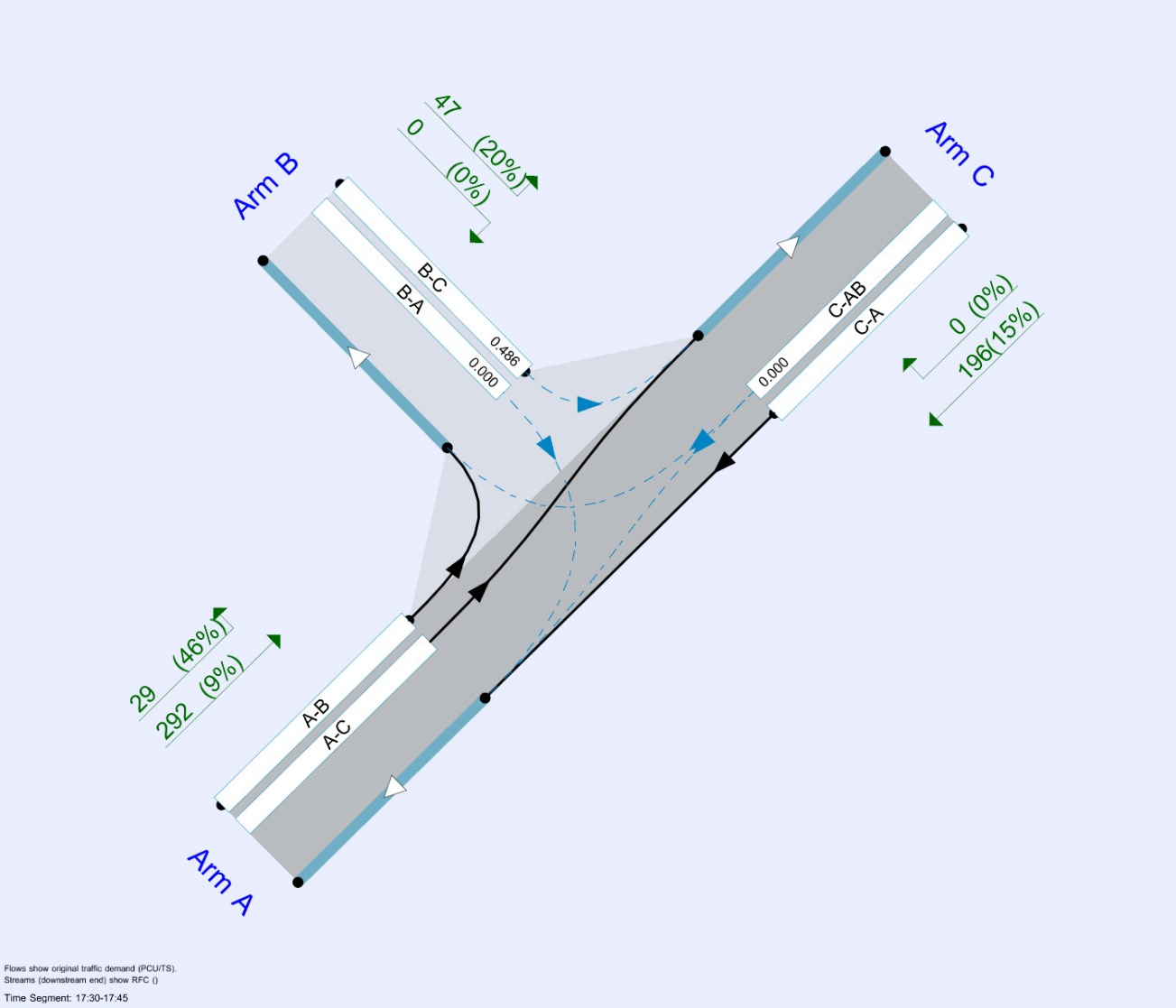
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	FB+CD+N2T SCN1 WD	PM	DIRECT	16:15	17:45	90	15	✓

FB+CD+N2T SCN1 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		23.72	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A120 (S)		Major
B	Bentley Road (W)		Minor
C	A120 (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	4.00	✓	0.00		0.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	5.48	5.38	5.07	3.63	2.66		1.00	100	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	104.311	0.083	0.209	0.131	0.298
B-C	196.895	0.131	0.332	-	-
C-B	143.491	0.242	0.242	-	-

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

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

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

Traffic Demand

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	31.02	272.42
	B	0.00	0.00	48.88
	C	210.41	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	29.98	277.50
	B	0.00	0.00	88.86
	C	228.13	0.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	38.27	295.21
	B	0.00	0.00	85.23
	C	189.29	0.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	31.02	333.53
	B	0.00	0.00	87.31
	C	218.08	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	27.91	319.96
	B	0.00	0.00	87.31
	C	225.23	0.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	28.84	292.00
	B	0.00	0.00	46.81
	C	195.71	0.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	34	13
	B	0	0	19
	C	16	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	36	9
	B	0	0	11
	C	13	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	26	12
	B	0	0	10
	C	12	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	34	10
	B	0	0	9
	C	14	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	40	11
	B	0	0	9
	C	14	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	46	9
	B	0	0	20
	C	15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	1.06	196.91	18.4	F	74.06	444.39
B-A	0.00	0.00	0.0	A	0.00	0.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					211.14	1266.84
A-B					31.17	187.05
A-C					298.43	1790.60

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48.88	48.88	102.46	0.477	47.84	0.0	1.0	19.205	C
B-A	0.00	0.00	17.23	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	70.14	0.000	0.00	0.0	0.0	0.000	A
C-A	210.41	210.41			210.41				
A-B	31.02	31.02			31.02				
A-C	272.42	272.42			272.42				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88.86	88.86	100.91	0.881	83.96	1.0	5.9	56.025	F
B-A	0.00	0.00	13.93	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	69.16	0.000	0.00	0.0	0.0	0.000	A
C-A	228.13	228.13			228.13				
A-B	29.98	29.98			29.98				
A-C	277.50	277.50			277.50				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85.23	85.23	93.95	0.907	83.80	5.9	7.4	84.003	F
B-A	0.00	0.00	14.65	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	62.88	0.000	0.00	0.0	0.0	0.000	A
C-A	189.29	189.29			189.29				
A-B	38.27	38.27			38.27				
A-C	295.21	295.21			295.21				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87.31	87.31	82.19	1.062	79.14	7.4	15.5	154.698	F
B-A	0.00	0.00	3.46	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	55.37	0.000	0.00	0.0	0.0	0.000	A
C-A	218.08	218.08			218.08				
A-B	31.02	31.02			31.02				
A-C	333.53	333.53			333.53				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87.31	87.31	87.10	1.002	84.43	15.5	18.4	196.911	F
B-A	0.00	0.00	5.61	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	59.40	0.000	0.00	0.0	0.0	0.000	A
C-A	225.23	225.23			225.23				
A-B	27.91	27.91			27.91				
A-C	319.96	319.96			319.96				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46.81	46.81	96.25	0.486	64.15	18.4	1.1	46.424	E
B-A	0.00	0.00	15.25	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	65.93	0.000	0.00	0.0	0.0	0.000	A
C-A	195.71	195.71			195.71				
A-B	28.84	28.84			28.84				
A-C	292.00	292.00			292.00				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 39 (three arm)_V2_WITHREDUCEDFLOWS.j9
Path: C:\Users\shadwelh8829\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\1 Reduced Flow Models
Report generation date: 14/04/2025 12:46:54

»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	FB+CD+N2T WD													
Stream B-C	D7	1.0	26.62	0.39	D	1.21	A	D8	2.5	36.20	0.69	E	3.65	A
Stream B-A		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

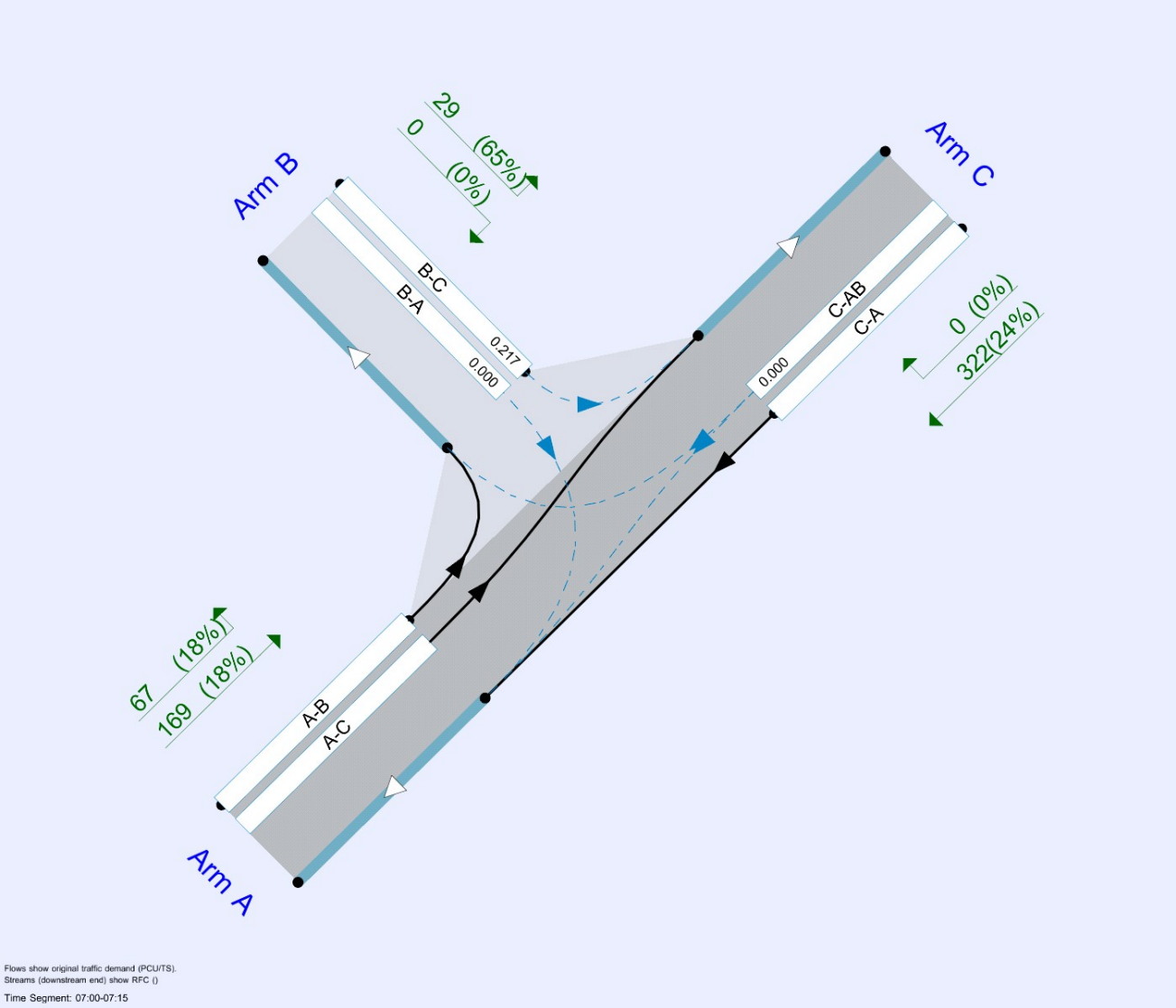
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Analysis Set Details

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

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A120 (S)		Major
B	Bentley Road (W)		Minor
C	A120 (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	4.00	✓	0.00		0.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	5.48	5.38	5.07	3.63	2.66		1.00	100	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	104.311	0.083	0.209	0.131	0.298
B-C	196.895	0.131	0.332	-	-
C-B	143.491	0.242	0.242	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	66.71	168.82
	B	0.00	0.00	28.67
	C	322.16	0.00	0.00

07:15 - 07:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	61.44	228.19
	B	0.00	0.00	30.74
	C	423.41	0.00	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	73.95	216.81
	B	0.00	0.00	33.32
	C	454.85	0.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	90.50	172.85
	B	0.00	0.00	30.74
	C	385.97	0.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	83.57	193.64
	B	0.00	0.00	31.77
	C	320.92	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	81.50	154.76
	B	0.00	0.00	27.63
	C	328.88	0.00	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	18	18
	B	0	0	65
	C	24	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	23	19
	B	0	0	57
	C	21	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	16	21
	B	0	0	59
	C	23	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	12	11
	B	0	0	57
	C	15	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	14	13
	B	0	0	54
	C	11	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	14	16
	B	0	0	70
	C	18	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.39	26.62	1.0	D	30.48	182.86
B-A	0.00	0.00	0.0	A	0.00	0.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					372.70	2236.20
A-B					76.28	457.68
A-C					189.18	1135.07

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28.67	28.67	132.14	0.217	28.22	0.0	0.4	14.223	B
B-A	0.00	0.00	21.23	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	86.55	0.000	0.00	0.0	0.0	0.000	A
C-A	322.16	322.16			322.16				
A-B	66.71	66.71			66.71				
A-C	168.82	168.82			168.82				

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.74	30.74	84.86	0.362	30.30	0.4	0.9	26.622	D
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	73.48	0.000	0.00	0.0	0.0	0.000	A
C-A	423.41	423.41			423.41				
A-B	61.44	61.44			61.44				
A-C	228.19	228.19			228.19				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33.32	33.32	86.46	0.385	33.25	0.9	1.0	26.588	D
B-A	0.00	0.00	0.00	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	73.20	0.000	0.00	0.0	0.0	0.000	A
C-A	454.85	454.85			454.85				
A-B	73.95	73.95			73.95				
A-C	216.81	216.81			216.81				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.74	30.74	127.68	0.241	31.18	1.0	0.5	14.853	B
B-A	0.00	0.00	10.04	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	79.83	0.000	0.00	0.0	0.0	0.000	A
C-A	385.97	385.97			385.97				
A-B	90.50	90.50			90.50				
A-C	172.85	172.85			172.85				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31.77	31.77	121.70	0.261	31.74	0.5	0.5	15.574	C
B-A	0.00	0.00	14.82	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	76.48	0.000	0.00	0.0	0.0	0.000	A
C-A	320.92	320.92			320.92				
A-B	83.57	83.57			83.57				
A-C	193.64	193.64			193.64				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27.63	27.63	134.87	0.205	27.76	0.5	0.4	13.348	B
B-A	0.00	0.00	22.06	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	86.38	0.000	0.00	0.0	0.0	0.000	A
C-A	328.88	328.88			328.88				
A-B	81.50	81.50			81.50				
A-C	154.76	154.76			154.76				

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	37.49	267.90
	B	0.00	0.00	69.10
	C	205.89	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	36.46	272.97
	B	0.00	0.00	68.58
	C	223.60	0.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	44.74	290.68
	B	0.00	0.00	64.96
	C	184.77	0.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	37.49	329.01
	B	0.00	0.00	53.28
	C	213.56	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	34.39	315.44
	B	0.00	0.00	53.28
	C	220.70	0.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.32	287.47
	B	0.00	0.00	53.28
	C	191.19	0.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	41	13
	B	0	0	17
	C	15	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	42	9
	B	0	0	20
	C	12	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	31	11
	B	0	0	19
	C	11	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	41	9
	B	0	0	24
	C	14	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	47	10
	B	0	0	24
	C	14	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	52	8
	B	0	0	24
	C	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.69	36.20	2.5	E	60.41	362.48
B-A	0.00	0.00	0.0	A	0.00	0.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					206.62	1239.71
A-B					37.65	225.90
A-C					293.91	1763.48

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69.10	69.10	103.11	0.670	66.93	0.0	2.2	27.755	D
B-A	0.00	0.00	18.23	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	69.67	0.000	0.00	0.0	0.0	0.000	A
C-A	205.89	205.89			205.89				
A-B	37.49	37.49			37.49				
A-C	267.90	267.90			267.90				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68.58	68.58	101.56	0.675	68.45	2.2	2.3	31.331	D
B-A	0.00	0.00	14.93	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	68.69	0.000	0.00	0.0	0.0	0.000	A
C-A	223.60	223.60			223.60				
A-B	36.46	36.46			36.46				
A-C	272.97	272.97			272.97				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64.96	64.96	94.60	0.687	64.79	2.3	2.5	35.921	E
B-A	0.00	0.00	15.65	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	62.41	0.000	0.00	0.0	0.0	0.000	A
C-A	184.77	184.77			184.77				
A-B	44.74	44.74			44.74				
A-C	290.68	290.68			290.68				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53.28	53.28	82.84	0.643	53.51	2.5	2.2	36.203	E
B-A	0.00	0.00	4.46	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	54.90	0.000	0.00	0.0	0.0	0.000	A
C-A	213.56	213.56			213.56				
A-B	37.49	37.49			37.49				
A-C	329.01	329.01			329.01				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53.28	53.28	87.75	0.607	53.49	2.2	2.0	32.948	D
B-A	0.00	0.00	6.62	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	58.93	0.000	0.00	0.0	0.0	0.000	A
C-A	220.70	220.70			220.70				
A-B	34.39	34.39			34.39				
A-C	315.44	315.44			315.44				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53.28	53.28	96.90	0.550	53.72	2.0	1.6	26.178	D
B-A	0.00	0.00	16.25	0.000	0.00	0.0	0.0	0.000	A
C-AB	0.00	0.00	65.46	0.000	0.00	0.0	0.0	0.000	A
C-A	191.19	191.19			191.19				
A-B	35.32	35.32			35.32				
A-C	287.47	287.47			287.47				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 40 (Two Linked)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 25/03/2025 09:56:04

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Junction 1 - Arm A	D1	0.5	6.09	0.31	A	4.73	A	D2	0.8	7.17	0.44	A	5.91	A
Junction 1 - Arm C		1.1	5.53	0.51	A				1.9	7.30	0.65	A		
Junction 1 - Arm D		0.8	3.49	0.43	A				0.7	3.54	0.42	A		
Junction 2 - Arm A		0.7	3.11	0.40	A	9.04	A		0.7	3.10	0.41	A	55.38	F
Junction 2 - Arm B		0.7	3.34	0.41	A				0.6	2.94	0.36	A		
Junction 2 - Arm C		5.4	17.49	0.85	C				43.4	112.23	1.03	F		
Junction 2 - Arm D		0.2	5.22	0.13	A				0.1	5.91	0.10	A		
	FB WD													
Junction 1 - Arm A	D3	0.5	6.39	0.33	A	4.92	A	D4	0.9	7.60	0.47	A	5.95	A
Junction 1 - Arm C		1.2	5.73	0.53	A				1.8	7.14	0.64	A		
Junction 1 - Arm D		0.8	3.63	0.45	A				0.8	3.67	0.44	A		
Junction 2 - Arm A		0.7	3.18	0.42	A	10.50	B		0.7	3.18	0.42	A	101.17	F
Junction 2 - Arm B		0.8	3.48	0.43	A				0.6	3.04	0.37	A		
Junction 2 - Arm C		6.7	20.97	0.88	C				76.8	207.75	1.07	F		
Junction 2 - Arm D		0.2	5.41	0.14	A				0.1	5.98	0.11	A		
	FB+CD WD													
Junction 1 - Arm A	D5	0.5	6.39	0.33	A	4.92	A	D6	0.9	7.60	0.47	A	5.95	A
Junction 1 - Arm C		1.2	5.73	0.53	A				1.8	7.14	0.64	A		
Junction 1 - Arm D		0.8	3.63	0.45	A				0.8	3.67	0.44	A		
Junction 2 - Arm A		0.7	3.18	0.42	A	10.50	B		0.7	3.18	0.42	A	101.17	F
Junction 2 - Arm B		0.8	3.48	0.43	A				0.6	3.04	0.37	A		
Junction 2 - Arm C		6.7	20.97	0.88	C				76.8	207.75	1.07	F		
Junction 2 - Arm D		0.2	5.41	0.14	A				0.1	5.98	0.11	A		
	FB+CD+N2T WD													
Junction 1 - Arm A	D7	0.6	6.81	0.34	A	5.42	A	D8	1.0	8.38	0.48	A	6.27	A
Junction 1 - Arm C		1.5	6.53	0.58	A				1.9	7.36	0.66	A		
Junction 1 - Arm D		0.9	3.79	0.46	A				0.8	3.80	0.45	A		
Junction 2 - Arm A		0.7	3.18	0.42	A	14.17	B		0.7	3.18	0.42	A	237.81	F
Junction 2 - Arm B		0.9	3.79	0.46	A				0.7	3.31	0.41	A		
Junction 2 - Arm C		10.2	29.88	0.93	D				185.9	487.76	1.12	F		
Junction 2 - Arm D		0.2	5.68	0.14	A				0.1	6.15	0.11	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

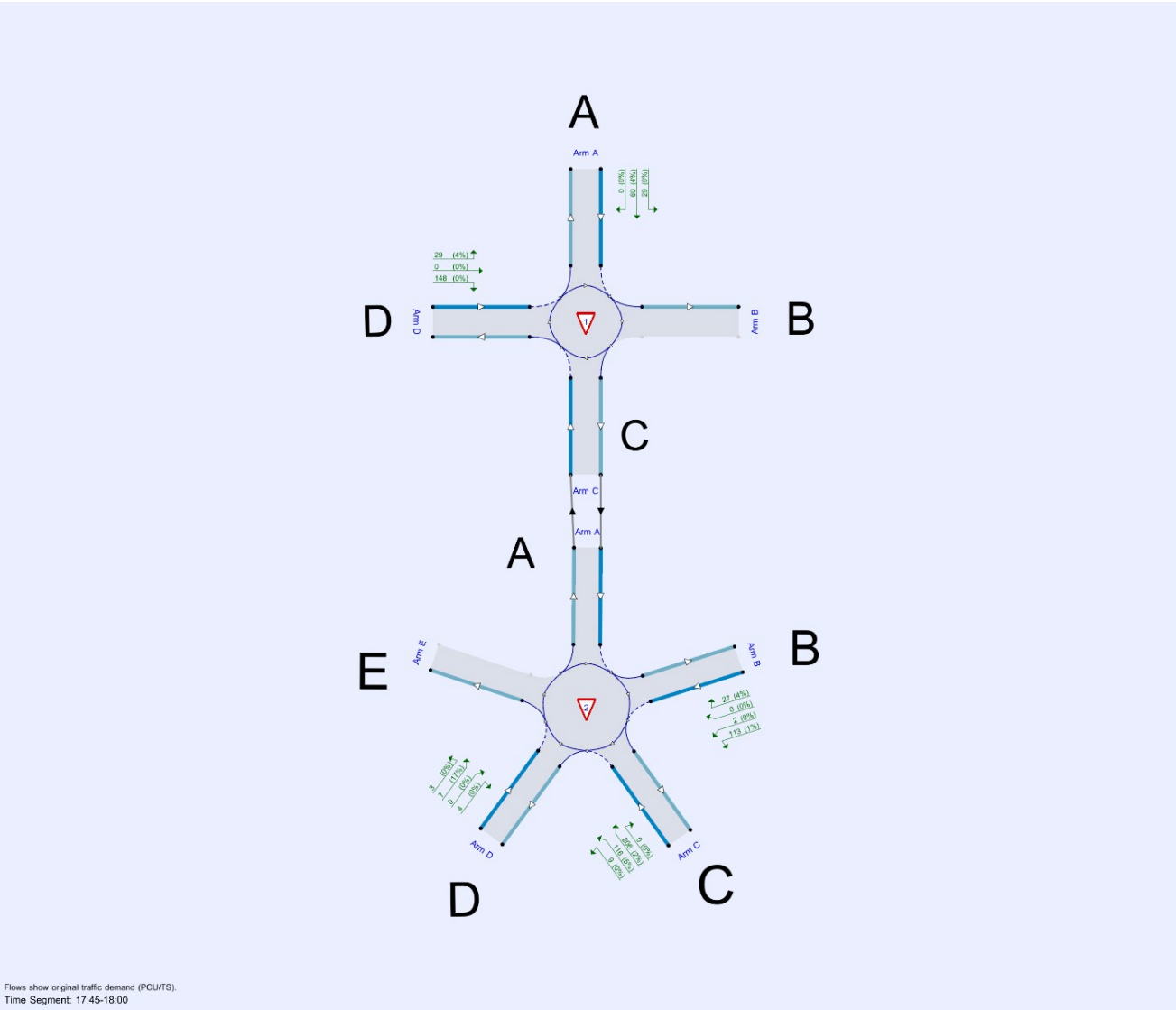
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.73	A
2	untitled	Standard Roundabout		A, B, C, D, E	9.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description
1	A		
	B		
	C		
	D		
2	A		
	B		
	C		
	D		
	E		

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	A	3.29	6.40	12.4	47.2	49.9	18.0	
	B							✓
	C	3.60	5.80	7.8	25.8	49.9	34.0	
	D	6.80	8.54	13.1	26.5	49.9	37.0	
2	A	6.58	7.17	1.4	22.2	49.7	36.0	
	B	7.12	8.66	8.4	19.7	49.7	13.5	
	C	3.46	6.91	5.4	23.6	49.7	16.5	
	D	3.64	6.68	8.1	15.4	49.7	16.0	
	E							✓

Bypass

Junction	Arm	Arm has bypass	Bypass utilisation (%)
1	A		
	B	✓	100
	C		
	D		
2	A		
	B		
	C		
	D		
	E		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/TS)
1	A	0.615	406.434
	B		
	C	0.558	359.252
	D	0.738	600.122
2	A	0.669	509.199
	B	0.795	647.495
	C	0.581	366.830
	D	0.596	393.278
	E		

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
2	A	✓			
	B		DIRECT	✓	100.000
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 1 07:15 - 07:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	28.80	47.80	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	44.70	124.10	0.00	0.00
	D	33.60	1.00	114.30	0.00

Junction 1 07:30 - 07:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	30.80	42.60	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	48.30	125.80	0.00	0.00
	D	48.70	0.00	154.00	0.00

Junction 1 07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	34.50	36.40	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	74.40	108.50	0.00	0.00
	D	32.80	1.00	155.80	0.00

Junction 1 08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	23.90	38.20	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	60.30	115.70	0.00	0.00
	D	25.00	1.00	163.80	0.00

Junction 1 08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	32.60	42.20	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	46.30	104.80	0.00	0.00
	D	28.70	0.00	162.00	0.00

Junction 1 08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	28.70	39.20	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	47.20	83.80	0.00	0.00
	D	37.20	1.00	132.50	0.00

Junction 2 07:15 - 07:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	129.60	7.00	25.50
	B	25.70	0.00	125.60	7.00	2.00
	C	132.20	0.00	0.00	6.00	119.80
	D	10.90	0.00	8.00	0.00	8.90
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:30 - 07:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	176.30	4.00	16.30
	B	26.90	0.00	142.40	4.00	0.00
	C	140.20	0.00	0.00	7.00	140.40
	D	7.00	0.00	5.00	0.00	5.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	174.20	7.00	11.00
	B	45.50	0.00	151.40	3.90	0.00
	C	132.40	0.00	0.00	6.00	105.80
	D	5.00	0.00	8.00	0.00	7.90
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	177.20	10.00	14.80
	B	37.90	0.00	107.10	4.00	0.00
	C	133.10	0.00	0.00	4.90	132.70
	D	5.00	0.00	2.00	0.00	3.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	179.50	3.00	21.70
	B	25.80	0.00	110.80	9.00	1.00
	C	119.30	0.00	0.00	3.00	126.80
	D	6.00	0.00	5.00	0.00	6.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	149.00	5.80	16.90
	B	27.70	0.00	108.40	5.90	1.00
	C	96.30	0.00	0.00	3.00	86.00
	D	7.00	0.00	7.00	0.00	1.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Junction 1 07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	8	22	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	8	3	0	0
	D	15	0	7	0

Junction 1 07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	7	11	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	7	3	0	0
	D	7	0	4	0

Junction 1 07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	19	6	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	10	7	0	0
	D	7	0	3	0

Junction 1 08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	5	12	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	3	0	0
	D	0	0	1	0

Junction 1 08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	15	11	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	7	2	0	0
	D	13	0	3	0

Junction 1 08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	13	12	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	10	8	0	0
	D	6	0	4	0

Junction 2 07:15 - 07:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	9	0	26
	B	14	0	2	0	0
	C	2	0	0	0	5
	D	11	0	0	0	13
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:30 - 07:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	5	0	7
	B	4	0	0	0	0
	C	5	0	0	0	3
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:45 - 08:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	0	0
	B	14	0	4	50	0
	C	7	0	0	0	4
	D	0	0	0	0	17
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	0	17
	B	3	0	3	0	0
	C	4	0	0	25	4
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	3	0	19
	B	9	0	2	0	0
	C	3	0	0	0	2
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	50	7
	B	14	0	6	20	0
	C	8	0	0	0	5
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.31	6.09	0.5	A	70.95	425.70
	B						
	C	0.51	5.53	1.1	A	163.85	983.09
	D	0.43	3.49	0.8	A	182.07	1092.40
2	A	0.40	3.11	0.7	A	188.03	1128.16
	B	0.41	3.34	0.7	A	162.17	973.00
	C	0.85	17.49	5.4	C	249.15	1494.90
	D	0.13	5.22	0.2	A	17.95	107.70
	E						

Main Results for each time segment

07:15 - 07:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	76.60	76.60	76.60	0.00	0.00	236.92	260.74	0.294	76.12	77.43	0.0	0.5	5.645	A
	B						161.43				151.62				
	C	166.83	166.83	166.83	0.00	0.00	0.00	359.25	0.464	165.94	161.43	0.0	0.9	4.810	A
	D	148.90	148.90	148.90	0.00	0.00	165.94	477.64	0.312	148.41	0.00	0.0	0.5	2.960	A
2	A	161.43		161.43			7.95	503.88	0.320	160.91	166.83	0.0	0.5	2.902	A
	B	160.30		160.30			168.86	513.27	0.312	159.83	0.00	0.0	0.5	2.628	A
	C	258.00		258.00			66.86	327.96	0.787	254.43	261.83	0.0	3.6	12.105	B
	D	27.80		27.80			301.44	213.76	0.130	27.64	19.85	0.0	0.2	5.222	A
	E						174.79				154.30				

07:30 - 07:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	73.40	73.40	73.40	0.00	0.00	278.97	234.88	0.313	73.39	96.67	0.5	0.5	6.086	A
	B						196.39				155.96				
	C	173.31	173.31	173.31	0.00	0.00	0.00	359.25	0.482	173.24	196.39	0.9	1.0	5.042	A
	D	202.70	202.70	202.70	0.00	0.00	173.24	472.25	0.429	202.41	0.00	0.5	0.8	3.490	A
2	A	196.39		196.39			5.02	505.84	0.388	196.25	173.31	0.5	0.7	3.064	A
	B	173.30		173.30			201.27	487.51	0.355	173.22	0.00	0.5	0.6	2.881	A
	C	287.60		287.60			51.22	337.06	0.853	285.76	323.26	3.6	5.4	17.491	C
	D	17.00		17.00			322.02	201.50	0.084	17.07	14.96	0.2	0.1	4.884	A
	E						178.33				160.76				

07:45 - 08:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	70.90	70.90	70.90	0.00	0.00	265.82	242.97	0.292	70.93	107.41	0.5	0.5	5.844	A
	B						192.25				144.50				
	C	183.72	183.72	183.72	0.00	0.00	0.00	359.25	0.511	183.57	192.25	1.0	1.1	5.531	A
	D	189.60	189.60	189.60	0.00	0.00	183.57	464.63	0.408	189.67	0.00	0.8	0.7	3.383	A
2	A	192.25		192.25			7.98	503.86	0.382	192.28	183.72	0.7	0.6	2.983	A
	B	200.80		200.80			200.26	488.31	0.411	200.61	0.00	0.6	0.7	3.341	A
	C	244.20		244.20			67.33	327.69	0.745	246.39	333.54	5.4	3.2	11.960	B
	D	20.90		20.90			296.78	216.53	0.097	20.88	16.94	0.1	0.1	4.861	A
	E						191.71				125.95				

08:00 - 08:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	62.10	62.10	62.10	0.00	0.00	280.22	234.12	0.265	62.17	85.30	0.5	0.4	5.711	A
	B						201.99				140.39				
	C	175.56	175.56	175.56	0.00	0.00	0.00	359.25	0.489	175.68	201.99	1.1	1.0	5.082	A
	D	189.80	189.80	189.80	0.00	0.00	175.68	470.44	0.403	189.83	0.00	0.7	0.7	3.241	A
2	A	201.99		201.99			2.03	507.84	0.398	201.95	175.56	0.6	0.7	3.034	A
	B	149.00		149.00			203.98	485.35	0.307	149.28	0.00	0.7	0.5	2.754	A
	C	270.70		270.70			66.73	328.04	0.825	269.38	286.54	3.2	4.5	15.585	C
	D	10.00		10.00			317.22	204.36	0.049	10.06	18.89	0.1	0.1	4.637	A
	E						177.60				149.68				

08:15 - 08:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	74.80	74.80	74.80	0.00	0.00	267.45	241.96	0.309	74.70	75.32	0.4	0.5	6.083	A
	B						204.18				137.97				
	C	151.82	151.82	151.82	0.00	0.00	0.00	359.25	0.423	152.06	204.18	1.0	0.8	4.501	A
	D	190.70	190.70	190.70	0.00	0.00	152.06	487.88	0.391	190.72	0.00	0.7	0.7	3.147	A
2	A	204.18		204.18			4.99	505.86	0.404	204.16	151.82	0.7	0.7	3.111	A
	B	146.60		146.60			209.15	481.25	0.305	146.60	0.00	0.5	0.5	2.767	A
	C	249.10		249.10			60.51	331.65	0.751	250.42	295.24	4.5	3.2	11.486	B
	D	17.00		17.00			295.88	217.07	0.078	16.97	15.05	0.1	0.1	4.498	A
	E						156.81				156.04				

08:30 - 08:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	67.90	67.90	67.90	0.00	0.00	218.11	272.31	0.249	68.03	84.69	0.5	0.4	4.950	A
	B						171.92				114.22				
	C	131.84	131.84	131.84	0.00	0.00	0.00	359.25	0.367	131.97	171.92	0.8	0.6	4.303	A
	D	170.70	170.70	170.70	0.00	0.00	131.97	502.71	0.340	170.83	0.00	0.7	0.5	2.834	A
2	A	171.92		171.92			7.00	504.52	0.341	172.07	131.84	0.7	0.5	2.860	A
	B	143.00		143.00			179.07	505.16	0.283	143.03	0.00	0.5	0.4	2.679	A
	C	185.30		185.30			57.35	333.49	0.556	187.17	264.74	3.2	1.3	6.631	A
	D	15.00		15.00			229.79	256.43	0.059	15.02	14.73	0.1	0.1	3.730	A
	E						138.83				105.98				

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.91	A
2	untitled	Standard Roundabout		A, B, C, D, E	55.38	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
2	A	✓			
	B		DIRECT	✓	100.000
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 1 16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	41.70	47.40	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	64.30	157.20	0.00	0.00
	D	33.80	0.00	135.90	0.00

Junction 1 16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	42.90	53.70	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	57.80	136.50	0.00	0.00
	D	23.30	1.00	149.90	0.00

Junction 1 17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	47.70	45.40	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	58.20	171.10	0.00	0.00
	D	36.70	0.00	126.90	0.00

Junction 1 17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	36.20	38.90	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	65.10	144.90	0.00	0.00
	D	39.80	0.00	148.90	0.00

Junction 1 17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	36.10	69.10	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	56.50	134.80	0.00	0.00
	D	28.40	0.00	136.80	0.00

Junction 1 17:45 - 18:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	28.40	58.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	82.20	149.70	0.00	0.00
	D	28.30	0.00	143.00	0.00

Junction 2 16:30 - 16:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	168.40	4.00	10.90
	B	27.80	0.00	99.60	2.00	0.00
	C	188.80	0.00	0.00	6.00	138.30
	D	4.90	0.00	5.00	0.00	5.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:45 - 17:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	178.80	1.00	23.80
	B	19.90	0.00	143.50	3.00	0.00
	C	171.40	0.00	0.00	9.00	151.90
	D	3.00	0.00	7.00	0.00	1.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:00 - 17:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	148.40	8.00	15.90
	B	28.20	0.00	140.30	3.00	0.00
	C	196.10	0.00	0.00	6.40	142.50
	D	5.00	0.00	6.00	0.00	4.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:15 - 17:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	173.90	4.00	9.90
	B	29.80	0.00	144.30	1.00	2.00
	C	173.20	0.00	0.00	9.00	163.40
	D	7.00	0.00	4.00	0.00	7.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:30 - 17:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	189.00	3.90	13.00
	B	27.00	0.00	129.40	1.00	2.90
	C	161.30	0.00	0.00	10.00	155.10
	D	3.00	0.00	5.00	0.00	3.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:45 - 18:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	180.10	8.00	12.90
	B	25.90	0.00	109.70	2.00	0.00
	C	199.10	0.00	0.00	8.40	112.50
	D	6.90	0.00	4.00	0.00	3.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Junction 1 16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	8	5	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	1	0	0
	D	7	0	4	0

Junction 1 16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	6	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	1	0	0
	D	4	0	1	0

Junction 1 17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	7	5	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	8	2	0	0
	D	9	0	1	0

Junction 1 17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	6	9	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	1	0	0
	D	5	0	1	0

Junction 1 17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	8	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	2	2	0	0
	D	0	0	1	0

Junction 1 17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	2	0	0
	D	4	0	0	0

Junction 2 16:30 - 16:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	0	11
	B	8	0	2	0	0
	C	1	0	0	0	1
	D	33	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:45 - 17:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	1	0	10
	B	6	0	2	0	0
	C	1	0	0	0	1
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:00 - 17:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	1	0	7
	B	8	0	1	0	0
	C	3	0	0	0	1
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:15 - 17:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	0	11
	B	8	0	1	0	0
	C	1	0	0	0	1
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:30 - 17:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	3	33	0
	B	0	0	2	0	100
	C	2	0	0	0	2
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:45 - 18:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	1	0	9
	B	4	0	1	0	0
	C	2	0	0	0	5
	D	17	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.44	7.17	0.8	A	90.92	545.50
	B						
	C	0.65	7.30	1.9	A	210.38	1262.31
	D	0.42	3.54	0.7	A	172.12	1032.70
2	A	0.41	3.10	0.7	A	192.15	1152.91
	B	0.36	2.94	0.6	A	157.05	942.30
	C	1.03	112.23	43.4	F	333.73	2002.40
	D	0.10	5.91	0.1	A	13.97	83.80
	E						

Main Results for each time segment

16:30 - 16:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	89.10	89.10	89.10	0.00	0.00	285.66	230.77	0.386	88.44	95.14	0.0	0.7	6.684	A
	B						182.43				191.67				
	C	213.21	213.21	213.21	0.00	0.00	0.00	359.25	0.593	211.75	182.43	0.0	1.5	6.185	A
	D	169.70	169.70	169.70	0.00	0.00	211.75	443.83	0.382	169.06	0.00	0.0	0.6	3.414	A
2	A	182.43		182.43			4.97	505.87	0.361	181.85	213.21	0.0	0.6	2.886	A
	B	129.40		129.40			186.82	498.99	0.259	129.04	0.00	0.0	0.4	2.509	A
	C	333.10		333.10			44.50	340.96	0.977	318.67	271.36	0.0	14.4	30.980	D
	D	14.90		14.90			351.47	183.96	0.081	14.80	11.70	0.0	0.1	5.795	A
	E						218.18				148.09				

16:45 - 17:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	96.60	96.60	96.60	0.00	0.00	286.33	230.35	0.419	96.51	80.69	0.7	0.7	7.020	A
	B						203.52				179.33				
	C	192.52	192.52	192.52	0.00	0.00	0.00	359.25	0.536	192.80	203.52	1.5	1.2	5.504	A
	D	174.20	174.20	174.20	0.00	0.00	192.80	457.81	0.381	174.22	0.00	0.6	0.6	3.209	A
2	A	203.52		203.52			6.99	504.52	0.403	203.41	192.52	0.6	0.7	3.052	A
	B	166.40		166.40			210.40	480.25	0.346	166.22	0.00	0.4	0.5	2.936	A
	C	332.30		332.30			47.66	339.12	0.980	327.37	328.96	14.4	19.4	54.201	F
	D	11.00		11.00			362.29	177.52	0.062	11.03	12.74	0.1	0.1	5.412	A
	E						199.51				173.81				

17:00 - 17:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	93.10	93.10	93.10	0.00	0.00	290.64	227.71	0.409	93.11	92.39	0.7	0.7	7.074	A
	B						172.41				211.33				
	C	219.83	219.83	219.83	0.00	0.00	0.00	359.25	0.612	219.42	172.41	1.2	1.6	6.624	A
	D	163.60	163.60	163.60	0.00	0.00	219.42	438.16	0.373	163.61	0.00	0.6	0.6	3.365	A
2	A	172.41		172.41			6.00	505.18	0.341	172.57	219.83	0.7	0.5	2.757	A
	B	171.50		171.50			178.57	505.55	0.339	171.52	0.00	0.5	0.5	2.743	A
	C	345.00		345.00			55.10	334.80	1.030	330.19	294.99	19.4	34.2	83.305	F
	D	15.00		15.00			368.02	174.11	0.086	14.97	17.28	0.1	0.1	5.655	A
	E						225.83				157.16				

17:15 - 17:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsigna level servi
1	A	75.10	75.10	75.10	0.00	0.00	292.30	226.69	0.331	75.30	104.13	0.7	0.5	6.391	A
	B						187.78				179.82				
	C	207.67	207.67	207.67	0.00	0.00	0.00	359.25	0.578	207.85	187.78	1.6	1.4	6.069	A
	D	188.70	188.70	188.70	0.00	0.00	207.85	446.70	0.422	188.58	0.00	0.6	0.7	3.542	A
2	A	187.78		187.78			4.01	506.51	0.371	187.71	207.67	0.5	0.6	2.884	A
	B	177.10		177.10			191.72	495.10	0.358	177.06	0.00	0.5	0.6	2.880	A
	C	345.60		345.60			46.72	339.67	1.017	336.40	322.06	34.2	43.4	111.685	F
	D	18.00		18.00			369.60	173.17	0.104	17.98	13.52	0.1	0.1	5.799	A
	E						211.68				175.90				

17:30 - 17:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsigna level servi
1	A	105.20	105.20	105.20	0.00	0.00	274.05	237.91	0.442	104.91	85.97	0.5	0.8	7.166	A
	B						205.74				173.22				
	C	194.45	194.45	194.45	0.00	0.00	0.00	359.25	0.541	194.66	205.74	1.4	1.2	5.562	A
	D	165.20	165.20	165.20	0.00	0.00	194.66	456.44	0.362	165.36	0.00	0.7	0.6	3.130	A
2	A	205.74		205.74			5.00	505.86	0.407	205.63	194.45	0.6	0.7	3.103	A
	B	160.30		160.30			210.63	480.07	0.334	160.35	0.00	0.6	0.5	2.876	A
	C	326.40		326.40			47.78	339.06	0.963	332.10	323.20	43.4	37.7	112.226	F
	D	11.00		11.00			365.01	175.90	0.063	11.05	14.87	0.1	0.1	5.460	A
	E						199.45				176.61				

17:45 - 18:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	86.40	86.40	86.40	0.00	0.00	294.02	225.63	0.383	86.59	111.15	0.8	0.6	6.633	A
	B						201.03				179.58				
	C	234.63	234.63	234.63	0.00	0.00	0.00	359.25	0.653	233.96	201.03	1.2	1.9	7.302	A
	D	171.30	171.30	171.30	0.00	0.00	233.96	427.43	0.401	171.21	0.00	0.6	0.7	3.533	A
2	A	201.03		201.03			4.00	506.52	0.397	201.07	234.63	0.7	0.7	2.979	A
	B	137.60		137.60			205.08	484.48	0.284	137.71	0.00	0.5	0.4	2.636	A
	C	320.00		320.00			48.81	338.46	0.945	332.16	293.98	37.7	25.5	92.169	F
	D	13.90		13.90			362.10	177.63	0.078	13.88	18.87	0.1	0.1	5.912	A
	E						238.63				137.34				

FB WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.92	A
2	untitled	Standard Roundabout		A, B, C, D, E	10.50	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
2	A	✓			
	B		DIRECT	✓	100.000
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 1 07:15 - 07:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	29.72	49.33	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	46.13	128.08	0.00	0.00
	D	34.68	1.03	117.97	0.00

Junction 1 07:30 - 07:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	31.79	43.97	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	49.85	129.84	0.00	0.00
	D	50.26	0.00	158.94	0.00

Junction 1 07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	35.61	37.57	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	76.79	111.98	0.00	0.00
	D	33.85	1.03	160.80	0.00

Junction 1 08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	24.67	39.43	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	62.23	119.41	0.00	0.00
	D	25.80	1.03	169.05	0.00

Junction 1 08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	33.65	43.55	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	47.79	108.16	0.00	0.00
	D	29.62	0.00	167.20	0.00

Junction 1 08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	29.62	40.46	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	48.71	86.49	0.00	0.00
	D	38.39	1.03	136.75	0.00

Junction 2 07:15 - 07:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	133.76	7.22	26.32
	B	26.52	0.00	129.63	7.22	2.06
	C	136.44	0.00	0.00	6.19	123.64
	D	11.25	0.00	8.26	0.00	9.19
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:30 - 07:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	181.96	4.13	16.82
	B	27.76	0.00	146.97	4.13	0.00
	C	144.70	0.00	0.00	7.22	144.90
	D	7.22	0.00	5.16	0.00	5.16
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	179.79	7.22	11.35
	B	46.96	0.00	156.26	4.03	0.00
	C	136.65	0.00	0.00	6.19	109.19
	D	5.16	0.00	8.26	0.00	8.15
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	182.88	10.32	15.27
	B	39.12	0.00	110.54	4.13	0.00
	C	137.37	0.00	0.00	5.06	136.96
	D	5.16	0.00	2.06	0.00	3.10
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	185.26	3.10	22.40
	B	26.63	0.00	114.35	9.29	1.03
	C	123.13	0.00	0.00	3.10	130.87
	D	6.19	0.00	5.16	0.00	6.19
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	153.78	5.99	17.44
	B	28.59	0.00	111.88	6.09	1.03
	C	99.39	0.00	0.00	3.10	88.76
	D	7.22	0.00	7.22	0.00	1.03
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Junction 1 07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	8	22	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	8	3	0	0
	D	15	0	7	0

Junction 1 07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	7	11	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	7	3	0	0
	D	7	0	4	0

Junction 1 07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	19	6	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	10	7	0	0
	D	7	0	3	0

Junction 1 08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	5	12	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	3	0	0
	D	0	0	1	0

Junction 1 08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	15	11	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	7	2	0	0
	D	13	0	3	0

Junction 1 08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	13	12	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	10	8	0	0
	D	6	0	4	0

Junction 2 07:15 - 07:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	9	0	26
	B	14	0	2	0	0
	C	2	0	0	0	5
	D	11	0	0	0	13
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:30 - 07:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	5	0	7
	B	4	0	0	0	0
	C	5	0	0	0	3
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:45 - 08:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	0	0
	B	14	0	4	50	0
	C	7	0	0	0	4
	D	0	0	0	0	17
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	0	17
	B	3	0	3	0	0
	C	4	0	0	25	4
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	3	0	19
	B	9	0	2	0	0
	C	3	0	0	0	2
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	50	7
	B	14	0	6	20	0
	C	8	0	0	0	5
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.33	6.39	0.5	A	73.23	439.36
	B						
	C	0.53	5.73	1.2	A	169.10	1014.58
	D	0.45	3.63	0.8	A	187.91	1127.44
2	A	0.42	3.18	0.7	A	194.06	1164.34
	B	0.43	3.48	0.8	A	167.37	1004.21
	C	0.88	20.97	6.7	C	257.14	1542.86
	D	0.14	5.41	0.2	A	18.53	111.16
	E						

Main Results for each time segment

07:15 - 07:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	79.06	79.06	79.06	0.00	0.00	244.30	256.20	0.309	78.54	79.84	0.0	0.5	5.866	A
	B						166.58				156.26				
	C	171.92	171.92	171.92	0.00	0.00	0.00	359.25	0.479	170.98	166.58	0.0	0.9	4.937	A
	D	153.68	153.68	153.68	0.00	0.00	170.98	473.92	0.324	153.16	0.00	0.0	0.5	3.036	A
2	A	166.58		166.58			8.21	503.71	0.331	166.04	171.92	0.0	0.5	2.945	A
	B	165.44		165.44			174.25	508.99	0.325	164.95	0.00	0.0	0.5	2.701	A
	C	266.28		266.28			69.00	326.72	0.815	262.09	270.20	0.0	4.2	13.607	B
	D	28.69		28.69			310.62	208.29	0.138	28.52	20.47	0.0	0.2	5.407	A
	E						180.13				159.01				

07:30 - 07:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	75.75	75.75	75.75	0.00	0.00	287.70	229.51	0.330	75.73	99.69	0.5	0.5	6.392	A
	B						202.68				160.76				
	C	178.58	178.58	178.58	0.00	0.00	0.00	359.25	0.497	178.51	202.68	0.9	1.0	5.189	A
	D	209.20	209.20	209.20	0.00	0.00	178.51	468.36	0.447	208.88	0.00	0.5	0.8	3.627	A
2	A	202.68		202.68			5.18	505.73	0.401	202.52	178.58	0.5	0.7	3.128	A
	B	178.86		178.86			207.70	482.39	0.371	178.77	0.00	0.5	0.6	2.982	A
	C	296.83		296.83			52.86	336.10	0.883	294.32	333.61	4.2	6.7	20.970	C
	D	17.55		17.55			331.75	195.71	0.090	17.62	15.43	0.2	0.1	5.060	A
	E						183.76				165.61				

07:45 - 08:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	73.17	73.17	73.17	0.00	0.00	274.52	237.62	0.308	73.21	110.97	0.5	0.5	6.115	A
	B						198.42				149.30				
	C	189.91	189.91	189.91	0.00	0.00	0.00	359.25	0.529	189.74	198.42	1.0	1.2	5.731	A
	D	195.68	195.68	195.68	0.00	0.00	189.74	460.07	0.425	195.75	0.00	0.8	0.8	3.517	A
2	A	198.42		198.42			8.24	503.69	0.394	198.45	189.91	0.7	0.7	3.045	A
	B	207.24		207.24			206.69	483.20	0.429	207.03	0.00	0.6	0.8	3.481	A
	C	252.03		252.03			69.49	326.44	0.772	254.97	344.24	6.7	3.8	13.766	B
	D	21.57		21.57			306.95	210.48	0.102	21.55	17.50	0.1	0.1	5.034	A
	E						198.15				130.34				

08:00 - 08:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	64.09	64.09	64.09	0.00	0.00	289.11	228.65	0.280	64.16	87.99	0.5	0.4	5.973	A
	B						208.47				144.80				
	C	181.04	181.04	181.04	0.00	0.00	0.00	359.25	0.504	181.17	208.47	1.2	1.1	5.238	A
	D	195.89	195.89	195.89	0.00	0.00	181.17	466.39	0.420	195.92	0.00	0.8	0.7	3.365	A
2	A	208.47		208.47			2.10	507.79	0.411	208.43	181.04	0.7	0.7	3.100	A
	B	153.78		153.78			210.53	480.15	0.320	154.09	0.00	0.8	0.5	2.841	A
	C	279.38		279.38			68.87	326.79	0.855	277.65	295.75	3.8	5.5	18.344	C
	D	10.32		10.32			327.03	198.52	0.052	10.39	19.49	0.1	0.1	4.789	A
	E						183.14				154.28				

08:15 - 08:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	77.20	77.20	77.20	0.00	0.00	276.17	236.60	0.326	77.09	77.80	0.4	0.5	6.376	A
	B						210.74				142.52				
	C	156.87	156.87	156.87	0.00	0.00	0.00	359.25	0.437	157.13	210.74	1.1	0.8	4.615	A
	D	196.82	196.82	196.82	0.00	0.00	157.13	484.14	0.407	196.84	0.00	0.7	0.7	3.257	A
2	A	210.74		210.74			5.14	505.76	0.417	210.71	156.87	0.7	0.7	3.181	A
	B	151.30		151.30			215.85	475.91	0.318	151.31	0.00	0.5	0.5	2.853	A
	C	257.09		257.09			62.46	330.52	0.778	258.81	304.71	5.5	3.8	13.101	B
	D	17.55		17.55			305.72	211.21	0.083	17.51	15.54	0.1	0.1	4.646	A
	E						162.02				161.21				

08:30 - 08:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	70.08	70.08	70.08	0.00	0.00	225.23	267.93	0.262	70.22	87.47	0.5	0.4	5.117	A
	B						177.45				118.01				
	C	136.25	136.25	136.25	0.00	0.00	0.00	359.25	0.379	136.39	177.45	0.8	0.7	4.389	A
	D	176.18	176.18	176.18	0.00	0.00	136.39	499.45	0.353	176.32	0.00	0.7	0.6	2.911	A
2	A	177.45		177.45			7.22	504.37	0.352	177.61	136.25	0.7	0.6	2.912	A
	B	147.59		147.59			184.83	500.57	0.295	147.62	0.00	0.5	0.5	2.751	A
	C	191.24		191.24			59.19	332.42	0.575	193.56	273.26	3.8	1.5	7.013	A
	D	15.48		15.48			237.54	251.81	0.061	15.51	15.20	0.1	0.1	3.811	A
	E						143.47				109.58				

FB WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.95	A
2	untitled	Standard Roundabout		A, B, C, D, E	101.17	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
2	A	✓			
	B		DIRECT	✓	100.000
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 1 16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	43.10	48.99	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	66.46	162.47	0.00	0.00
	D	34.93	0.00	140.46	0.00

Junction 1 16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	44.34	55.50	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	59.74	141.08	0.00	0.00
	D	24.08	1.03	154.93	0.00

Junction 1 17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	49.30	46.92	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	60.15	176.84	0.00	0.00
	D	37.93	0.00	131.16	0.00

Junction 1 17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.41	40.20	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	67.28	149.76	0.00	0.00
	D	41.13	0.00	153.89	0.00

Junction 1 17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.31	71.42	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	58.39	139.32	0.00	0.00
	D	29.35	0.00	141.39	0.00

Junction 1 17:45 - 18:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	29.35	59.95	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	84.96	154.72	0.00	0.00
	D	29.25	0.00	147.80	0.00

Junction 2 16:30 - 16:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	174.05	4.13	11.27
	B	28.73	0.00	102.94	2.07	0.00
	C	195.13	0.00	0.00	6.20	142.94
	D	5.06	0.00	5.17	0.00	5.17
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:45 - 17:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	184.80	1.03	24.60
	B	20.57	0.00	148.31	3.10	0.00
	C	177.15	0.00	0.00	9.30	156.99
	D	3.10	0.00	7.23	0.00	1.03
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:00 - 17:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	153.38	8.27	16.43
	B	29.15	0.00	145.01	3.10	0.00
	C	202.68	0.00	0.00	6.61	147.28
	D	5.17	0.00	6.20	0.00	4.13
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:15 - 17:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	179.73	4.13	10.23
	B	30.80	0.00	149.14	1.03	2.07
	C	179.01	0.00	0.00	9.30	168.88
	D	7.23	0.00	4.13	0.00	7.23
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:30 - 17:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	195.34	4.03	13.44
	B	27.91	0.00	133.74	1.03	3.00
	C	166.71	0.00	0.00	10.34	160.30
	D	3.10	0.00	5.17	0.00	3.10
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:45 - 18:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	186.14	8.27	13.33
	B	26.77	0.00	113.38	2.07	0.00
	C	205.78	0.00	0.00	8.68	116.27
	D	7.13	0.00	4.13	0.00	3.10
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Junction 1 16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	8	5	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	1	0	0
	D	7	0	4	0

Junction 1 16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	6	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	1	0	0
	D	4	0	1	0

Junction 1 17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	7	5	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	8	2	0	0
	D	9	0	1	0

Junction 1 17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	6	9	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	1	0	0
	D	5	0	1	0

Junction 1 17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	8	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	2	2	0	0
	D	0	0	1	0

Junction 1 17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	2	0	0
	D	4	0	0	0

Junction 2 16:30 - 16:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	0	11
	B	8	0	2	0	0
	C	1	0	0	0	1
	D	33	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:45 - 17:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	1	0	10
	B	6	0	2	0	0
	C	1	0	0	0	1
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:00 - 17:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	1	0	7
	B	8	0	1	0	0
	C	3	0	0	0	1
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:15 - 17:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	0	11
	B	8	0	1	0	0
	C	1	0	0	0	1
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:30 - 17:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	3	33	0
	B	0	0	2	0	100
	C	2	0	0	0	2
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:45 - 18:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	1	0	9
	B	4	0	1	0	0
	C	2	0	0	0	5
	D	17	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.47	7.60	0.9	A	93.97	563.80
	B						
	C	0.64	7.14	1.8	A	212.51	1275.04
	D	0.44	3.67	0.8	A	177.89	1067.33
2	A	0.42	3.18	0.7	A	198.59	1191.55
	B	0.37	3.04	0.6	A	162.32	973.90
	C	1.07	207.75	76.8	F	344.93	2069.56
	D	0.11	5.98	0.1	A	14.44	86.61
	E						

Main Results for each time segment

16:30 - 16:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	92.09	92.09	92.09	0.00	0.00	293.05	226.23	0.407	91.37	97.44	0.0	0.7	7.051	A
	B						188.52				195.90				
	C	217.31	217.31	217.31	0.00	0.00	0.00	359.25	0.605	215.78	188.52	0.0	1.5	6.354	A
	D	175.39	175.39	175.39	0.00	0.00	215.78	440.85	0.398	174.71	0.00	0.0	0.7	3.522	A
2	A	188.52		188.52			5.13	505.76	0.373	187.90	217.31	0.0	0.6	2.942	A
	B	133.74		133.74			193.03	494.05	0.271	133.36	0.00	0.0	0.4	2.574	A
	C	344.27		344.27			45.99	340.10	1.012	323.98	280.41	0.0	20.3	39.011	E
	D	15.40		15.40			357.97	180.09	0.086	15.30	12.00	0.0	0.1	5.946	A
	E						222.45				150.82				

16:45 - 17:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	99.84	99.84	99.84	0.00	0.00	294.08	225.59	0.443	99.74	82.61	0.7	0.8	7.464	A
	B						210.33				183.49				
	C	196.33	196.33	196.33	0.00	0.00	0.00	359.25	0.546	196.62	210.33	1.5	1.2	5.633	A
	D	180.04	180.04	180.04	0.00	0.00	196.62	454.99	0.396	180.06	0.00	0.7	0.7	3.310	A
2	A	210.33		210.33			7.22	504.36	0.417	210.22	196.33	0.6	0.7	3.122	A
	B	171.98		171.98			217.45	474.65	0.362	171.78	0.00	0.4	0.6	3.044	A
	C	343.44		343.44			49.26	338.20	1.016	332.68	339.97	20.3	31.1	79.062	F
	D	11.37		11.37			368.97	173.54	0.066	11.40	12.97	0.1	0.1	5.557	A
	E						203.55				176.82				

17:00 - 17:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsigna level servi
1	A	96.22	96.22	96.22	0.00	0.00	296.06	224.37	0.429	96.24	94.01	0.8	0.8	7.434	A
	B						178.21				214.09				
	C	221.36	221.36	221.36	0.00	0.00	0.00	359.25	0.616	220.97	178.21	1.2	1.6	6.698	A
	D	169.09	169.09	169.09	0.00	0.00	220.97	437.02	0.387	169.10	0.00	0.7	0.7	3.448	A
2	A	178.21		178.21			6.21	505.05	0.353	178.38	221.36	0.7	0.6	2.805	A
	B	177.25		177.25			184.58	500.77	0.354	177.27	0.00	0.6	0.6	2.832	A
	C	356.57		356.57			56.95	333.72	1.068	332.01	304.90	31.1	55.6	126.978	F
	D	15.50		15.50			371.19	172.22	0.090	15.48	17.78	0.1	0.1	5.742	A
	E						227.57				159.10				

17:15 - 17:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsigna level servi
1	A	77.62	77.62	77.62	0.00	0.00	299.60	222.20	0.349	77.84	106.50	0.8	0.6	6.704	A
	B						194.07				183.37				
	C	211.05	211.05	211.05	0.00	0.00	0.00	359.25	0.587	211.21	194.07	1.6	1.5	6.208	A
	D	195.03	195.03	195.03	0.00	0.00	211.21	444.22	0.439	194.89	0.00	0.7	0.8	3.667	A
2	A	194.07		194.07			4.15	506.42	0.383	194.00	211.05	0.6	0.6	2.943	A
	B	183.04		183.04			198.14	489.99	0.374	183.00	0.00	0.6	0.6	2.984	A
	C	357.19		357.19			48.28	338.76	1.054	337.82	332.85	55.6	75.0	181.386	F
	D	18.60		18.60			372.54	171.41	0.109	18.58	13.57	0.1	0.1	5.889	A
	E						215.20				175.92				

17:30 - 17:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsigna level servi
1	A	108.73	108.73	108.73	0.00	0.00	280.71	233.81	0.465	108.40	87.79	0.6	0.9	7.597	A
	B						212.63				176.48				
	C	197.36	197.36	197.36	0.00	0.00	0.00	359.25	0.549	197.58	212.63	1.5	1.3	5.666	A
	D	170.74	170.74	170.74	0.00	0.00	197.58	454.28	0.376	170.92	0.00	0.8	0.6	3.216	A
2	A	212.63		212.63			5.16	505.74	0.420	212.51	197.36	0.6	0.7	3.177	A
	B	165.68		165.68			217.67	474.47	0.349	165.73	0.00	0.6	0.6	2.981	A
	C	337.35		337.35			49.38	338.13	0.998	335.50	334.02	75.0	76.8	207.751	F
	D	11.37		11.37			369.88	173.00	0.066	11.42	14.99	0.1	0.1	5.571	A
	E						202.52				178.78				

17:45 - 18:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsigna level servi
1	A	89.30	89.30	89.30	0.00	0.00	296.95	223.82	0.399	89.52	111.07	0.9	0.7	6.871	A
	B						207.80				178.67				
	C	231.62	231.62	231.62	0.00	0.00	0.00	359.25	0.645	231.06	207.80	1.3	1.8	7.144	A
	D	177.05	177.05	177.05	0.00	0.00	231.06	429.57	0.412	176.96	0.00	0.6	0.7	3.584	A
2	A	207.80		207.80			4.14	506.43	0.410	207.84	231.62	0.7	0.7	3.047	A
	B	142.21		142.21			211.98	478.99	0.297	142.34	0.00	0.6	0.4	2.713	A
	C	330.73		330.73			50.45	337.50	0.980	333.62	303.86	76.8	73.9	205.445	F
	D	14.37		14.37			364.66	176.11	0.082	14.34	19.42	0.1	0.1	5.985	A
	E						235.76				143.23				

FB+CD WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.92	A
2	untitled	Standard Roundabout		A, B, C, D, E	10.50	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
2	A	✓			
	B		DIRECT	✓	100.000
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 1 07:15 - 07:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	29.72	49.33	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	46.13	128.08	0.00	0.00
	D	34.68	1.03	117.97	0.00

Junction 1 07:30 - 07:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	31.79	43.97	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	49.85	129.84	0.00	0.00
	D	50.26	0.00	158.94	0.00

Junction 1 07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	35.61	37.57	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	76.79	111.98	0.00	0.00
	D	33.85	1.03	160.80	0.00

Junction 1 08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	24.67	39.43	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	62.23	119.41	0.00	0.00
	D	25.80	1.03	169.05	0.00

Junction 1 08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	33.65	43.55	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	47.79	108.16	0.00	0.00
	D	29.62	0.00	167.20	0.00

Junction 1 08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	29.62	40.46	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	48.71	86.49	0.00	0.00
	D	38.39	1.03	136.75	0.00

Junction 2 07:15 - 07:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	133.76	7.22	26.32
	B	26.52	0.00	129.63	7.22	2.06
	C	136.44	0.00	0.00	6.19	123.64
	D	11.25	0.00	8.26	0.00	9.19
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:30 - 07:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	181.96	4.13	16.82
	B	27.76	0.00	146.97	4.13	0.00
	C	144.70	0.00	0.00	7.22	144.90
	D	7.22	0.00	5.16	0.00	5.16
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	179.79	7.22	11.35
	B	46.96	0.00	156.26	4.03	0.00
	C	136.65	0.00	0.00	6.19	109.19
	D	5.16	0.00	8.26	0.00	8.15
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	182.88	10.32	15.27
	B	39.12	0.00	110.54	4.13	0.00
	C	137.37	0.00	0.00	5.06	136.96
	D	5.16	0.00	2.06	0.00	3.10
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	185.26	3.10	22.40
	B	26.63	0.00	114.35	9.29	1.03
	C	123.13	0.00	0.00	3.10	130.87
	D	6.19	0.00	5.16	0.00	6.19
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	153.78	5.99	17.44
	B	28.59	0.00	111.88	6.09	1.03
	C	99.39	0.00	0.00	3.10	88.76
	D	7.22	0.00	7.22	0.00	1.03
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Junction 1 07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	8	22	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	8	3	0	0
	D	15	0	7	0

Junction 1 07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	7	11	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	7	3	0	0
	D	7	0	4	0

Junction 1 07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	19	6	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	10	7	0	0
	D	7	0	3	0

Junction 1 08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	5	12	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	3	0	0
	D	0	0	1	0

Junction 1 08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	15	11	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	7	2	0	0
	D	13	0	3	0

Junction 1 08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	13	12	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	10	8	0	0
	D	6	0	4	0

Junction 2 07:15 - 07:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	9	0	26
	B	14	0	2	0	0
	C	2	0	0	0	5
	D	11	0	0	0	13
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:30 - 07:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	5	0	7
	B	4	0	0	0	0
	C	5	0	0	0	3
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:45 - 08:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	0	0
	B	14	0	4	50	0
	C	7	0	0	0	4
	D	0	0	0	0	17
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	0	17
	B	3	0	3	0	0
	C	4	0	0	25	4
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	3	0	19
	B	9	0	2	0	0
	C	3	0	0	0	2
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

		To				
		A	B	C	D	E
From	A	0	0	4	50	7
	B	14	0	6	20	0
	C	8	0	0	0	5
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.33	6.39	0.5	A	73.23	439.36
	B						
	C	0.53	5.73	1.2	A	169.10	1014.58
	D	0.45	3.63	0.8	A	187.91	1127.44
2	A	0.42	3.18	0.7	A	194.06	1164.34
	B	0.43	3.48	0.8	A	167.37	1004.21
	C	0.88	20.97	6.7	C	257.14	1542.86
	D	0.14	5.41	0.2	A	18.53	111.16
	E						

Main Results for each time segment

07:15 - 07:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	79.06	79.06	79.06	0.00	0.00	244.30	256.20	0.309	78.54	79.84	0.0	0.5	5.866	A
	B						166.58				156.26				
	C	171.92	171.92	171.92	0.00	0.00	0.00	359.25	0.479	170.98	166.58	0.0	0.9	4.937	A
	D	153.68	153.68	153.68	0.00	0.00	170.98	473.92	0.324	153.16	0.00	0.0	0.5	3.036	A
2	A	166.58		166.58			8.21	503.71	0.331	166.04	171.92	0.0	0.5	2.945	A
	B	165.44		165.44			174.25	508.99	0.325	164.95	0.00	0.0	0.5	2.701	A
	C	266.28		266.28			69.00	326.72	0.815	262.09	270.20	0.0	4.2	13.607	B
	D	28.69		28.69			310.62	208.29	0.138	28.52	20.47	0.0	0.2	5.407	A
	E						180.13				159.01				

07:30 - 07:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	75.75	75.75	75.75	0.00	0.00	287.70	229.51	0.330	75.73	99.69	0.5	0.5	6.392	A
	B						202.68				160.76				
	C	178.58	178.58	178.58	0.00	0.00	0.00	359.25	0.497	178.51	202.68	0.9	1.0	5.189	A
	D	209.20	209.20	209.20	0.00	0.00	178.51	468.36	0.447	208.88	0.00	0.5	0.8	3.627	A
2	A	202.68		202.68			5.18	505.73	0.401	202.52	178.58	0.5	0.7	3.128	A
	B	178.86		178.86			207.70	482.39	0.371	178.77	0.00	0.5	0.6	2.982	A
	C	296.83		296.83			52.86	336.10	0.883	294.32	333.61	4.2	6.7	20.970	C
	D	17.55		17.55			331.75	195.71	0.090	17.62	15.43	0.2	0.1	5.060	A
	E						183.76				165.61				

07:45 - 08:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	73.17	73.17	73.17	0.00	0.00	274.52	237.62	0.308	73.21	110.97	0.5	0.5	6.115	A
	B						198.42				149.30				
	C	189.91	189.91	189.91	0.00	0.00	0.00	359.25	0.529	189.74	198.42	1.0	1.2	5.731	A
	D	195.68	195.68	195.68	0.00	0.00	189.74	460.07	0.425	195.75	0.00	0.8	0.8	3.517	A
2	A	198.42		198.42			8.24	503.69	0.394	198.45	189.91	0.7	0.7	3.045	A
	B	207.24		207.24			206.69	483.20	0.429	207.03	0.00	0.6	0.8	3.481	A
	C	252.03		252.03			69.49	326.44	0.772	254.97	344.24	6.7	3.8	13.766	B
	D	21.57		21.57			306.95	210.48	0.102	21.55	17.50	0.1	0.1	5.034	A
	E						198.15				130.34				

08:00 - 08:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	64.09	64.09	64.09	0.00	0.00	289.11	228.65	0.280	64.16	87.99	0.5	0.4	5.973	A
	B						208.47				144.80				
	C	181.04	181.04	181.04	0.00	0.00	0.00	359.25	0.504	181.17	208.47	1.2	1.1	5.238	A
	D	195.89	195.89	195.89	0.00	0.00	181.17	466.39	0.420	195.92	0.00	0.8	0.7	3.365	A
2	A	208.47		208.47			2.10	507.79	0.411	208.43	181.04	0.7	0.7	3.100	A
	B	153.78		153.78			210.53	480.15	0.320	154.09	0.00	0.8	0.5	2.841	A
	C	279.38		279.38			68.87	326.79	0.855	277.65	295.75	3.8	5.5	18.344	C
	D	10.32		10.32			327.03	198.52	0.052	10.39	19.49	0.1	0.1	4.789	A
	E						183.14				154.28				

08:15 - 08:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	77.20	77.20	77.20	0.00	0.00	276.17	236.60	0.326	77.09	77.80	0.4	0.5	6.376	A
	B						210.74				142.52				
	C	156.87	156.87	156.87	0.00	0.00	0.00	359.25	0.437	157.13	210.74	1.1	0.8	4.615	A
	D	196.82	196.82	196.82	0.00	0.00	157.13	484.14	0.407	196.84	0.00	0.7	0.7	3.257	A
2	A	210.74		210.74			5.14	505.76	0.417	210.71	156.87	0.7	0.7	3.181	A
	B	151.30		151.30			215.85	475.91	0.318	151.31	0.00	0.5	0.5	2.853	A
	C	257.09		257.09			62.46	330.52	0.778	258.81	304.71	5.5	3.8	13.101	B
	D	17.55		17.55			305.72	211.21	0.083	17.51	15.54	0.1	0.1	4.646	A
	E						162.02				161.21				

08:30 - 08:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	70.08	70.08	70.08	0.00	0.00	225.23	267.93	0.262	70.22	87.47	0.5	0.4	5.117	A
	B						177.45				118.01				
	C	136.25	136.25	136.25	0.00	0.00	0.00	359.25	0.379	136.39	177.45	0.8	0.7	4.389	A
	D	176.18	176.18	176.18	0.00	0.00	136.39	499.45	0.353	176.32	0.00	0.7	0.6	2.911	A
2	A	177.45		177.45			7.22	504.37	0.352	177.61	136.25	0.7	0.6	2.912	A
	B	147.59		147.59			184.83	500.57	0.295	147.62	0.00	0.5	0.5	2.751	A
	C	191.24		191.24			59.19	332.42	0.575	193.56	273.26	3.8	1.5	7.013	A
	D	15.48		15.48			237.54	251.81	0.061	15.51	15.20	0.1	0.1	3.811	A
	E						143.47				109.58				

FB+CD WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.95	A
2	untitled	Standard Roundabout		A, B, C, D, E	101.17	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
2	A	✓			
	B		DIRECT	✓	100.000
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 1 16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	43.10	48.99	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	66.46	162.47	0.00	0.00
	D	34.93	0.00	140.46	0.00

Junction 1 16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	44.34	55.50	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	59.74	141.08	0.00	0.00
	D	24.08	1.03	154.93	0.00

Junction 1 17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	49.30	46.92	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	60.15	176.84	0.00	0.00
	D	37.93	0.00	131.16	0.00

Junction 1 17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.41	40.20	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	67.28	149.76	0.00	0.00
	D	41.13	0.00	153.89	0.00

Junction 1 17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.31	71.42	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	58.39	139.32	0.00	0.00
	D	29.35	0.00	141.39	0.00

Junction 1 17:45 - 18:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	29.35	59.95	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	84.96	154.72	0.00	0.00
	D	29.25	0.00	147.80	0.00

Junction 2 16:30 - 16:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	174.05	4.13	11.27
	B	28.73	0.00	102.94	2.07	0.00
	C	195.13	0.00	0.00	6.20	142.94
	D	5.06	0.00	5.17	0.00	5.17
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:45 - 17:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	184.80	1.03	24.60
	B	20.57	0.00	148.31	3.10	0.00
	C	177.15	0.00	0.00	9.30	156.99
	D	3.10	0.00	7.23	0.00	1.03
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:00 - 17:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	153.38	8.27	16.43
	B	29.15	0.00	145.01	3.10	0.00
	C	202.68	0.00	0.00	6.61	147.28
	D	5.17	0.00	6.20	0.00	4.13
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:15 - 17:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	179.73	4.13	10.23
	B	30.80	0.00	149.14	1.03	2.07
	C	179.01	0.00	0.00	9.30	168.88
	D	7.23	0.00	4.13	0.00	7.23
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:30 - 17:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	195.34	4.03	13.44
	B	27.91	0.00	133.74	1.03	3.00
	C	166.71	0.00	0.00	10.34	160.30
	D	3.10	0.00	5.17	0.00	3.10
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:45 - 18:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	186.14	8.27	13.33
	B	26.77	0.00	113.38	2.07	0.00
	C	205.78	0.00	0.00	8.68	116.27
	D	7.13	0.00	4.13	0.00	3.10
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Junction 1 16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	8	5	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	1	0	0
	D	7	0	4	0

Junction 1 16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	6	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	1	0	0
	D	4	0	1	0

Junction 1 17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	7	5	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	8	2	0	0
	D	9	0	1	0

Junction 1 17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	6	9	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	1	0	0
	D	5	0	1	0

Junction 1 17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	8	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	2	2	0	0
	D	0	0	1	0

Junction 1 17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	2	0	0
	D	4	0	0	0

Junction 2 16:30 - 16:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	0	11
	B	8	0	2	0	0
	C	1	0	0	0	1
	D	33	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:45 - 17:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	1	0	10
	B	6	0	2	0	0
	C	1	0	0	0	1
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:00 - 17:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	1	0	7
	B	8	0	1	0	0
	C	3	0	0	0	1
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:15 - 17:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	0	11
	B	8	0	1	0	0
	C	1	0	0	0	1
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:30 - 17:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	3	33	0
	B	0	0	2	0	100
	C	2	0	0	0	2
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:45 - 18:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	1	0	9
	B	4	0	1	0	0
	C	2	0	0	0	5
	D	17	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.47	7.60	0.9	A	93.97	563.80
	B						
	C	0.64	7.14	1.8	A	212.51	1275.04
	D	0.44	3.67	0.8	A	177.89	1067.33
2	A	0.42	3.18	0.7	A	198.59	1191.55
	B	0.37	3.04	0.6	A	162.32	973.90
	C	1.07	207.75	76.8	F	344.93	2069.56
	D	0.11	5.98	0.1	A	14.44	86.61
	E						

Main Results for each time segment

16:30 - 16:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	92.09	92.09	92.09	0.00	0.00	293.05	226.23	0.407	91.37	97.44	0.0	0.7	7.051	A
	B						188.52				195.90				
	C	217.31	217.31	217.31	0.00	0.00	0.00	359.25	0.605	215.78	188.52	0.0	1.5	6.354	A
	D	175.39	175.39	175.39	0.00	0.00	215.78	440.85	0.398	174.71	0.00	0.0	0.7	3.522	A
2	A	188.52		188.52			5.13	505.76	0.373	187.90	217.31	0.0	0.6	2.942	A
	B	133.74		133.74			193.03	494.05	0.271	133.36	0.00	0.0	0.4	2.574	A
	C	344.27		344.27			45.99	340.10	1.012	323.98	280.41	0.0	20.3	39.011	E
	D	15.40		15.40			357.97	180.09	0.086	15.30	12.00	0.0	0.1	5.946	A
	E						222.45				150.82				

16:45 - 17:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	99.84	99.84	99.84	0.00	0.00	294.08	225.59	0.443	99.74	82.61	0.7	0.8	7.464	A
	B						210.33				183.49				
	C	196.33	196.33	196.33	0.00	0.00	0.00	359.25	0.546	196.62	210.33	1.5	1.2	5.633	A
	D	180.04	180.04	180.04	0.00	0.00	196.62	454.99	0.396	180.06	0.00	0.7	0.7	3.310	A
2	A	210.33		210.33			7.22	504.36	0.417	210.22	196.33	0.6	0.7	3.122	A
	B	171.98		171.98			217.45	474.65	0.362	171.78	0.00	0.4	0.6	3.044	A
	C	343.44		343.44			49.26	338.20	1.016	332.68	339.97	20.3	31.1	79.062	F
	D	11.37		11.37			368.97	173.54	0.066	11.40	12.97	0.1	0.1	5.557	A
	E						203.55				176.82				

17:00 - 17:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsigna level servi
1	A	96.22	96.22	96.22	0.00	0.00	296.06	224.37	0.429	96.24	94.01	0.8	0.8	7.434	A
	B						178.21				214.09				
	C	221.36	221.36	221.36	0.00	0.00	0.00	359.25	0.616	220.97	178.21	1.2	1.6	6.698	A
	D	169.09	169.09	169.09	0.00	0.00	220.97	437.02	0.387	169.10	0.00	0.7	0.7	3.448	A
2	A	178.21		178.21			6.21	505.05	0.353	178.38	221.36	0.7	0.6	2.805	A
	B	177.25		177.25			184.58	500.77	0.354	177.27	0.00	0.6	0.6	2.832	A
	C	356.57		356.57			56.95	333.72	1.068	332.01	304.90	31.1	55.6	126.978	F
	D	15.50		15.50			371.19	172.22	0.090	15.48	17.78	0.1	0.1	5.742	A
	E						227.57				159.10				

17:15 - 17:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsigna level servi
1	A	77.62	77.62	77.62	0.00	0.00	299.60	222.20	0.349	77.84	106.50	0.8	0.6	6.704	A
	B						194.07				183.37				
	C	211.05	211.05	211.05	0.00	0.00	0.00	359.25	0.587	211.21	194.07	1.6	1.5	6.208	A
	D	195.03	195.03	195.03	0.00	0.00	211.21	444.22	0.439	194.89	0.00	0.7	0.8	3.667	A
2	A	194.07		194.07			4.15	506.42	0.383	194.00	211.05	0.6	0.6	2.943	A
	B	183.04		183.04			198.14	489.99	0.374	183.00	0.00	0.6	0.6	2.984	A
	C	357.19		357.19			48.28	338.76	1.054	337.82	332.85	55.6	75.0	181.386	F
	D	18.60		18.60			372.54	171.41	0.109	18.58	13.57	0.1	0.1	5.889	A
	E						215.20				175.92				

17:30 - 17:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsigna level servi
1	A	108.73	108.73	108.73	0.00	0.00	280.71	233.81	0.465	108.40	87.79	0.6	0.9	7.597	A
	B						212.63				176.48				
	C	197.36	197.36	197.36	0.00	0.00	0.00	359.25	0.549	197.58	212.63	1.5	1.3	5.666	A
	D	170.74	170.74	170.74	0.00	0.00	197.58	454.28	0.376	170.92	0.00	0.8	0.6	3.216	A
2	A	212.63		212.63			5.16	505.74	0.420	212.51	197.36	0.6	0.7	3.177	A
	B	165.68		165.68			217.67	474.47	0.349	165.73	0.00	0.6	0.6	2.981	A
	C	337.35		337.35			49.38	338.13	0.998	335.50	334.02	75.0	76.8	207.751	F
	D	11.37		11.37			369.88	173.00	0.066	11.42	14.99	0.1	0.1	5.571	A
	E						202.52				178.78				

17:45 - 18:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsigna level servi
1	A	89.30	89.30	89.30	0.00	0.00	296.95	223.82	0.399	89.52	111.07	0.9	0.7	6.871	A
	B						207.80				178.67				
	C	231.62	231.62	231.62	0.00	0.00	0.00	359.25	0.645	231.06	207.80	1.3	1.8	7.144	A
	D	177.05	177.05	177.05	0.00	0.00	231.06	429.57	0.412	176.96	0.00	0.6	0.7	3.584	A
2	A	207.80		207.80			4.14	506.43	0.410	207.84	231.62	0.7	0.7	3.047	A
	B	142.21		142.21			211.98	478.99	0.297	142.34	0.00	0.6	0.4	2.713	A
	C	330.73		330.73			50.45	337.50	0.980	333.62	303.86	76.8	73.9	205.445	F
	D	14.37		14.37			364.66	176.11	0.082	14.34	19.42	0.1	0.1	5.985	A
	E						235.76				143.23				

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.42	A
2	untitled	Standard Roundabout		A, B, C, D, E	14.17	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
2	A	✓			
	B		DIRECT	✓	100.000
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 1 07:15 - 07:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	29.72	49.33	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	46.13	144.15	0.00	0.00
	D	34.68	1.03	117.97	0.00

Junction 1 07:30 - 07:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	31.79	43.97	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	49.85	145.91	0.00	0.00
	D	50.26	0.00	158.94	0.00

Junction 1 07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	35.61	37.57	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	76.79	128.05	0.00	0.00
	D	33.85	1.03	160.80	0.00

Junction 1 08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	24.67	39.43	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	62.23	135.48	0.00	0.00
	D	25.80	1.03	169.05	0.00

Junction 1 08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	33.65	43.55	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	47.79	124.23	0.00	0.00
	D	29.62	0.00	167.20	0.00

Junction 1 08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	29.62	40.46	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	48.71	102.56	0.00	0.00
	D	38.39	1.03	136.75	0.00

Junction 2 07:15 - 07:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	133.76	7.22	26.32
	B	26.52	0.00	145.70	7.22	2.06
	C	152.51	0.00	0.00	6.19	123.64
	D	11.25	0.00	8.26	0.00	9.19
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:30 - 07:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	181.96	4.13	16.82
	B	27.76	0.00	163.04	4.13	0.00
	C	160.77	0.00	0.00	7.22	144.90
	D	7.22	0.00	5.16	0.00	5.16
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	179.79	7.22	11.35
	B	46.96	0.00	172.33	4.03	0.00
	C	152.72	0.00	0.00	6.19	109.19
	D	5.16	0.00	8.26	0.00	8.15
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	182.88	10.32	15.27
	B	39.12	0.00	145.11	4.13	0.00
	C	153.44	0.00	0.00	5.06	136.96
	D	5.16	0.00	2.06	0.00	3.10
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	185.26	3.10	22.40
	B	26.63	0.00	148.93	9.29	1.03
	C	139.20	0.00	0.00	3.10	130.87
	D	6.19	0.00	5.16	0.00	6.19
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	153.78	5.99	17.44
	B	28.59	0.00	146.45	6.09	1.03
	C	115.46	0.00	0.00	3.10	88.76
	D	7.22	0.00	7.22	0.00	1.03
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Junction 1 07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	8	22	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	8	7	0	0
	D	15	0	7	0

Junction 1 07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	7	11	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	7	7	0	0
	D	7	0	4	0

Junction 1 07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	19	6	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	10	12	0	0
	D	7	0	3	0

Junction 1 08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	5	12	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	7	0	0
	D	0	0	1	0

Junction 1 08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	15	11	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	7	7	0	0
	D	13	0	3	0

Junction 1 08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	13	12	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	10	14	0	0
	D	6	0	4	0

Junction 2 07:15 - 07:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	9	0	26
	B	14	0	6	0	0
	C	5	0	0	0	5
	D	11	0	0	0	13
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:30 - 07:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	5	0	7
	B	4	0	4	0	0
	C	8	0	0	0	3
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:45 - 08:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	0	0
	B	14	0	8	50	0
	C	11	0	0	0	4
	D	0	0	0	0	17
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	0	17
	B	3	0	7	0	0
	C	8	0	0	25	4
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	3	0	19
	B	9	0	6	0	0
	C	7	0	0	0	2
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	50	7
	B	14	0	9	20	0
	C	13	0	0	0	5
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.34	6.81	0.6	A	73.23	439.36
	B						
	C	0.58	6.53	1.5	A	185.12	1110.73
	D	0.46	3.79	0.9	A	187.91	1127.44
2	A	0.42	3.18	0.7	A	194.05	1164.31
	B	0.46	3.79	0.9	A	192.69	1156.14
	C	0.93	29.88	10.2	D	273.21	1639.28
	D	0.14	5.68	0.2	A	18.53	111.16
	E						

Main Results for each time segment

07:15 - 07:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	79.06	79.06	79.06	0.00	0.00	259.38	246.93	0.320	78.52	79.62	0.0	0.5	6.185	A
	B						166.55				171.34				
	C	187.00	187.00	187.00	0.00	0.00	0.00	359.25	0.521	185.85	166.55	0.0	1.1	5.513	A
	D	153.68	153.68	153.68	0.00	0.00	185.85	462.94	0.332	153.14	0.00	0.0	0.5	3.144	A
2	A	166.55		166.55			8.20	503.71	0.331	166.01	187.00	0.0	0.5	2.945	A
	B	181.51		181.51			174.21	509.01	0.357	180.93	0.00	0.0	0.6	2.919	A
	C	282.35		282.35			68.98	326.73	0.864	276.55	286.16	0.0	5.8	17.279	C
	D	28.69		28.69			325.09	199.67	0.144	28.51	20.44	0.0	0.2	5.677	A
	E						195.20				158.40				

07:30 - 07:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	75.75	75.75	75.75	0.00	0.00	303.00	220.11	0.344	75.73	99.46	0.5	0.6	6.806	A
	B						202.66				176.06				
	C	193.69	193.69	193.69	0.00	0.00	0.00	359.25	0.539	193.59	202.66	1.1	1.2	5.825	A
	D	209.20	209.20	209.20	0.00	0.00	193.59	457.23	0.458	208.86	0.00	0.5	0.9	3.790	A
2	A	202.66		202.66			5.18	505.73	0.401	202.50	193.69	0.5	0.7	3.128	A
	B	194.93		194.93			207.69	482.41	0.404	194.82	0.00	0.6	0.7	3.240	A
	C	312.90		312.90			52.86	336.10	0.931	308.54	349.65	5.8	10.2	29.879	D
	D	17.55		17.55			346.01	187.21	0.094	17.62	15.39	0.2	0.1	5.314	A
	E						198.87				164.77				

07:45 - 08:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	73.17	73.17	73.17	0.00	0.00	291.18	227.37	0.322	73.21	111.25	0.6	0.5	6.519	A
	B						198.42				165.96				
	C	206.92	206.92	206.92	0.00	0.00	0.00	359.25	0.576	206.68	198.42	1.2	1.5	6.534	A
	D	195.68	195.68	195.68	0.00	0.00	206.68	447.57	0.437	195.75	0.00	0.9	0.8	3.692	A
2	A	198.42		198.42			8.24	503.69	0.394	198.45	206.92	0.7	0.7	3.045	A
	B	223.31		223.31			206.69	483.20	0.462	223.08	0.00	0.7	0.9	3.786	A
	C	268.10		268.10			69.48	326.44	0.821	272.90	360.29	10.2	5.4	19.422	C
	D	21.57		21.57			324.84	199.82	0.108	21.55	17.54	0.1	0.1	5.334	A
	E						215.16				131.23				

08:00 - 08:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	64.09	64.09	64.09	0.00	0.00	304.85	218.97	0.293	64.17	87.87	0.5	0.5	6.344	A
	B						208.47				160.54				
	C	196.62	196.62	196.62	0.00	0.00	0.00	359.25	0.547	196.79	208.47	1.5	1.3	5.907	A
	D	195.89	195.89	195.89	0.00	0.00	196.79	454.86	0.431	195.93	0.00	0.8	0.8	3.515	A
2	A	208.47		208.47			2.10	507.79	0.411	208.43	196.62	0.7	0.7	3.100	A
	B	188.35		188.35			210.54	480.14	0.392	188.60	0.00	0.9	0.7	3.265	A
	C	295.45		295.45			68.87	326.80	0.904	292.71	330.26	5.4	8.1	25.694	D
	D	10.32		10.32			342.10	189.55	0.054	10.39	19.48	0.1	0.1	5.027	A
	E						198.72				153.77				

08:15 - 08:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	77.20	77.20	77.20	0.00	0.00	292.70	226.44	0.341	77.08	77.94	0.5	0.6	6.810	A
	B						210.73				159.05				
	C	173.51	173.51	173.51	0.00	0.00	0.00	359.25	0.483	173.81	210.73	1.3	1.0	5.200	A
	D	196.82	196.82	196.82	0.00	0.00	173.81	471.83	0.417	196.84	0.00	0.8	0.7	3.400	A
2	A	210.73		210.73			5.14	505.76	0.417	210.71	173.51	0.7	0.7	3.181	A
	B	185.87		185.87			215.85	475.92	0.391	185.88	0.00	0.7	0.7	3.285	A
	C	273.16		273.16			62.46	330.52	0.826	275.86	339.27	8.1	5.4	17.918	C
	D	17.55		17.55			322.75	201.07	0.087	17.51	15.56	0.1	0.1	4.901	A
	E						178.65				161.60				

08:30 - 08:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	70.08	70.08	70.08	0.00	0.00	241.84	257.71	0.272	70.23	87.66	0.6	0.4	5.397	A
	B						177.46				134.61				
	C	153.00	153.00	153.00	0.00	0.00	0.00	359.25	0.426	153.17	177.46	1.0	0.8	4.925	A
	D	176.18	176.18	176.18	0.00	0.00	153.17	487.06	0.362	176.33	0.00	0.7	0.6	3.024	A
2	A	177.46		177.46			7.22	504.37	0.352	177.63	153.00	0.7	0.6	2.912	A
	B	182.16		182.16			184.85	500.56	0.364	182.21	0.00	0.7	0.6	3.114	A
	C	207.32		207.32			59.20	332.42	0.624	210.88	307.86	5.4	1.8	8.335	A
	D	15.48		15.48			254.85	241.50	0.064	15.51	15.22	0.1	0.1	3.982	A
	E						160.22				110.14				

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.27	A
2	untitled	Standard Roundabout		A, B, C, D, E	237.81	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
2	A	✓			
	B		DIRECT	✓	100.000
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 1 16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	43.10	48.99	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	66.46	197.04	0.00	0.00
	D	34.93	0.00	140.46	0.00

Junction 1 16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	44.34	55.50	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	59.74	175.65	0.00	0.00
	D	24.08	1.03	154.93	0.00

Junction 1 17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	49.30	46.92	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	60.15	192.91	0.00	0.00
	D	37.93	0.00	131.16	0.00

Junction 1 17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.41	40.20	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	67.28	165.83	0.00	0.00
	D	41.13	0.00	153.89	0.00

Junction 1 17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.31	71.42	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	58.39	155.39	0.00	0.00
	D	29.35	0.00	141.39	0.00

Junction 1 17:45 - 18:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	29.35	59.95	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	84.96	170.79	0.00	0.00
	D	29.25	0.00	147.80	0.00

Junction 2 16:30 - 16:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	174.05	4.13	11.27
	B	28.73	0.00	119.01	2.07	0.00
	C	229.70	0.00	0.00	6.20	142.94
	D	5.06	0.00	5.17	0.00	5.17
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:45 - 17:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	184.80	1.03	24.60
	B	20.57	0.00	164.38	3.10	0.00
	C	211.72	0.00	0.00	9.30	156.99
	D	3.10	0.00	7.23	0.00	1.03
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:00 - 17:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	153.38	8.27	16.43
	B	29.15	0.00	161.08	3.10	0.00
	C	218.75	0.00	0.00	6.61	147.28
	D	5.17	0.00	6.20	0.00	4.13
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:15 - 17:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	179.73	4.13	10.23
	B	30.80	0.00	165.21	1.03	2.07
	C	195.08	0.00	0.00	9.30	168.88
	D	7.23	0.00	4.13	0.00	7.23
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:30 - 17:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	195.34	4.03	13.44
	B	27.91	0.00	149.81	1.03	3.00
	C	182.78	0.00	0.00	10.34	160.30
	D	3.10	0.00	5.17	0.00	3.10
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:45 - 18:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	186.14	8.27	13.33
	B	26.77	0.00	129.45	2.07	0.00
	C	221.85	0.00	0.00	8.68	116.27
	D	7.13	0.00	4.13	0.00	3.10
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Junction 1 16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	8	5	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	4	0	0
	D	7	0	4	0

Junction 1 16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	6	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	4	0	0
	D	4	0	1	0

Junction 1 17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	7	5	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	8	5	0	0
	D	9	0	1	0

Junction 1 17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	6	9	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	4	0	0
	D	5	0	1	0

Junction 1 17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	8	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	2	5	0	0
	D	0	0	1	0

Junction 1 17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	6	0	0
	D	4	0	0	0

Junction 2 16:30 - 16:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	0	11
	B	8	0	7	0	0
	C	4	0	0	0	1
	D	33	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:45 - 17:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	1	0	10
	B	6	0	6	0	0
	C	4	0	0	0	1
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:00 - 17:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	1	0	7
	B	8	0	4	0	0
	C	5	0	0	0	1
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:15 - 17:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	0	11
	B	8	0	4	0	0
	C	4	0	0	0	1
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:30 - 17:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	3	33	0
	B	0	0	6	0	100
	C	5	0	0	0	2
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:45 - 18:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	1	0	9
	B	4	0	6	0	0
	C	4	0	0	0	5
	D	17	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.48	8.38	1.0	A	93.97	563.80
	B						
	C	0.66	7.36	1.9	A	222.59	1335.54
	D	0.45	3.80	0.8	A	177.89	1067.33
2	A	0.42	3.18	0.7	A	198.59	1191.55
	B	0.41	3.31	0.7	A	178.39	1070.33
	C	1.12	487.76	185.9	F	367.16	2202.98
	D	0.11	6.15	0.1	A	14.44	86.61
	E						

Main Results for each time segment

16:30 - 16:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	92.09	92.09	92.09	0.00	0.00	314.47	213.05	0.432	91.29	93.67	0.0	0.8	7.799	A
	B						188.45				217.32				
	C	235.41	235.41	235.41	0.00	0.00	0.00	359.25	0.655	233.47	188.45	0.0	1.9	7.360	A
	D	175.39	175.39	175.39	0.00	0.00	233.47	427.79	0.410	174.67	0.00	0.0	0.7	3.702	A
2	A	188.45		188.45			5.13	505.76	0.373	187.83	235.41	0.0	0.6	2.941	A
	B	149.81		149.81			192.96	494.11	0.303	149.35	0.00	0.0	0.5	2.796	A
	C	378.84		378.84			45.97	340.11	1.114	332.72	296.34	0.0	46.1	71.151	F
	D	15.40		15.40			367.09	174.66	0.088	15.30	11.61	0.0	0.1	6.149	A
	E						240.54				141.84				

16:45 - 17:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsigna level servi
1	A	99.84	99.84	99.84	0.00	0.00	316.56	211.77	0.471	99.72	78.76	0.8	0.9	8.379	A
	B						210.32				205.96				
	C	214.89	214.89	214.89	0.00	0.00	0.00	359.25	0.598	215.25	210.32	1.9	1.6	6.515	A
	D	180.04	180.04	180.04	0.00	0.00	215.25	441.24	0.408	180.06	0.00	0.7	0.7	3.485	A
2	A	210.32		210.32			7.22	504.36	0.417	210.21	214.89	0.6	0.7	3.121	A
	B	188.05		188.05			217.43	474.66	0.396	187.83	0.00	0.5	0.7	3.310	A
	C	378.02		378.02			49.26	338.20	1.118	337.55	356.00	46.1	86.6	185.667	F
	D	11.37		11.37			374.75	170.10	0.067	11.40	12.06	0.1	0.1	5.678	A
	E						222.11				164.04				

17:00 - 17:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsigna level servi
1	A	96.22	96.22	96.22	0.00	0.00	304.63	219.10	0.439	96.30	91.97	0.9	0.8	7.760	A
	B						178.27				222.66				
	C	227.70	227.70	227.70	0.00	0.00	0.00	359.25	0.634	227.48	178.27	1.6	1.8	7.191	A
	D	169.09	169.09	169.09	0.00	0.00	227.48	432.21	0.391	169.12	0.00	0.7	0.7	3.509	A
2	A	178.27		178.27			6.21	505.04	0.353	178.43	227.70	0.7	0.6	2.808	A
	B	193.32		193.32			184.64	500.72	0.386	193.35	0.00	0.7	0.7	3.072	A
	C	372.64		372.64			56.96	333.72	1.117	333.47	321.03	86.6	125.8	292.415	F
	D	15.50		15.50			372.56	171.40	0.090	15.48	17.87	0.1	0.1	5.772	A
	E						233.90				154.13				

17:15 - 17:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsigna level servi
1	A	77.62	77.62	77.62	0.00	0.00	312.61	214.20	0.362	77.84	105.43	0.8	0.6	7.095	A
	B						194.06				196.39				
	C	223.11	223.11	223.11	0.00	0.00	0.00	359.25	0.621	223.16	194.06	1.8	1.7	6.915	A
	D	195.03	195.03	195.03	0.00	0.00	223.16	435.40	0.448	194.87	0.00	0.7	0.8	3.801	A
2	A	194.06		194.06			4.15	506.42	0.383	193.98	223.11	0.6	0.6	2.943	A
	B	199.11		199.11			198.13	490.00	0.406	199.06	0.00	0.7	0.7	3.238	A
	C	373.26		373.26			48.28	338.76	1.102	338.67	348.91	125.8	160.3	385.902	F
	D	18.60		18.60			374.23	170.41	0.109	18.58	12.72	0.1	0.1	5.928	A
	E						227.25				165.56				

17:30 - 17:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsigna level servi
1	A	108.73	108.73	108.73	0.00	0.00	291.91	226.92	0.479	108.38	85.97	0.6	1.0	8.035	A
	B						212.62				187.68				
	C	206.66	206.66	206.66	0.00	0.00	0.00	359.25	0.575	206.96	212.62	1.7	1.4	6.180	A
	D	170.74	170.74	170.74	0.00	0.00	206.96	447.36	0.382	170.93	0.00	0.8	0.6	3.299	A
2	A	212.62		212.62			5.16	505.74	0.420	212.50	206.66	0.6	0.7	3.177	A
	B	181.75		181.75			217.67	474.47	0.383	181.80	0.00	0.7	0.7	3.245	A
	C	353.42		353.42			49.38	338.13	1.045	337.87	350.09	160.3	175.9	453.864	F
	D	11.37		11.37			373.00	171.14	0.066	11.42	14.25	0.1	0.1	5.638	A
	E						211.82				172.60				

17:45 - 18:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsigna level servi
1	A	89.30	89.30	89.30	0.00	0.00	299.71	222.13	0.402	89.56	104.71	1.0	0.7	6.964	A
	B						207.85				181.42				
	C	227.78	227.78	227.78	0.00	0.00	0.00	359.25	0.634	227.44	207.85	1.4	1.8	7.117	A
	D	177.05	177.05	177.05	0.00	0.00	227.44	432.24	0.410	176.98	0.00	0.6	0.7	3.546	A
2	A	207.85		207.85			4.14	506.43	0.410	207.89	227.78	0.7	0.7	3.045	A
	B	158.29		158.29			212.02	478.96	0.330	158.42	0.00	0.7	0.5	2.954	A
	C	346.80		346.80			50.46	337.50	1.028	336.79	319.99	175.9	185.9	487.756	F
	D	14.37		14.37			367.76	174.26	0.082	14.34	19.49	0.1	0.1	6.054	A
	E						231.92				150.18				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 40 (Two Linked)_V2_WITHREDUCEDFLOWS.j9
Path: C:\Users\shadwelh8829\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\1 Reduced Flow Models
Report generation date: 14/04/2025 13:46:57

»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	FB+CD+N2T WD													
Junction 1 - Arm A	D7	0.6	6.59	0.34	A	5.16	A	D8	0.9	7.93	0.47	A	6.07	A
Junction 1 - Arm C		1.3	6.11	0.55	A				1.8	7.18	0.64	A		
Junction 1 - Arm D		0.9	3.71	0.45	A				0.8	3.73	0.44	A		
Junction 2 - Arm A		0.7	3.18	0.42	A	12.10	B		0.7	3.18	0.42	A	163.36	F
Junction 2 - Arm B		0.9	3.63	0.45	A				0.7	3.18	0.39	A		
Junction 2 - Arm C		8.2	24.84	0.91	C				125.3	335.73	1.09	F		
Junction 2 - Arm D		0.2	5.54	0.14	A				0.1	6.07	0.11	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

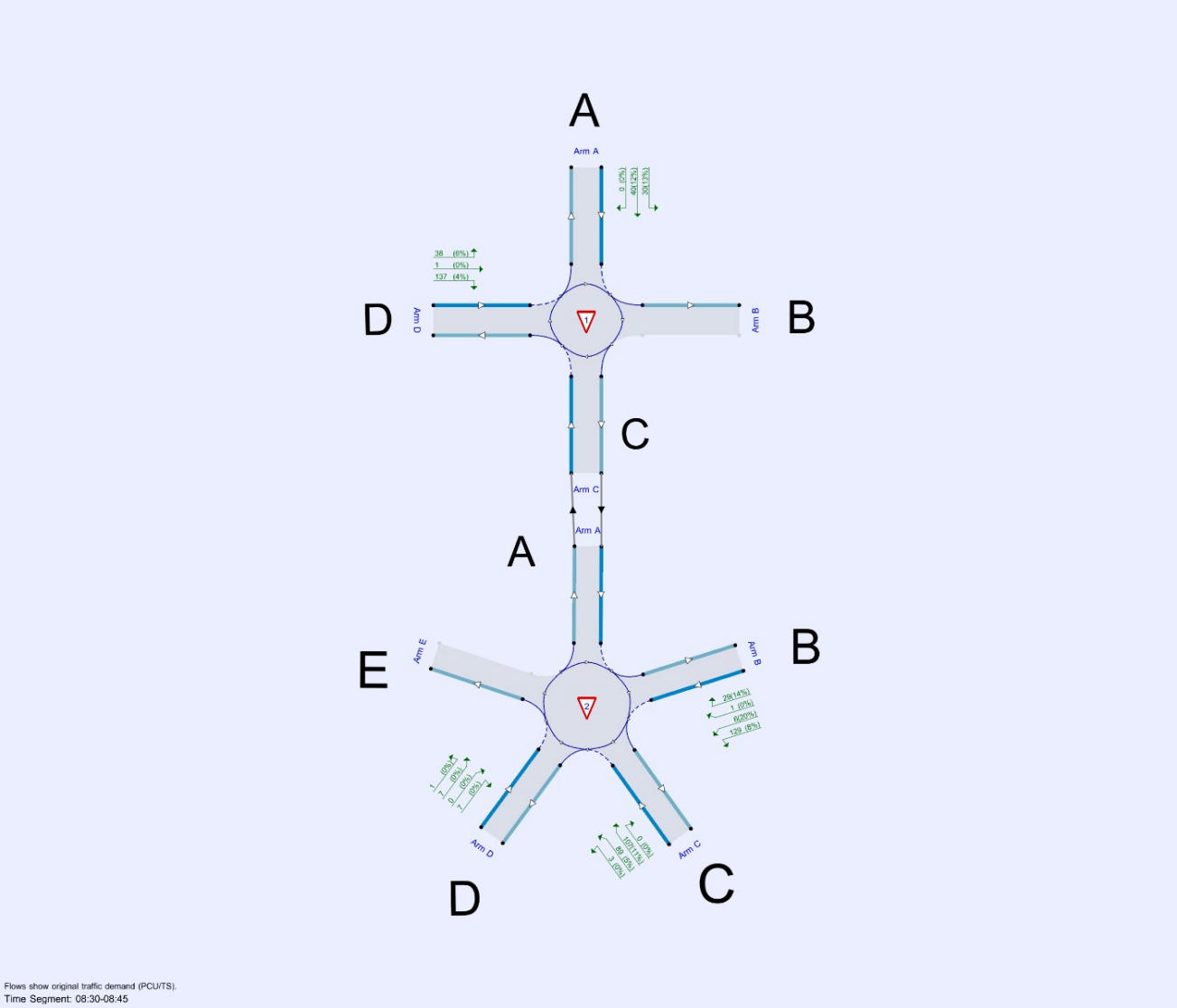
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Analysis Set Details

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

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.16	A
2	untitled	Standard Roundabout		A, B, C, D, E	12.10	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description
1	A		
	B		
	C		
	D		
2	A		
	B		
	C		
	D		
	E		

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	A	3.29	6.40	12.4	47.2	49.9	18.0	
	B							✓
	C	3.60	5.80	7.8	25.8	49.9	34.0	
	D	6.80	8.54	13.1	26.5	49.9	37.0	
2	A	6.58	7.17	1.4	22.2	49.7	36.0	
	B	7.12	8.66	8.4	19.7	49.7	13.5	
	C	3.46	6.91	5.4	23.6	49.7	16.5	
	D	3.64	6.68	8.1	15.4	49.7	16.0	
	E							✓

Bypass

Junction	Arm	Arm has bypass	Bypass utilisation (%)
1	A		
	B	✓	100
	C		
	D		
2	A		
	B		
	C		
	D		
	E		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/TS)
1	A	0.615	406.434
	B		
	C	0.558	359.252
	D	0.738	600.122
2	A	0.669	509.199
	B	0.795	647.495
	C	0.581	366.830
	D	0.596	393.278
	E		

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
2	A	✓			
	B		DIRECT	✓	100.000
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 1 07:15 - 07:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	29.72	49.33	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	46.13	136.12	0.00	0.00
	D	34.68	1.03	117.97	0.00

Junction 1 07:30 - 07:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	31.79	43.97	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	49.85	137.87	0.00	0.00
	D	50.26	0.00	158.94	0.00

Junction 1 07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	35.61	37.57	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	76.79	120.02	0.00	0.00
	D	33.85	1.03	160.80	0.00

Junction 1 08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	24.67	39.43	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	62.23	127.45	0.00	0.00
	D	25.80	1.03	169.05	0.00

Junction 1 08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	33.65	43.55	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	47.79	116.20	0.00	0.00
	D	29.62	0.00	167.20	0.00

Junction 1 08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	29.62	40.46	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	48.71	94.52	0.00	0.00
	D	38.39	1.03	136.75	0.00

Junction 2 07:15 - 07:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	133.76	7.22	26.32
	B	26.52	0.00	137.66	7.22	2.06
	C	144.48	0.00	0.00	6.19	123.64
	D	11.25	0.00	8.26	0.00	9.19
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:30 - 07:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	181.96	4.13	16.82
	B	27.76	0.00	155.00	4.13	0.00
	C	152.73	0.00	0.00	7.22	144.90
	D	7.22	0.00	5.16	0.00	5.16
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	179.79	7.22	11.35
	B	46.96	0.00	164.29	4.03	0.00
	C	144.68	0.00	0.00	6.19	109.19
	D	5.16	0.00	8.26	0.00	8.15
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	182.88	10.32	15.27
	B	39.12	0.00	127.82	4.13	0.00
	C	145.41	0.00	0.00	5.06	136.96
	D	5.16	0.00	2.06	0.00	3.10
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	185.26	3.10	22.40
	B	26.63	0.00	131.64	9.29	1.03
	C	131.16	0.00	0.00	3.10	130.87
	D	6.19	0.00	5.16	0.00	6.19
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	153.78	5.99	17.44
	B	28.59	0.00	129.16	6.09	1.03
	C	107.42	0.00	0.00	3.10	88.76
	D	7.22	0.00	7.22	0.00	1.03
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Junction 1 07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	8	22	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	8	5	0	0
	D	15	0	7	0

Junction 1 07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	7	11	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	7	5	0	0
	D	7	0	4	0

Junction 1 07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	19	6	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	10	10	0	0
	D	7	0	3	0

Junction 1 08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	5	12	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	5	0	0
	D	0	0	1	0

Junction 1 08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	15	11	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	7	4	0	0
	D	13	0	3	0

Junction 1 08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	13	12	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	10	11	0	0
	D	6	0	4	0

Junction 2 07:15 - 07:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	9	0	26
	B	14	0	4	0	0
	C	4	0	0	0	5
	D	11	0	0	0	13
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:30 - 07:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	5	0	7
	B	4	0	2	0	0
	C	6	0	0	0	3
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:45 - 08:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	0	0
	B	14	0	6	50	0
	C	9	0	0	0	4
	D	0	0	0	0	17
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	0	17
	B	3	0	5	0	0
	C	6	0	0	25	4
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	3	0	19
	B	9	0	4	0	0
	C	5	0	0	0	2
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	50	7
	B	14	0	8	20	0
	C	11	0	0	0	5
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.34	6.59	0.6	A	73.23	439.36
	B						
	C	0.55	6.11	1.3	A	177.11	1062.67
	D	0.45	3.71	0.9	A	187.91	1127.44
2	A	0.42	3.18	0.7	A	194.05	1164.32
	B	0.45	3.63	0.9	A	180.03	1080.18
	C	0.91	24.84	8.2	C	265.18	1591.07
	D	0.14	5.54	0.2	A	18.53	111.16
	E						

Main Results for each time segment

07:15 - 07:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	79.06	79.06	79.06	0.00	0.00	251.89	251.53	0.314	78.53	79.74	0.0	0.5	6.022	A
	B						166.57				163.85				
	C	179.52	179.52	179.52	0.00	0.00	0.00	359.25	0.500	178.48	166.57	0.0	1.0	5.218	A
	D	153.68	153.68	153.68	0.00	0.00	178.48	468.38	0.328	153.15	0.00	0.0	0.5	3.089	A
2	A	166.57		166.57			8.21	503.71	0.331	166.02	179.52	0.0	0.5	2.945	A
	B	173.48		173.48			174.23	509.00	0.341	172.94	0.00	0.0	0.5	2.807	A
	C	274.31		274.31			68.99	326.73	0.840	269.41	278.18	0.0	4.9	15.274	C
	D	28.69		28.69			317.95	203.93	0.141	28.52	20.45	0.0	0.2	5.539	A
	E						187.72				158.74				

07:30 - 07:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	75.75	75.75	75.75	0.00	0.00	295.42	224.77	0.337	75.73	99.59	0.5	0.5	6.592	A
	B						202.67				168.48				
	C	186.23	186.23	186.23	0.00	0.00	0.00	359.25	0.518	186.14	202.67	1.0	1.1	5.498	A
	D	209.20	209.20	209.20	0.00	0.00	186.14	462.73	0.452	208.87	0.00	0.5	0.9	3.708	A
2	A	202.67		202.67			5.18	505.73	0.401	202.51	186.23	0.5	0.7	3.128	A
	B	186.89		186.89			207.69	482.40	0.387	186.79	0.00	0.5	0.6	3.107	A
	C	304.86		304.86			52.86	336.10	0.907	301.60	341.63	4.9	8.2	24.844	C
	D	17.55		17.55			339.05	191.36	0.092	17.62	15.41	0.2	0.1	5.187	A
	E						191.41				165.26				

07:45 - 08:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	73.17	73.17	73.17	0.00	0.00	282.80	232.53	0.315	73.21	111.09	0.5	0.5	6.308	A
	B						198.42				157.58				
	C	198.34	198.34	198.34	0.00	0.00	0.00	359.25	0.552	198.13	198.42	1.1	1.3	6.110	A
	D	195.68	195.68	195.68	0.00	0.00	198.13	453.87	0.431	195.75	0.00	0.9	0.8	3.604	A
2	A	198.42		198.42			8.24	503.69	0.394	198.45	198.34	0.7	0.7	3.043	A
	B	215.28		215.28			206.69	483.20	0.446	215.06	0.00	0.6	0.9	3.629	A
	C	260.07		260.07			69.48	326.44	0.797	263.78	352.26	8.2	4.4	16.097	C
	D	21.57		21.57			315.75	205.24	0.105	21.55	17.52	0.1	0.1	5.177	A
	E						206.58				130.72				

08:00 - 08:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	64.09	64.09	64.09	0.00	0.00	297.01	223.79	0.286	64.17	87.94	0.5	0.4	6.152	A
	B						208.47				152.70				
	C	188.87	188.87	188.87	0.00	0.00	0.00	359.25	0.526	189.02	208.47	1.3	1.2	5.559	A
	D	195.89	195.89	195.89	0.00	0.00	189.02	460.60	0.425	195.92	0.00	0.8	0.8	3.439	A
2	A	208.47		208.47			2.10	507.79	0.411	208.43	188.87	0.7	0.7	3.100	A
	B	171.07		171.07			210.53	480.14	0.356	171.35	0.00	0.9	0.6	3.044	A
	C	287.42		287.42			68.87	326.79	0.880	285.26	313.01	4.4	6.6	21.511	C
	D	10.32		10.32			334.64	193.98	0.053	10.39	19.49	0.1	0.1	4.907	A
	E						190.97				154.06				

08:15 - 08:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	77.20	77.20	77.20	0.00	0.00	284.40	231.54	0.333	77.08	77.86	0.4	0.6	6.585	A
	B						210.73				150.75				
	C	165.15	165.15	165.15	0.00	0.00	0.00	359.25	0.460	165.42	210.73	1.2	0.9	4.894	A
	D	196.82	196.82	196.82	0.00	0.00	165.42	478.02	0.412	196.84	0.00	0.8	0.7	3.326	A
2	A	210.73		210.73			5.14	505.76	0.417	210.71	165.15	0.7	0.7	3.181	A
	B	168.59		168.59			215.85	475.91	0.354	168.59	0.00	0.6	0.6	3.059	A
	C	265.13		265.13			62.46	330.52	0.802	267.26	321.99	6.6	4.5	15.135	C
	D	17.55		17.55			314.16	206.18	0.085	17.51	15.55	0.1	0.1	4.770	A
	E						170.29				161.38				

08:30 - 08:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	70.08	70.08	70.08	0.00	0.00	233.49	262.85	0.267	70.23	87.55	0.6	0.4	5.250	A
	B						177.46				126.26				
	C	144.57	144.57	144.57	0.00	0.00	0.00	359.25	0.402	144.72	177.46	0.9	0.8	4.647	A
	D	176.18	176.18	176.18	0.00	0.00	144.72	493.30	0.357	176.32	0.00	0.7	0.6	2.967	A
2	A	177.46		177.46			7.22	504.37	0.352	177.62	144.57	0.7	0.6	2.912	A
	B	164.87		164.87			184.84	500.57	0.329	164.91	0.00	0.6	0.5	2.925	A
	C	199.28		199.28			59.19	332.42	0.599	202.11	290.56	4.5	1.6	7.616	A
	D	15.48		15.48			246.10	246.72	0.063	15.51	15.21	0.1	0.1	3.894	A
	E						151.79				109.82				

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.07	A
2	untitled	Standard Roundabout		A, B, C, D, E	163.36	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
2	A	✓			
	B		DIRECT	✓	100.000
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 1 16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	43.10	48.99	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	66.46	179.76	0.00	0.00
	D	34.93	0.00	140.46	0.00

Junction 1 16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	44.34	55.50	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	59.74	158.36	0.00	0.00
	D	24.08	1.03	154.93	0.00

Junction 1 17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	49.30	46.92	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	60.15	184.87	0.00	0.00
	D	37.93	0.00	131.16	0.00

Junction 1 17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.41	40.20	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	67.28	157.80	0.00	0.00
	D	41.13	0.00	153.89	0.00

Junction 1 17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.31	71.42	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	58.39	147.36	0.00	0.00
	D	29.35	0.00	141.39	0.00

Junction 1 17:45 - 18:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	29.35	59.95	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	84.96	162.76	0.00	0.00
	D	29.25	0.00	147.80	0.00

Junction 2 16:30 - 16:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	174.05	4.13	11.27
	B	28.73	0.00	110.98	2.07	0.00
	C	212.42	0.00	0.00	6.20	142.94
	D	5.06	0.00	5.17	0.00	5.17
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:45 - 17:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	184.80	1.03	24.60
	B	20.57	0.00	156.35	3.10	0.00
	C	194.43	0.00	0.00	9.30	156.99
	D	3.10	0.00	7.23	0.00	1.03
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:00 - 17:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	153.38	8.27	16.43
	B	29.15	0.00	153.04	3.10	0.00
	C	210.71	0.00	0.00	6.61	147.28
	D	5.17	0.00	6.20	0.00	4.13
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:15 - 17:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	179.73	4.13	10.23
	B	30.80	0.00	157.17	1.03	2.07
	C	187.04	0.00	0.00	9.30	168.88
	D	7.23	0.00	4.13	0.00	7.23
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:30 - 17:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	195.34	4.03	13.44
	B	27.91	0.00	141.78	1.03	3.00
	C	174.75	0.00	0.00	10.34	160.30
	D	3.10	0.00	5.17	0.00	3.10
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:45 - 18:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	186.14	8.27	13.33
	B	26.77	0.00	121.41	2.07	0.00
	C	213.81	0.00	0.00	8.68	116.27
	D	7.13	0.00	4.13	0.00	3.10
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Junction 1 16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	8	5	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	3	0	0
	D	7	0	4	0

Junction 1 16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	6	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	3	0	0
	D	4	0	1	0

Junction 1 17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	7	5	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	8	3	0	0
	D	9	0	1	0

Junction 1 17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	6	9	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	3	0	0
	D	5	0	1	0

Junction 1 17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	8	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	2	3	0	0
	D	0	0	1	0

Junction 1 17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	4	0	0
	D	4	0	0	0

Junction 2 16:30 - 16:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	0	11
	B	8	0	5	0	0
	C	2	0	0	0	1
	D	33	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:45 - 17:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	1	0	10
	B	6	0	4	0	0
	C	3	0	0	0	1
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:00 - 17:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	1	0	7
	B	8	0	3	0	0
	C	4	0	0	0	1
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:15 - 17:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	0	11
	B	8	0	3	0	0
	C	3	0	0	0	1
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:30 - 17:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	3	33	0
	B	0	0	4	0	100
	C	4	0	0	0	2
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:45 - 18:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	1	0	9
	B	4	0	3	0	0
	C	3	0	0	0	5
	D	17	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.47	7.93	0.9	A	93.97	563.80
	B						
	C	0.64	7.18	1.8	A	218.11	1308.68
	D	0.44	3.73	0.8	A	177.89	1067.33
2	A	0.42	3.18	0.7	A	198.59	1191.55
	B	0.39	3.18	0.7	A	170.35	1022.12
	C	1.09	335.73	125.3	F	356.04	2136.27
	D	0.11	6.07	0.1	A	14.44	86.61
	E						

Main Results for each time segment

16:30 - 16:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	92.09	92.09	92.09	0.00	0.00	304.59	219.13	0.420	91.33	95.68	0.0	0.8	7.436	A
	B						188.48				207.44				
	C	227.33	227.33	227.33	0.00	0.00	0.00	359.25	0.633	225.58	188.48	0.0	1.7	6.876	A
	D	175.39	175.39	175.39	0.00	0.00	225.58	433.61	0.404	174.69	0.00	0.0	0.7	3.621	A
2	A	188.48		188.48			5.13	505.76	0.373	187.86	227.33	0.0	0.6	2.942	A
	B	141.78		141.78			193.00	494.08	0.287	141.35	0.00	0.0	0.4	2.682	A
	C	361.56		361.56			45.98	340.10	1.063	329.61	288.37	0.0	31.9	53.668	F
	D	15.40		15.40			363.78	176.63	0.087	15.30	11.81	0.0	0.1	6.074	A
	E						232.46				146.61				

16:45 - 17:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsigna level servi
1	A	99.84	99.84	99.84	0.00	0.00	306.20	218.14	0.458	99.73	80.80	0.8	0.9	7.931	A
	B						210.33				195.60				
	C	206.60	206.60	206.60	0.00	0.00	0.00	359.25	0.575	206.93	210.33	1.7	1.4	6.091	A
	D	180.04	180.04	180.04	0.00	0.00	206.93	447.38	0.402	180.06	0.00	0.7	0.7	3.407	A
2	A	210.33		210.33			7.22	504.36	0.417	210.22	206.60	0.6	0.7	3.122	A
	B	180.02		180.02			217.44	474.65	0.379	179.81	0.00	0.4	0.6	3.175	A
	C	360.73		360.73			49.26	338.20	1.067	336.47	347.99	31.9	56.2	127.552	F
	D	11.37		11.37			373.19	171.03	0.066	11.40	12.54	0.1	0.1	5.645	A
	E						213.83				170.76				

17:00 - 17:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsigna level servi
1	A	96.22	96.22	96.22	0.00	0.00	300.44	221.68	0.434	96.27	92.98	0.9	0.8	7.598	A
	B						178.24				218.47				
	C	224.60	224.60	224.60	0.00	0.00	0.00	359.25	0.625	224.31	178.24	1.4	1.7	6.943	A
	D	169.09	169.09	169.09	0.00	0.00	224.31	434.55	0.389	169.11	0.00	0.7	0.7	3.480	A
2	A	178.24		178.24			6.21	505.05	0.353	178.41	224.60	0.7	0.6	2.808	A
	B	185.29		185.29			184.61	500.75	0.370	185.31	0.00	0.6	0.6	2.948	A
	C	364.61		364.61			56.96	333.72	1.093	333.12	312.97	56.2	87.7	201.922	F
	D	15.50		15.50			372.25	171.59	0.090	15.48	17.83	0.1	0.1	5.765	A
	E						230.81				156.91				

17:15 - 17:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsigna level servi
1	A	77.62	77.62	77.62	0.00	0.00	306.15	218.17	0.356	77.84	105.96	0.8	0.6	6.894	A
	B						194.06				189.92				
	C	217.11	217.11	217.11	0.00	0.00	0.00	359.25	0.604	217.22	194.06	1.7	1.6	6.547	A
	D	195.03	195.03	195.03	0.00	0.00	217.22	439.78	0.443	194.88	0.00	0.7	0.8	3.733	A
2	A	194.06		194.06			4.15	506.42	0.383	193.99	217.11	0.6	0.6	2.943	A
	B	191.08		191.08			198.14	490.00	0.390	191.03	0.00	0.6	0.7	3.108	A
	C	365.23		365.23			48.28	338.76	1.078	338.46	340.88	87.7	114.5	275.147	F
	D	18.60		18.60			373.58	170.80	0.109	18.58	13.16	0.1	0.1	5.912	A
	E						221.26				170.90				

17:30 - 17:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsigna level servi
1	A	108.73	108.73	108.73	0.00	0.00	286.67	230.15	0.472	108.39	86.97	0.6	0.9	7.823	A
	B						212.62				182.44				
	C	202.46	202.46	202.46	0.00	0.00	0.00	359.25	0.564	202.72	212.62	1.6	1.3	5.933	A
	D	170.74	170.74	170.74	0.00	0.00	202.72	450.49	0.379	170.92	0.00	0.8	0.6	3.260	A
2	A	212.62		212.62			5.16	505.74	0.420	212.51	202.46	0.6	0.7	3.177	A
	B	173.71		173.71			217.67	474.47	0.366	173.77	0.00	0.7	0.6	3.108	A
	C	345.38		345.38			49.38	338.13	1.021	337.41	342.05	114.5	122.4	321.839	F
	D	11.37		11.37			372.15	171.65	0.066	11.42	14.65	0.1	0.1	5.620	A
	E						207.63				175.94				

17:45 - 18:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsigna level servi
1	A	89.30	89.30	89.30	0.00	0.00	298.99	222.57	0.401	89.54	108.08	0.9	0.7	6.938	A
	B						207.82				180.71				
	C	230.57	230.57	230.57	0.00	0.00	0.00	359.25	0.642	230.11	207.82	1.3	1.8	7.178	A
	D	177.05	177.05	177.05	0.00	0.00	230.11	430.27	0.411	176.97	0.00	0.6	0.7	3.574	A
2	A	207.82		207.82			4.14	506.43	0.410	207.86	230.57	0.7	0.7	3.048	A
	B	150.25		150.25			212.00	478.98	0.314	150.38	0.00	0.6	0.5	2.831	A
	C	338.77		338.77			50.45	337.50	1.004	335.92	311.93	122.4	125.3	335.728	F
	D	14.37		14.37			366.92	174.76	0.082	14.34	19.46	0.1	0.1	6.035	A
	E						234.71				146.55				

Full Input Data And Results

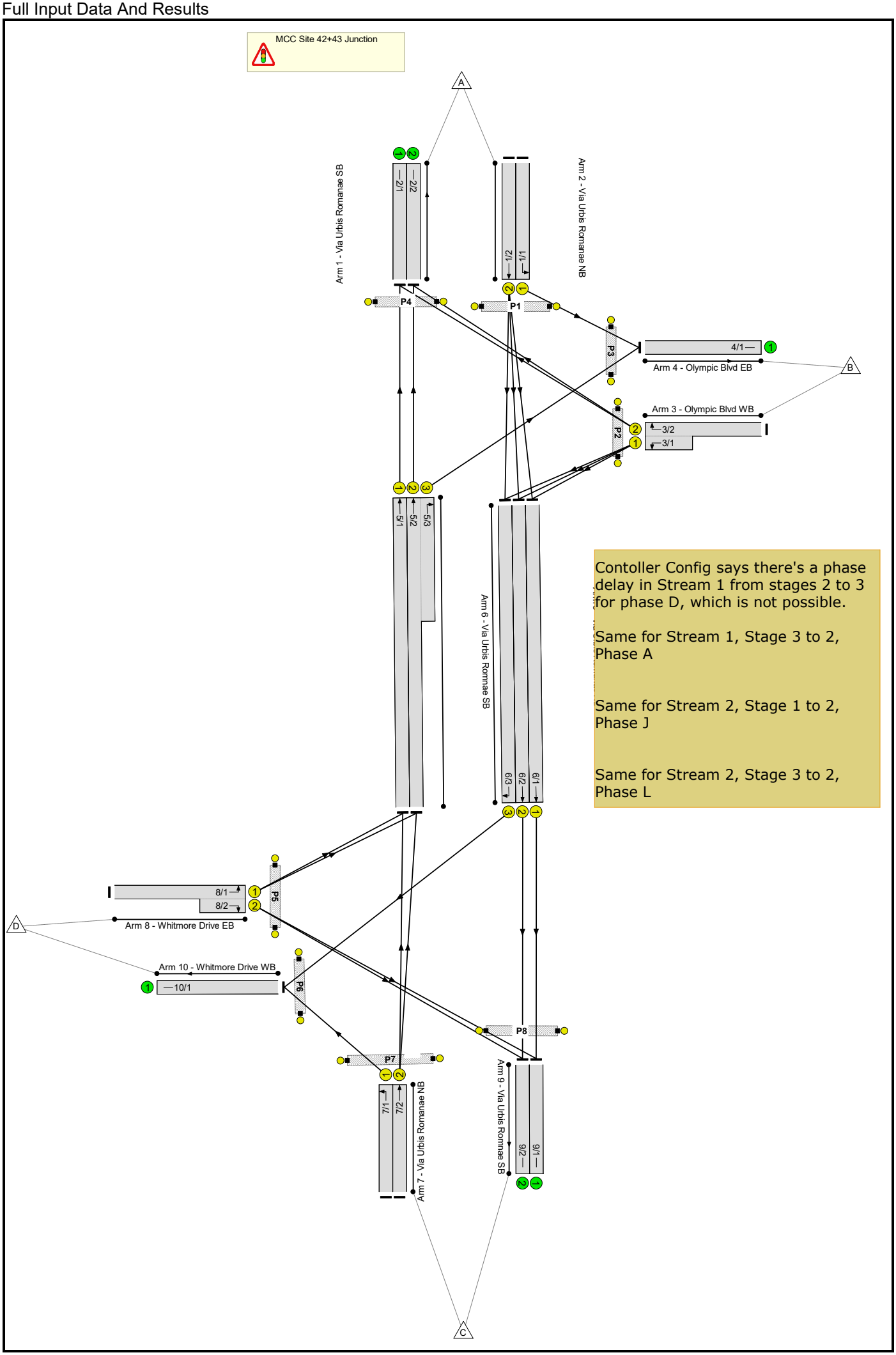
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Site_42_43_DM.lsg3x
Author:	
Company:	
Address:	

Full Input Data And Results

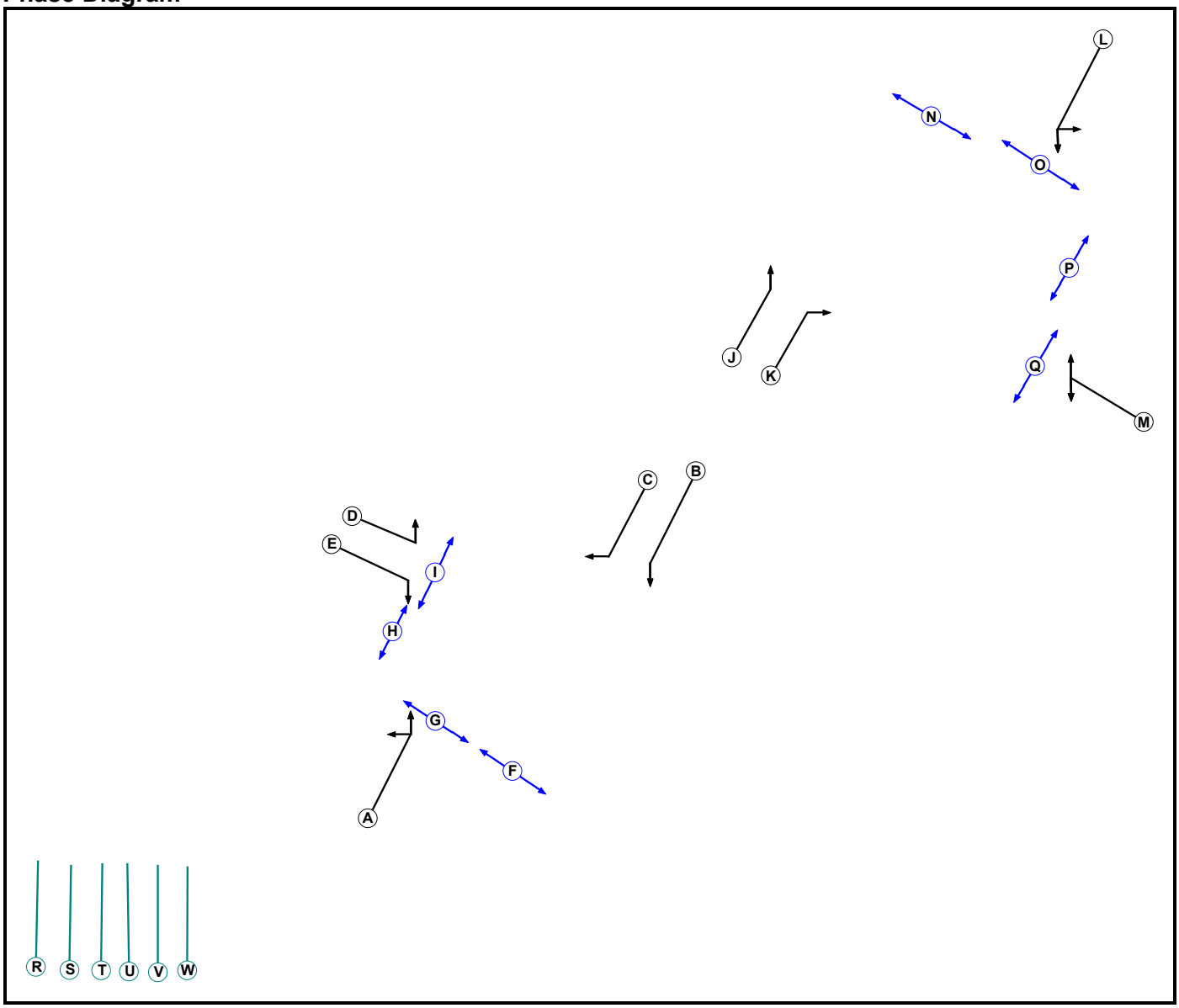
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	1		-9999	7
D	Traffic	1		-9999	7
E	Traffic	1		-9999	7
F	Pedestrian	1		-9999	7
G	Pedestrian	1		-9999	5
H	Pedestrian	1		-9999	7
I	Pedestrian	1		-9999	5
J	Traffic	2		-9999	7
K	Traffic	2		-9999	7
L	Traffic	2		-9999	7
M	Traffic	2		-9999	7
N	Pedestrian	2		-9999	5
O	Pedestrian	2		-9999	5
P	Pedestrian	2		-9999	5
Q	Pedestrian	2		-9999	5
R	Dummy	1		-9999	5
S	Dummy	2		-9999	5
T	Dummy	1		-9999	2
U	Dummy	1		-9999	2
V	Dummy	2		-9999	2
W	Dummy	2		-9999	2

Full Input Data And Results

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
A		-	6	7	7	-	5	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	-		-	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
C	6	-		-	5	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D	5	-	-		-	-	-	-	5	-	-	-	-	-	-	-	-	5	-	-	-	-	-
E	5	7	7	-		8	-	-	5	-	-	-	-	-	-	-	-	5	-	-	-	-	-
F	-	11	-	-	11		-	-	-	-	-	-	-	-	-	-	-	-	-	11	-	-	-
G	10	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	10	-	-	-
H	13	-	13	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	13	13	-	-
I	-	-	-	9	9	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-
J	-	-	-	-	-	-	-	-	-		-	-	5	6	-	-	-	-	-	-	-	-	-
K	-	-	-	-	-	-	-	-	-	-		6	5	-	-	7	-	-	-	-	-	-	-
L	-	-	-	-	-	-	-	-	-	-	7		8	-	5	7	-	-	-	-	-	-	-
M	-	-	-	-	-	-	-	-	-	7	7	6		8	-	-	5	-	5	-	-	-	-
N	-	-	-	-	-	-	-	-	-	11	-	-	11		-	-	-	-	-	-	-	11	-
O	-	-	-	-	-	-	-	-	-	-	-	10	-	-		-	-	-	-	-	-	10	10
P	-	-	-	-	-	-	-	-	-	-	11	11	-	-	-		-	-	-	-	-	-	11
Q	-	-	-	-	-	-	-	-	-	-	-	-	10	-	-	-		-	-	-	-	-	-
R	-	-	-	9	9	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-
S	-	-	-	-	-	-	-	-	-	-	-	-	10	-	-	-	-	-		-	-	-	-
T	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-		-	-	-
U	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-		-	-
V	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-	-	-	-	-		-
W	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-	-	-	-	-	

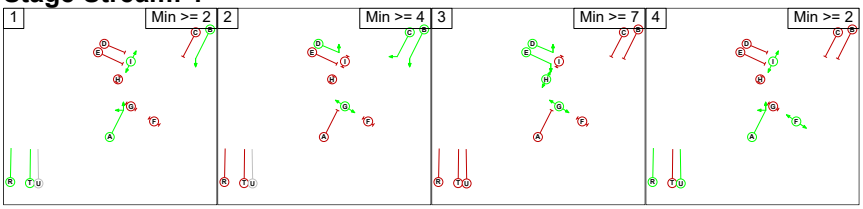
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A B I R T
1	2	B C D G
1	3	D E G H
1	4	A F I R U
2	1	J L Q S V
2	2	J K O Q S
2	3	M O P
2	4	L N Q S W

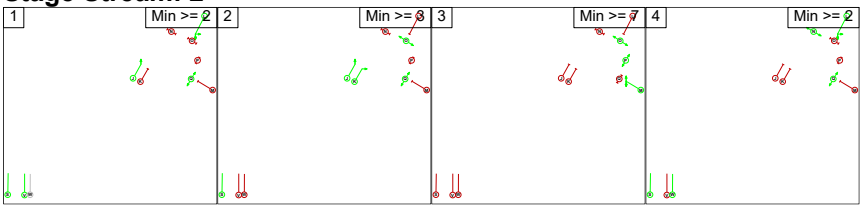
Full Input Data And Results

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	D	Gaining absolute	1	1
2	3	E	Gaining absolute	5	5
3	1	A	Gaining absolute	2	2

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	K	Gaining absolute	1	1
3	1	L	Gaining absolute	2	2

Prohibited Stage Change

Stage Stream: 1

		To Stage			
		1	2	3	4
From Stage	1		9	9	7
	2	10		7	10
	3	13	13		13
	4	11	11	11	

Stage Stream: 2

		To Stage			
		1	2	3	4
From Stage	1		7	10	6
	2	10		10	10
	3	11	11		11
	4	11	11	11	

Full Input Data And Results

Give-Way Lane Input Data

Junction: MCC Site 42+43 Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: MCC Site 42+43 Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Via Urbis Romanae SB)	U	L	2	3	60.0	User	1800	-	-	-	-	-
1/2 (Via Urbis Romanae SB)	U	L	2	3	60.0	User	2052	-	-	-	-	-
2/1 (Via Urbis Romanae NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (Via Urbis Romanae NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Olympic Blvd WB)	U	M	2	3	5.2	User	1800	-	-	-	-	-
3/2 (Olympic Blvd WB)	U	M	2	3	60.0	User	1800	-	-	-	-	-
4/1 (Olympic Blvd EB)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Via Urbis Romanae NB)	U	J	2	3	20.0	User	1800	-	-	-	-	-
5/2 (Via Urbis Romanae NB)	U	J	2	3	20.0	User	1939	-	-	-	-	-
5/3 (Via Urbis Romanae NB)	U	K	2	3	13.6	User	1800	-	-	-	-	-
6/1 (Via Urbis Romnae SB)	U	B	2	3	19.1	User	1800	-	-	-	-	-
6/2 (Via Urbis Romnae SB)	U	B	2	3	19.1	User	1800	-	-	-	-	-
6/3 (Via Urbis Romnae SB)	U	C	2	3	19.1	User	1800	-	-	-	-	-
7/1 (Via Urbis Romanae NB)	U	A	2	3	60.0	User	1800	-	-	-	-	-
7/2 (Via Urbis Romanae NB)	U	A	2	3	60.0	User	1800	-	-	-	-	-
8/1 (Whitmore Drive EB)	U	D	2	3	60.0	User	1800	-	-	-	-	-
8/2 (Whitmore Drive EB)	U	E	2	3	5.0	User	1800	-	-	-	-	-

9/1 (Via Urbis Romnae SB)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (Via Urbis Romnae SB)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (Whitmore Drive WB)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Base Peak'	07:45	08:45	01:00	
2: 'PM Base Peak'	16:45	17:45	01:00	
3: 'FB WD AM'	07:45	08:45	01:00	
4: 'FB WD PM'	16:45	17:45	01:00	
5: 'FB+CD WD AM'	07:45	08:45	01:00	
6: 'FB+CD WD PM'	16:45	17:45	01:00	
7: 'FB+CD+N2T WD AM'	07:45	08:45	01:00	
8: 'FB+CD+N2T WD PM'	16:45	17:45	01:00	
9: '85th Percentile - FB+CD+N2T WD AM'	07:45	08:45	01:00	
10: '85th Percentile - FB+CD+N2T WD PM'	16:45	17:45	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	7	665	126	798
	B	31	0	53	10	94
	C	528	29	0	47	604
	D	180	10	103	0	293
	Tot.	739	46	821	183	1789

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Base Peak
Junction: MCC Site 42+43 Junction	
1/1	7
1/2	791
2/1	36
2/2	703
3/1 (short)	63
3/2 (with short)	94(In) 31(Out)
4/1	46
5/1	20
5/2 (with short)	727(In) 688(Out)
5/3 (short)	39
6/1	20
6/2	698
6/3	136
7/1	47
7/2	557
8/1 (with short)	293(In) 190(Out)
8/2 (short)	103
9/1	71
9/2	750
10/1	183

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 42+43 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
2/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Olympic Blvd WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Olympic Blvd WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Olympic Blvd EB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1939	1939
5/3 (Via Urbis Romanae NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romnae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romnae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/3 (Via Urbis Romnae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Whitmore Drive EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Whitmore Drive EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Via Urbis Romnae SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Via Urbis Romnae SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Whitmore Drive WB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: 'PM Base Peak' (FG2: 'PM Base Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	58	669	134	861
	B	25	0	43	9	77
	C	649	36	0	65	750
	D	98	5	73	0	176
	Tot.	772	99	785	208	1864

Traffic Lane Flows

Lane	Scenario 2: PM Base Peak
Junction: MCC Site 42+43 Junction	
1/1	58
1/2	803
2/1	33
2/2	739
3/1 (short)	52
3/2 (with short)	77(In) 25(Out)
4/1	99
5/1	20
5/2 (with short)	768(In) 727(Out)
5/3 (short)	41
6/1	20
6/2	692
6/3	143
7/1	65
7/2	685
8/1 (with short)	176(In) 103(Out)
8/2 (short)	73
9/1	56
9/2	729
10/1	208

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 42+43 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
2/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Olympic Blvd WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Olympic Blvd WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Olympic Blvd EB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1939	1939
5/3 (Via Urbis Romanae NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romnae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romnae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/3 (Via Urbis Romnae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Whitmore Drive EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Whitmore Drive EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Via Urbis Romnae SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Via Urbis Romnae SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Whitmore Drive WB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'FB WD AM' (FG3: 'FB WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

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

Traffic Lane Flows

Lane	Scenario 3: FB WD AM
Junction: MCC Site 42+43 Junction	
1/1	0
1/2	0
2/1	0
2/2	0
3/1 (short)	0
3/2 (with short)	0(In) 0(Out)
4/1	0
5/1	0
5/2 (with short)	0(In) 0(Out)
5/3 (short)	0
6/1	0
6/2	0
6/3	0
7/1	0
7/2	0
8/1 (with short)	0(In) 0(Out)
8/2 (short)	0
9/1	0
9/2	0
10/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 42+43 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
2/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Olympic Blvd WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Olympic Blvd WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Olympic Blvd EB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1939	1939
5/3 (Via Urbis Romanae NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romnae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romnae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/3 (Via Urbis Romnae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Whitmore Drive EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Whitmore Drive EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Via Urbis Romnae SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Via Urbis Romnae SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Whitmore Drive WB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: 'FB WD PM' (FG4: 'FB WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

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

Traffic Lane Flows

Lane	Scenario 4: FB WD PM
Junction: MCC Site 42+43 Junction	
1/1	0
1/2	0
2/1	0
2/2	0
3/1 (short)	0
3/2 (with short)	0(In) 0(Out)
4/1	0
5/1	0
5/2 (with short)	0(In) 0(Out)
5/3 (short)	0
6/1	0
6/2	0
6/3	0
7/1	0
7/2	0
8/1 (with short)	0(In) 0(Out)
8/2 (short)	0
9/1	0
9/2	0
10/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 42+43 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
2/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Olympic Blvd WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Olympic Blvd WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Olympic Blvd EB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1939	1939
5/3 (Via Urbis Romanae NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romnae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romnae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/3 (Via Urbis Romnae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Whitmore Drive EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Whitmore Drive EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Via Urbis Romnae SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Via Urbis Romnae SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Whitmore Drive WB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: 'FB+CD WD AM' (FG5: 'FB+CD WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	8	685	130	823
	B	32	0	55	11	98
	C	545	31	0	49	625
	D	186	10	107	0	303
	Tot.	763	49	847	190	1849

Traffic Lane Flows

Lane	Scenario 5: FB+CD WD AM
Junction: MCC Site 42+43 Junction	
1/1	8
1/2	815
2/1	36
2/2	727
3/1 (short)	66
3/2 (with short)	98(In) 32(Out)
4/1	49
5/1	20
5/2 (with short)	752(In) 711(Out)
5/3 (short)	41
6/1	20
6/2	720
6/3	141
7/1	49
7/2	576
8/1 (with short)	303(In) 196(Out)
8/2 (short)	107
9/1	73
9/2	774
10/1	190

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 42+43 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
2/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Olympic Blvd WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Olympic Blvd WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Olympic Blvd EB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1939	1939
5/3 (Via Urbis Romanae NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romnae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romnae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/3 (Via Urbis Romnae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Whitmore Drive EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Whitmore Drive EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Via Urbis Romnae SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Via Urbis Romnae SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Whitmore Drive WB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: 'FB+CD WD PM' (FG6: 'FB+CD WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	60	692	138	890
	B	26	0	44	9	79
	C	671	37	0	68	776
	D	101	6	77	0	184
	Tot.	798	103	813	215	1929

Traffic Lane Flows

Lane	Scenario 6: FB+CD WD PM
Junction: MCC Site 42+43 Junction	
1/1	60
1/2	830
2/1	33
2/2	765
3/1 (short)	53
3/2 (with short)	79(In) 26(Out)
4/1	103
5/1	20
5/2 (with short)	795(In) 752(Out)
5/3 (short)	43
6/1	20
6/2	716
6/3	147
7/1	68
7/2	708
8/1 (with short)	184(In) 107(Out)
8/2 (short)	77
9/1	58
9/2	755
10/1	215

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 42+43 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
2/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Olympic Blvd WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Olympic Blvd WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Olympic Blvd EB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1939	1939
5/3 (Via Urbis Romanae NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romnae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romnae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/3 (Via Urbis Romnae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Whitmore Drive EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Whitmore Drive EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Via Urbis Romnae SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Via Urbis Romnae SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Whitmore Drive WB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	8	784	132	924
	B	32	0	57	9	98
	C	608	32	0	49	689
	D	187	9	107	0	303
	Tot.	827	49	948	190	2014

Traffic Lane Flows

Lane	Scenario 7: FB+CD+N2T WD AM
Junction: MCC Site 42+43 Junction	
1/1	8
1/2	916
2/1	182
2/2	645
3/1 (short)	66
3/2 (with short)	98(In) 32(Out)
4/1	49
5/1	166
5/2 (with short)	670(In) 629(Out)
5/3 (short)	41
6/1	20
6/2	821
6/3	141
7/1	49
7/2	640
8/1 (with short)	303(In) 196(Out)
8/2 (short)	107
9/1	73
9/2	875
10/1	190

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 42+43 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
2/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Olympic Blvd WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Olympic Blvd WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Olympic Blvd EB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1939	1939
5/3 (Via Urbis Romanae NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romnae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romnae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/3 (Via Urbis Romnae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Whitmore Drive EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Whitmore Drive EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Via Urbis Romnae SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Via Urbis Romnae SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Whitmore Drive WB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	62	759	142	963
	B	28	0	44	8	80
	C	765	36	0	65	866
	D	106	5	74	0	185
	Tot.	899	103	877	215	2094

Traffic Lane Flows

Lane	Scenario 8: FB+CD+N2T WD PM
Junction: MCC Site 42+43 Junction	
1/1	62
1/2	901
2/1	34
2/2	865
3/1 (short)	52
3/2 (with short)	80(In) 28(Out)
4/1	103
5/1	20
5/2 (with short)	892(In) 851(Out)
5/3 (short)	41
6/1	20
6/2	783
6/3	150
7/1	65
7/2	801
8/1 (with short)	185(In) 111(Out)
8/2 (short)	74
9/1	57
9/2	820
10/1	215

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 42+43 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
2/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Olympic Blvd WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Olympic Blvd WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Olympic Blvd EB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1939	1939
5/3 (Via Urbis Romanae NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romnae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romnae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/3 (Via Urbis Romnae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Whitmore Drive EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Whitmore Drive EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Via Urbis Romnae SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Via Urbis Romnae SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Whitmore Drive WB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: '85th Percentile - FB+CD+N2T WD AM' (FG9: '85th Percentile - FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	7	764	131	902
	B	32	0	56	9	97
	C	581	31	0	49	661
	D	186	9	106	0	301
	Tot.	799	47	926	189	1961

Traffic Lane Flows

Lane	Scenario 9: 85th Percentile - FB+CD+N2T WD AM
Junction: MCC Site 42+43 Junction	
1/1	7
1/2	895
2/1	36
2/2	763
3/1 (short)	65
3/2 (with short)	97(In) 32(Out)
4/1	47
5/1	20
5/2 (with short)	787(In) 747(Out)
5/3 (short)	40
6/1	20
6/2	800
6/3	140
7/1	49
7/2	612
8/1 (with short)	301(In) 195(Out)
8/2 (short)	106
9/1	73
9/2	853
10/1	189

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 42+43 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
2/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Olympic Blvd WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Olympic Blvd WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Olympic Blvd EB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1939	1939
5/3 (Via Urbis Romanae NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romnae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romnae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/3 (Via Urbis Romnae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Whitmore Drive EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Whitmore Drive EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Via Urbis Romnae SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Via Urbis Romnae SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Whitmore Drive WB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 10: '85th Percentile - FB+CD+N2T WD PM' (FG10: '85th Percentile - FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	59	727	139	925
	B	26	0	45	8	79
	C	752	37	0	67	856
	D	100	5	76	0	181
	Tot.	878	101	848	214	2041

Traffic Lane Flows

Lane	Scenario 10: 85th Percentile - FB+CD+N2T WD PM
Junction: MCC Site 42+43 Junction	
1/1	59
1/2	866
2/1	33
2/2	845
3/1 (short)	53
3/2 (with short)	79(In) 26(Out)
4/1	101
5/1	20
5/2 (with short)	874(In) 832(Out)
5/3 (short)	42
6/1	20
6/2	752
6/3	147
7/1	67
7/2	789
8/1 (with short)	181(In) 105(Out)
8/2 (short)	76
9/1	58
9/2	790
10/1	214

Full Input Data And Results

Lane Saturation Flows

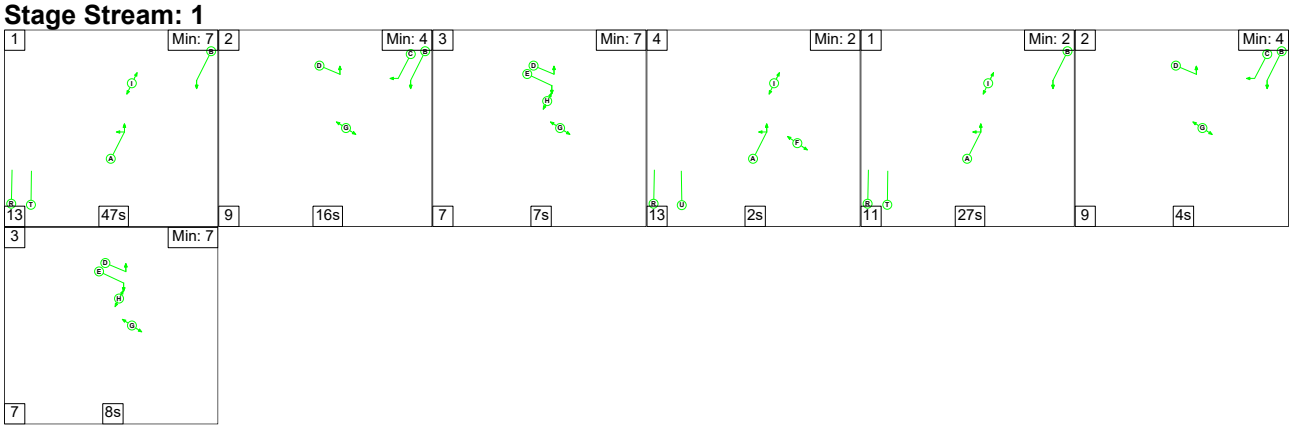
Junction: MCC Site 42+43 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
2/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Olympic Blvd WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Olympic Blvd WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Olympic Blvd EB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1939	1939
5/3 (Via Urbis Romanae NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romnae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romnae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/3 (Via Urbis Romnae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Whitmore Drive EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Whitmore Drive EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Via Urbis Romnae SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Via Urbis Romnae SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Whitmore Drive WB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

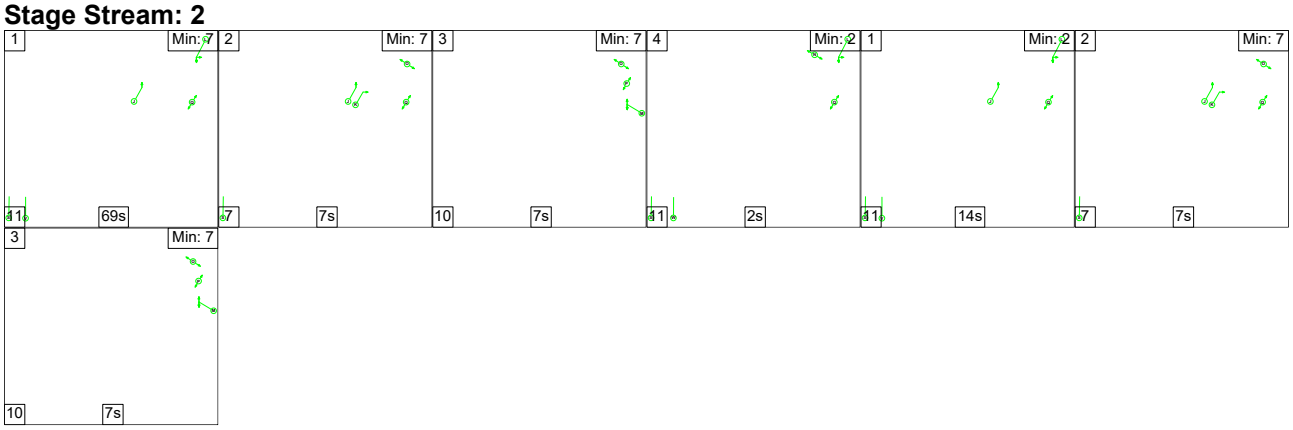
Scenario 1: 'AM Base Peak' (FG1: 'AM Base Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

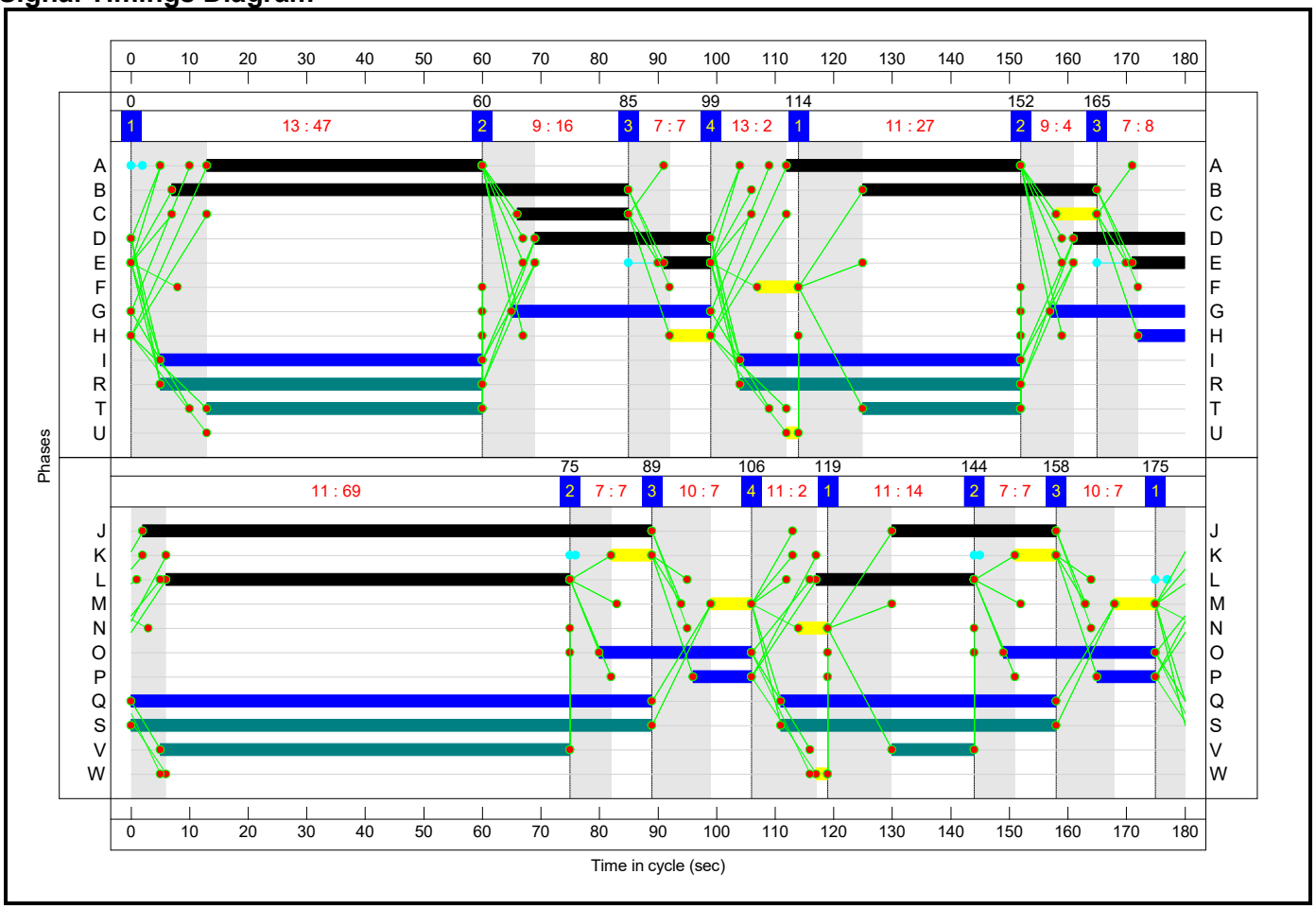
Stage	1	2	3	4	1	2	3
Duration	47	16	7	2	27	4	8
Change Point	0	60	85	99	114	152	165

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	69	7	7	2	14	7	7
Change Point	175	75	89	106	119	144	158

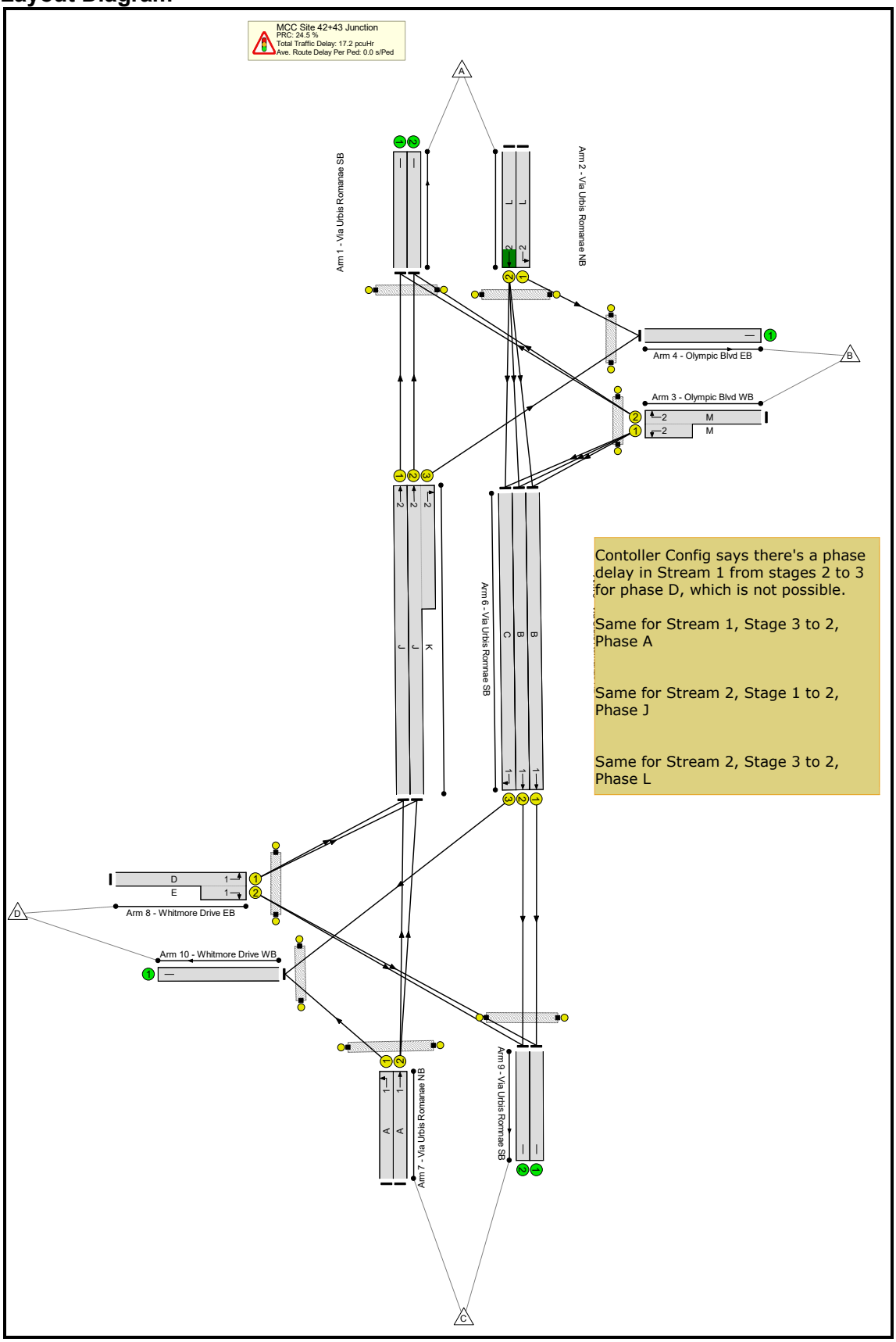
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.3%**
MCC Site 42+43 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.3%**
1/1	Via Urbis Romanae SB Left	U	2	N/A	L		2	96	-	7	1800	980	0.7%
1/2	Via Urbis Romanae SB Ahead	U	2	N/A	L		2	96	-	791	2052	1094	72.3%
2/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	36	Inf	Inf	0.0%
2/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
3/2+3/1	Olympic Blvd WB Right Left	U	2	N/A	M		2	14	-	94	1800:1800	79+160	39.4 : 39.4%
4/1	Olympic Blvd EB	U	N/A	N/A	-		-	-	-	46	Inf	Inf	0.0%
5/1	Via Urbis Romanae NB Ahead	U	2	N/A	J		2	115	-	20	1800	1170	1.7%
5/2+5/3	Via Urbis Romanae NB Ahead Right	U	2	N/A	J K		2	115:14	-	727	1939:1800	1228+70	56.0 : 56.0%
6/1	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	118	-	20	1800	1200	1.7%
6/2	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	118	-	698	1800	1200	58.2%
6/3	Via Urbis Romnae SB Right	U	1	N/A	C		2	26	-	136	1800	280	48.6%
7/1	Via Urbis Romanae NB Left	U	1	N/A	A		2	87	-	47	1800	890	5.3%
7/2	Via Urbis Romanae NB Ahead	U	1	N/A	A		2	87	-	557	1800	890	62.6%

Full Input Data And Results

8/1+8/2	Whitmore Drive EB Left Right	U	1	N/A	D E		2	49:17	-	293	1800:1800	348+189	54.6 : 54.6%
9/1	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	71	Inf	Inf	0.0%
9/2	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
10/1	Whitmore Drive WB	U	N/A	N/A	-		-	-	-	183	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	O		2	52	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	Q		2	136	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		2	20	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	N		1	5	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	I		2	103	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	H		2	15	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	G		2	57	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**12.3**	**4.9**	**0.0**	**17.2**	**-**	**-**	**-**	**-**
MCC Site 42+43 Junction	**-**	**-**	**0**	**0**	**0**	**12.3**	**4.9**	**0.0**	**17.2**	**-**	**-**	**-**	**-**
1/1	7	7	-	-	-	0.0	0.0	-	0.0	11.4	0.1	0.0	0.1
1/2	791	791	-	-	-	3.5	1.3	-	4.8	21.8	14.9	1.3	16.2
2/1	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	94	94	-	-	-	1.1	0.3	-	1.4	53.4	1.9	0.3	2.2
4/1	46	46	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	20	20	-	-	-	0.0	0.0	-	0.0	6.2	0.2	0.0	0.2
5/2+5/3	727	727	-	-	-	1.2	0.6	-	1.8	9.1	12.6	0.6	13.2
6/1	20	20	-	-	-	0.0	0.0	-	0.0	6.7	0.3	0.0	0.3
6/2	698	698	-	-	-	0.2	0.7	-	0.9	4.6	2.5	0.7	3.2
6/3	136	136	-	-	-	1.0	0.5	-	1.5	38.9	3.6	0.5	4.1
7/1	47	47	-	-	-	0.2	0.0	-	0.2	14.1	0.7	0.0	0.7
7/2	557	557	-	-	-	2.6	0.8	-	3.4	22.3	11.3	0.8	12.1
8/1+8/2	293	293	-	-	-	2.5	0.6	-	3.1	37.8	4.0	0.6	4.6
9/1	71	71	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

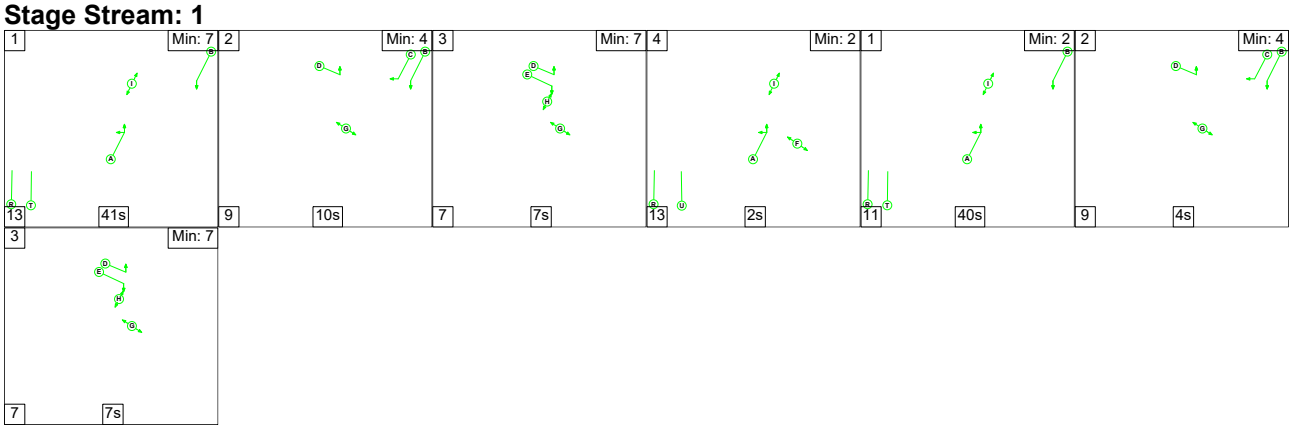
C1 - MCC Site 42+43 Junction	Stream: 1 PRC for Signalled Lanes (%):	43.8	Total Delay for Signalled Lanes (pcuHr):	9.11	Cycle Time (s):	180		
C1 - MCC Site 42+43 Junction	Stream: 2 PRC for Signalled Lanes (%):	24.5	Total Delay for Signalled Lanes (pcuHr):	8.09	Cycle Time (s):	180		
	PRC Over All Lanes (%):	24.5	Total Delay Over All Lanes(pcuHr):	17.20				

Full Input Data And Results

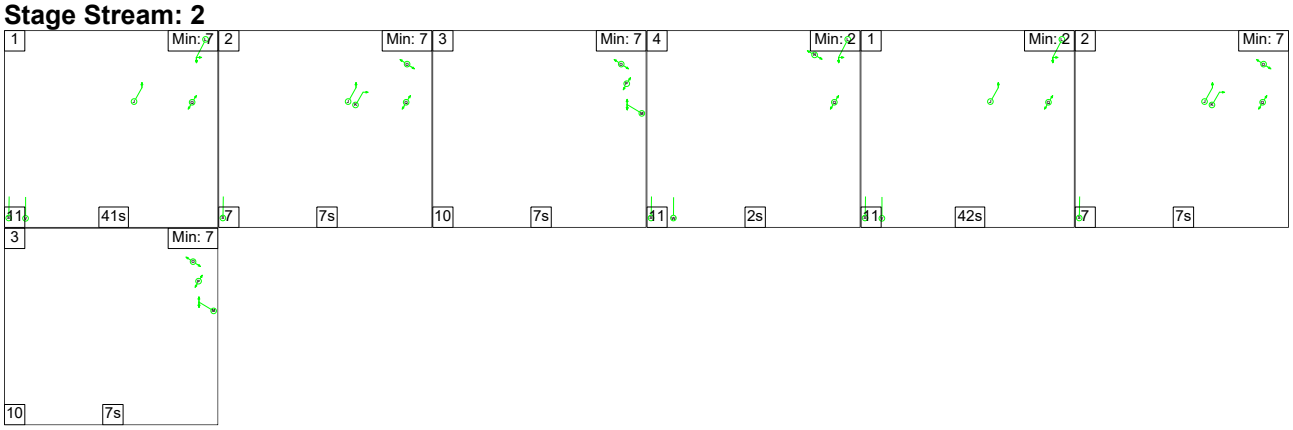
Scenario 2: 'PM Base Peak' (FG2: 'PM Base Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

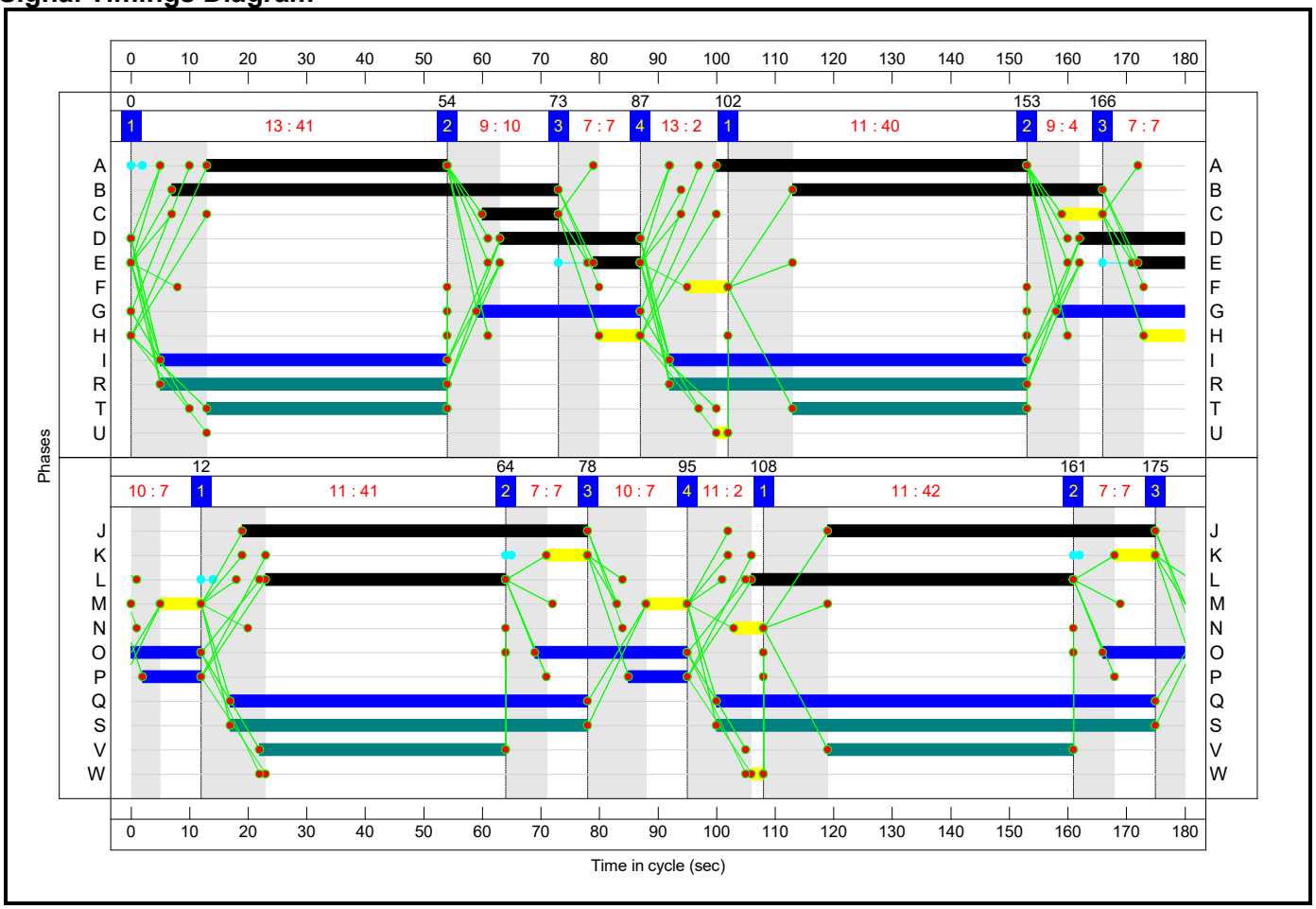
Stage	1	2	3	4	1	2	3
Duration	41	10	7	2	40	4	7
Change Point	0	54	73	87	102	153	166

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	41	7	7	2	42	7	7
Change Point	12	64	78	95	108	161	175

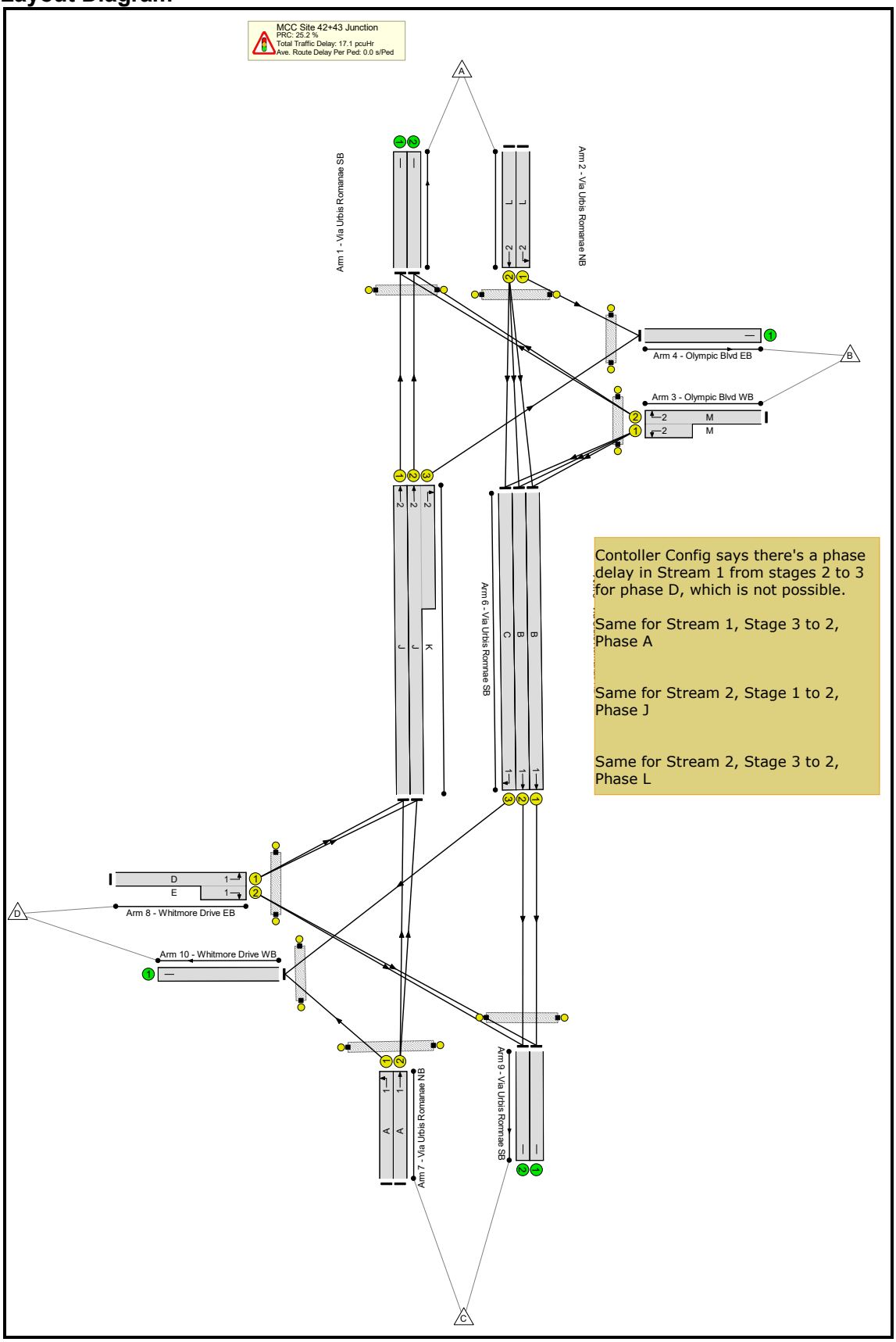
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.9%**
MCC Site 42+43 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.9%**
1/1	Via Urbis Romanae SB Left	U	2	N/A	L		2	96	-	58	1800	980	5.9%
1/2	Via Urbis Romanae SB Ahead	U	2	N/A	L		2	96	-	803	2052	1117	71.9%
2/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	33	Inf	Inf	0.0%
2/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%
3/2+3/1	Olympic Blvd WB Right Left	U	2	N/A	M		2	14	-	77	1800:1800	77+160	32.5 : 32.5%
4/1	Olympic Blvd EB	U	N/A	N/A	-		-	-	-	99	Inf	Inf	0.0%
5/1	Via Urbis Romanae NB Ahead	U	2	N/A	J		2	115	-	20	1800	1170	1.7%
5/2+5/3	Via Urbis Romanae NB Ahead Right	U	2	N/A	J K		2	115:14	-	768	1939:1800	1233+70	59.0 : 59.0%
6/1	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	119	-	20	1800	1210	1.7%
6/2	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	119	-	692	1800	1210	57.2%
6/3	Via Urbis Romnae SB Right	U	1	N/A	C		2	20	-	143	1800	220	65.0%
7/1	Via Urbis Romanae NB Left	U	1	N/A	A		2	94	-	65	1800	960	6.8%
7/2	Via Urbis Romanae NB Ahead	U	1	N/A	A		2	94	-	685	1800	960	71.4%

Full Input Data And Results

8/1+8/2	Whitmore Drive EB Left Right	U	1	N/A	D E		2	42:16	-	176	1800:1800	254+180	40.6 : 40.6%
9/1	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
9/2	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	729	Inf	Inf	0.0%
10/1	Whitmore Drive WB	U	N/A	N/A	-		-	-	-	208	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	O		2	52	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	Q		2	136	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		2	20	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	N		1	5	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	I		2	110	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	H		2	14	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	G		2	50	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.6**	**5.5**	**0.0**	**17.1**	**-**	**-**	**-**	**-**
MCC Site 42+43 Junction	**-**	**-**	**0**	**0**	**0**	**11.6**	**5.5**	**0.0**	**17.1**	**-**	**-**	**-**	**-**
1/1	58	58	-	-	-	0.2	0.0	-	0.2	11.6	0.7	0.0	0.7
1/2	803	803	-	-	-	3.4	1.3	-	4.7	21.0	14.9	1.3	16.2
2/1	33	33	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	77	77	-	-	-	0.8	0.2	-	1.1	49.8	1.3	0.2	1.6
4/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	20	20	-	-	-	0.0	0.0	-	0.0	8.6	0.2	0.0	0.2
5/2+5/3	768	768	-	-	-	1.1	0.7	-	1.8	8.6	14.6	0.7	15.3
6/1	20	20	-	-	-	0.0	0.0	-	0.0	4.9	0.2	0.0	0.2
6/2	692	692	-	-	-	0.3	0.7	-	1.0	5.0	1.3	0.7	2.0
6/3	143	143	-	-	-	1.0	0.9	-	1.9	47.3	3.6	0.9	4.5
7/1	65	65	-	-	-	0.2	0.0	-	0.2	12.3	0.8	0.0	0.9
7/2	685	685	-	-	-	3.0	1.2	-	4.3	22.4	13.7	1.2	14.9
8/1+8/2	176	176	-	-	-	1.6	0.3	-	1.9	38.8	2.2	0.3	2.6
9/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-	-

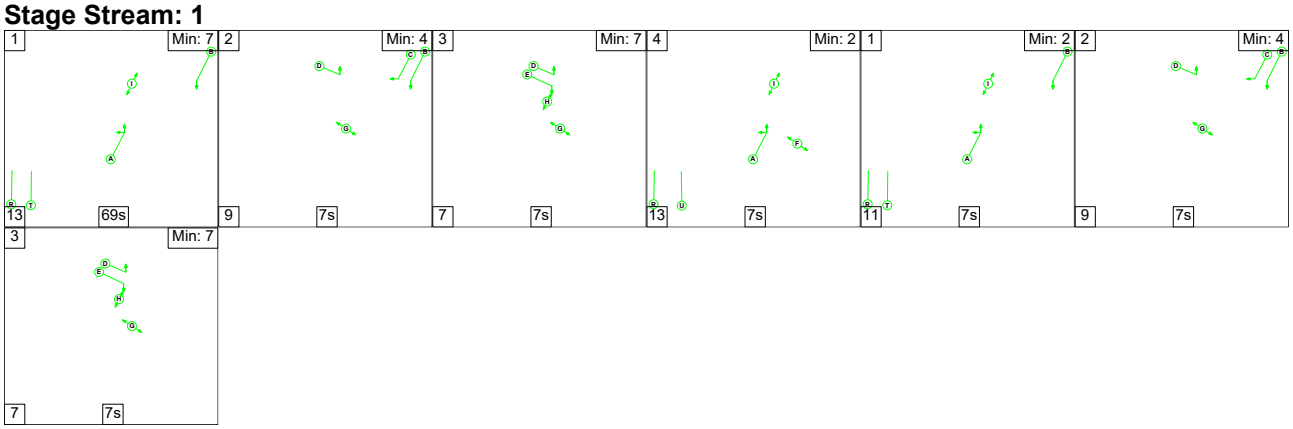
C1 - MCC Site 42+43 Junction	Stream: 1 PRC for Signalled Lanes (%):	26.1	Total Delay for Signalled Lanes (pcuHr):	9.25	Cycle Time (s):	180		
C1 - MCC Site 42+43 Junction	Stream: 2 PRC for Signalled Lanes (%):	25.2	Total Delay for Signalled Lanes (pcuHr):	7.83	Cycle Time (s):	180		
	PRC Over All Lanes (%):	25.2	Total Delay Over All Lanes(pcuHr):	17.08				

Full Input Data And Results

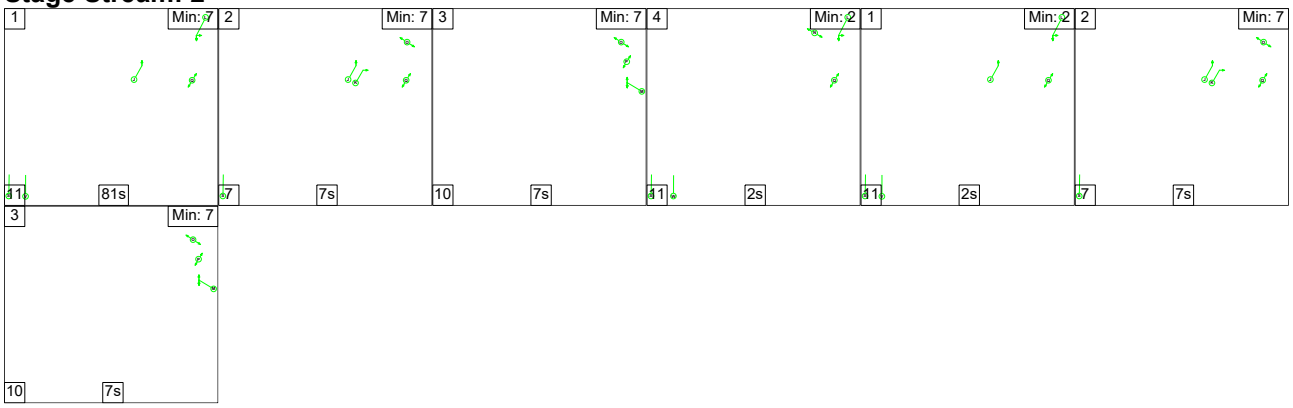
Scenario 3: 'FB WD AM' (FG3: 'FB WD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

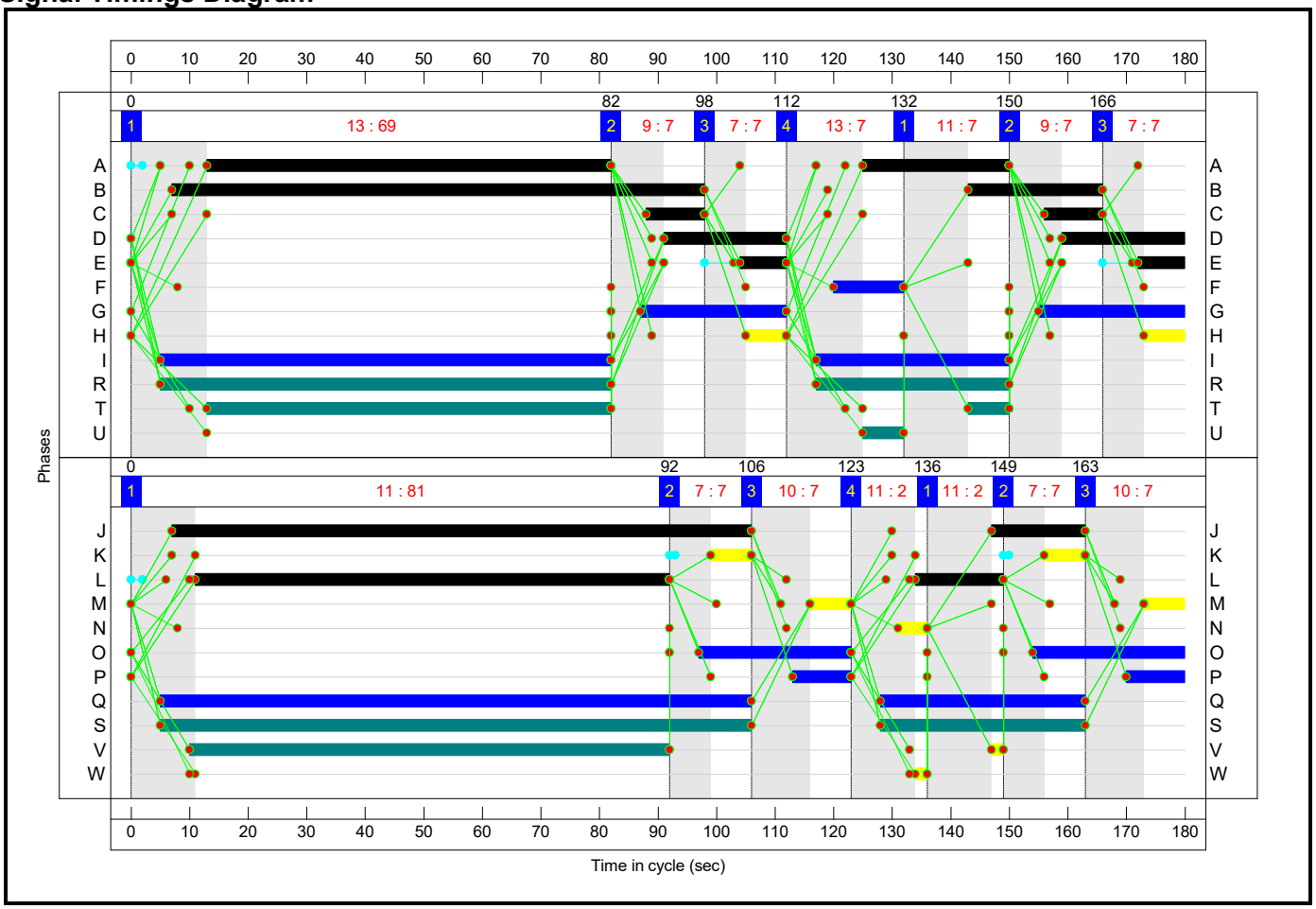
Stage	1	2	3	4	1	2	3
Duration	69	7	7	7	7	7	7
Change Point	0	82	98	112	132	150	166

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	81	7	7	2	2	7	7
Change Point	0	92	106	123	136	149	163

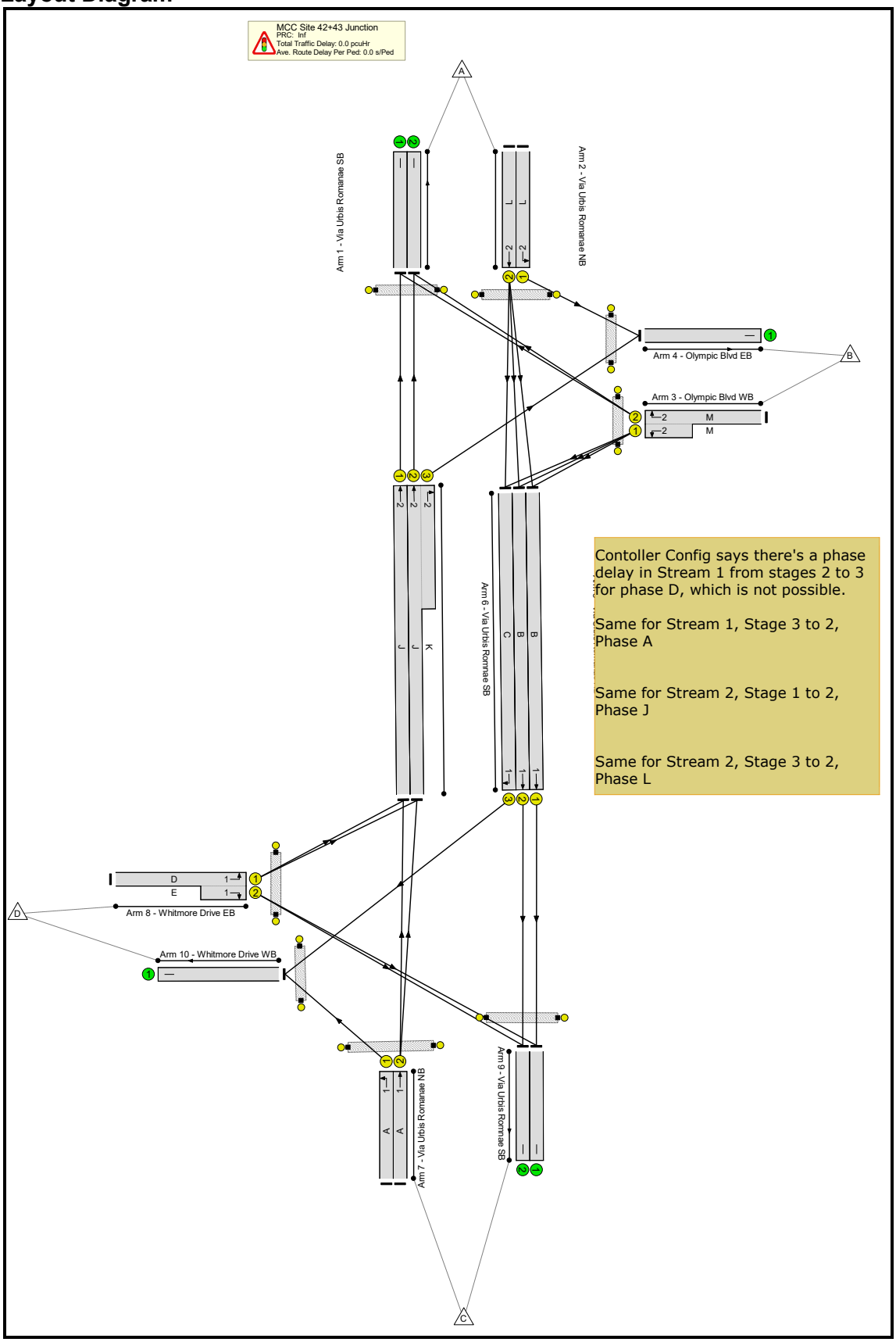
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**0.0%**
MCC Site 42+43 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**0.0%**
1/1	Via Urbis Romanae SB Left	U	2	N/A	L		2	96	-	0	1800	980	0.0%
1/2	Via Urbis Romanae SB Ahead	U	2	N/A	L		2	96	-	0	2052	1117	0.0%
2/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
2/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/2+3/1	Olympic Blvd WB Right Left	U	2	N/A	M		2	14	-	0	1800:1800	120+160	0.0 : 0.0%
4/1	Olympic Blvd EB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Via Urbis Romanae NB Ahead	U	2	N/A	J		2	115	-	0	1800	1170	0.0%
5/2+5/3	Via Urbis Romanae NB Ahead Right	U	2	N/A	J K		2	115:14	-	0	1939:1800	160+160	0.0 : 0.0%
6/1	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	114	-	0	1800	1160	0.0%
6/2	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	114	-	0	1800	1160	0.0%
6/3	Via Urbis Romnae SB Right	U	1	N/A	C		2	20	-	0	1800	220	0.0%
7/1	Via Urbis Romanae NB Left	U	1	N/A	A		2	94	-	0	1800	960	0.0%
7/2	Via Urbis Romanae NB Ahead	U	1	N/A	A		2	94	-	0	1800	960	0.0%

Full Input Data And Results

8/1+8/2	Whitmore Drive EB Left Right	U	1	N/A	D E		2	42:16	-	0	1800:1800	240+180	0.0 : 0.0%
9/1	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
9/2	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	Whitmore Drive WB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	O		2	52	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	Q		2	136	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		2	20	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	N		1	5	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	I		2	110	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	H		2	14	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	G		2	50	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	F		1	12	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
MCC Site 42+43 Junction	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

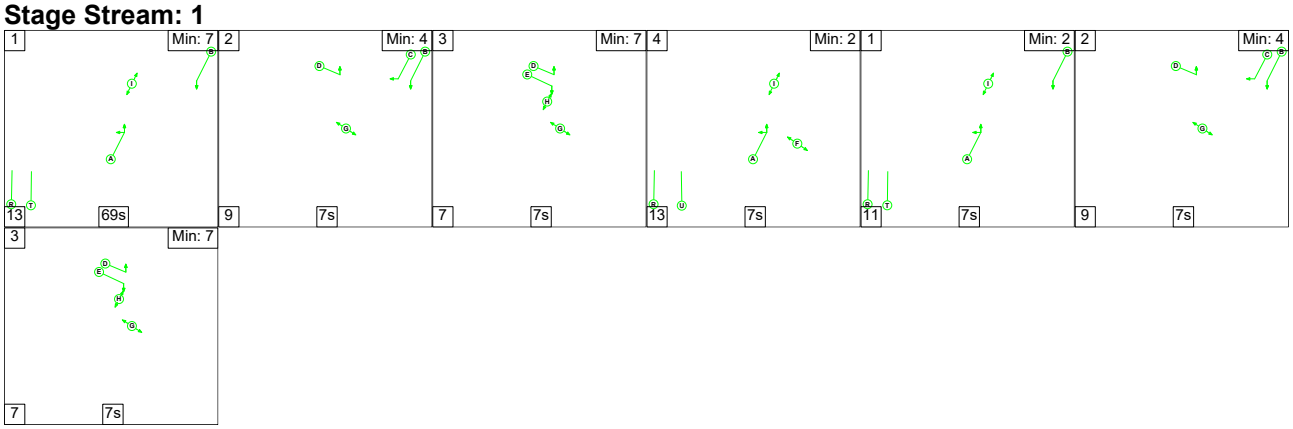
C1 - MCC Site 42+43 Junction	Stream: 1 PRC for Signalled Lanes (%):	Inf	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	180		
C1 - MCC Site 42+43 Junction	Stream: 2 PRC for Signalled Lanes (%):	Inf	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	180		
	PRC Over All Lanes (%):	Inf	Total Delay Over All Lanes(pcuHr):	0.00				

Full Input Data And Results

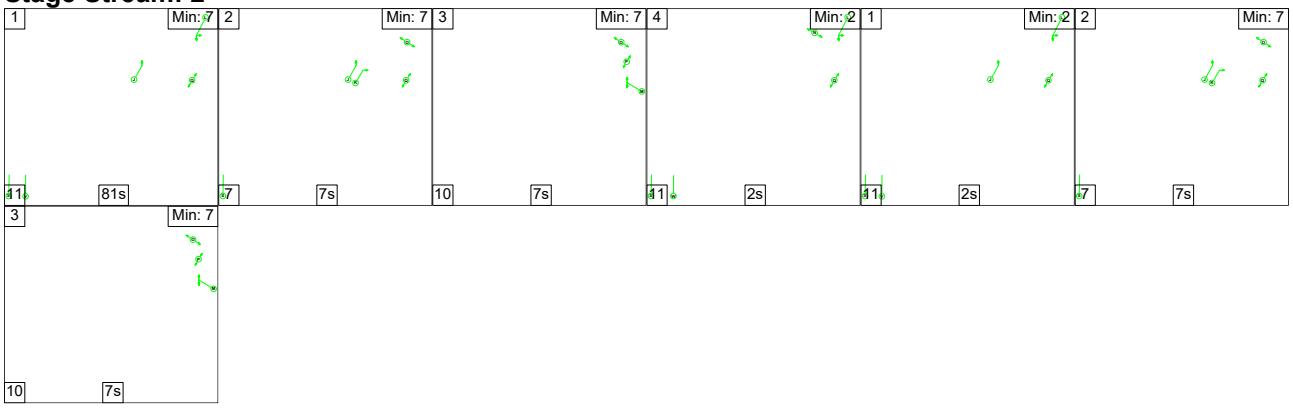
Scenario 4: 'FB WD PM' (FG4: 'FB WD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

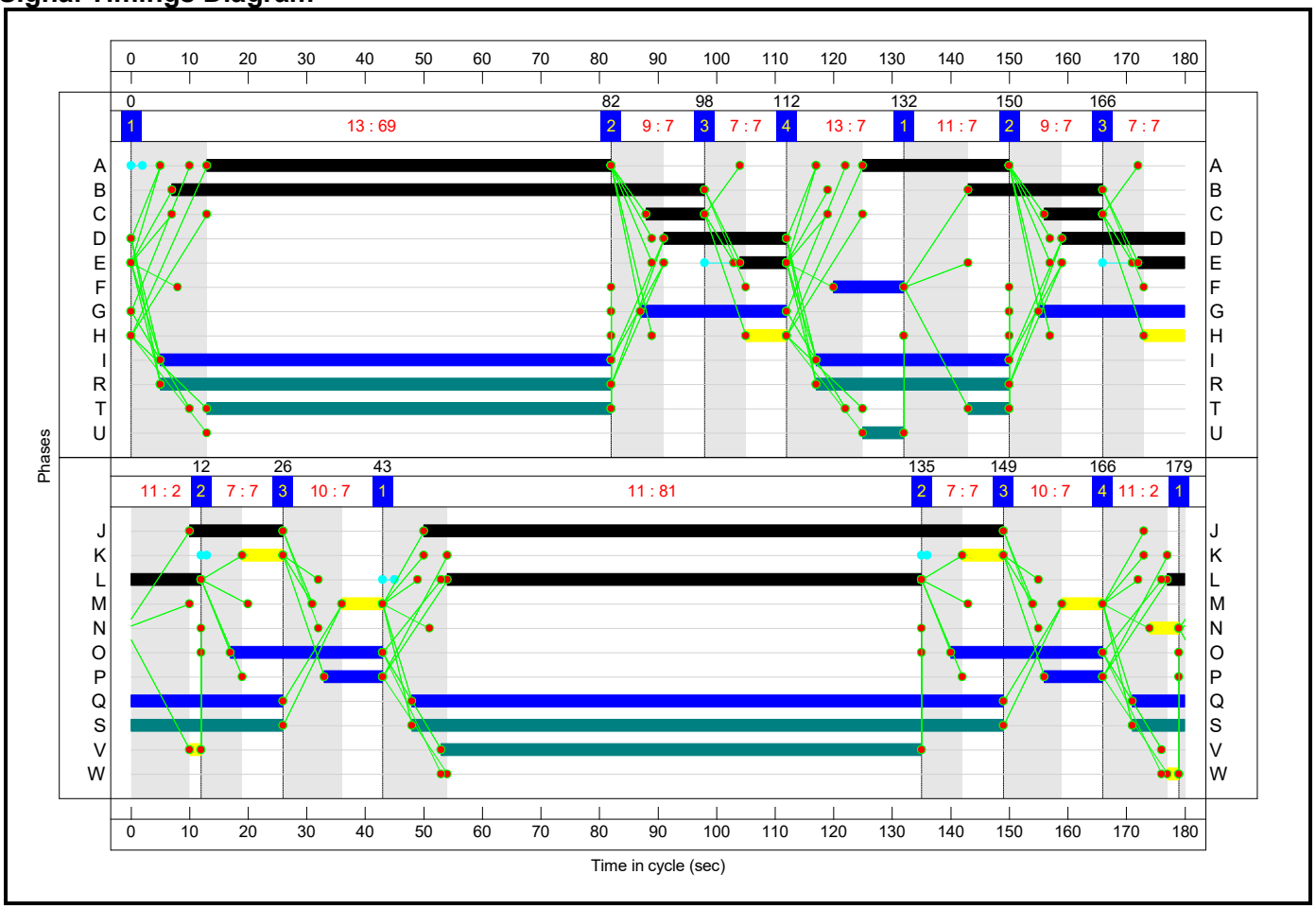
Stage	1	2	3	4	1	2	3
Duration	69	7	7	7	7	7	7
Change Point	0	82	98	112	132	150	166

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	81	7	7	2	2	7	7
Change Point	43	135	149	166	179	12	26

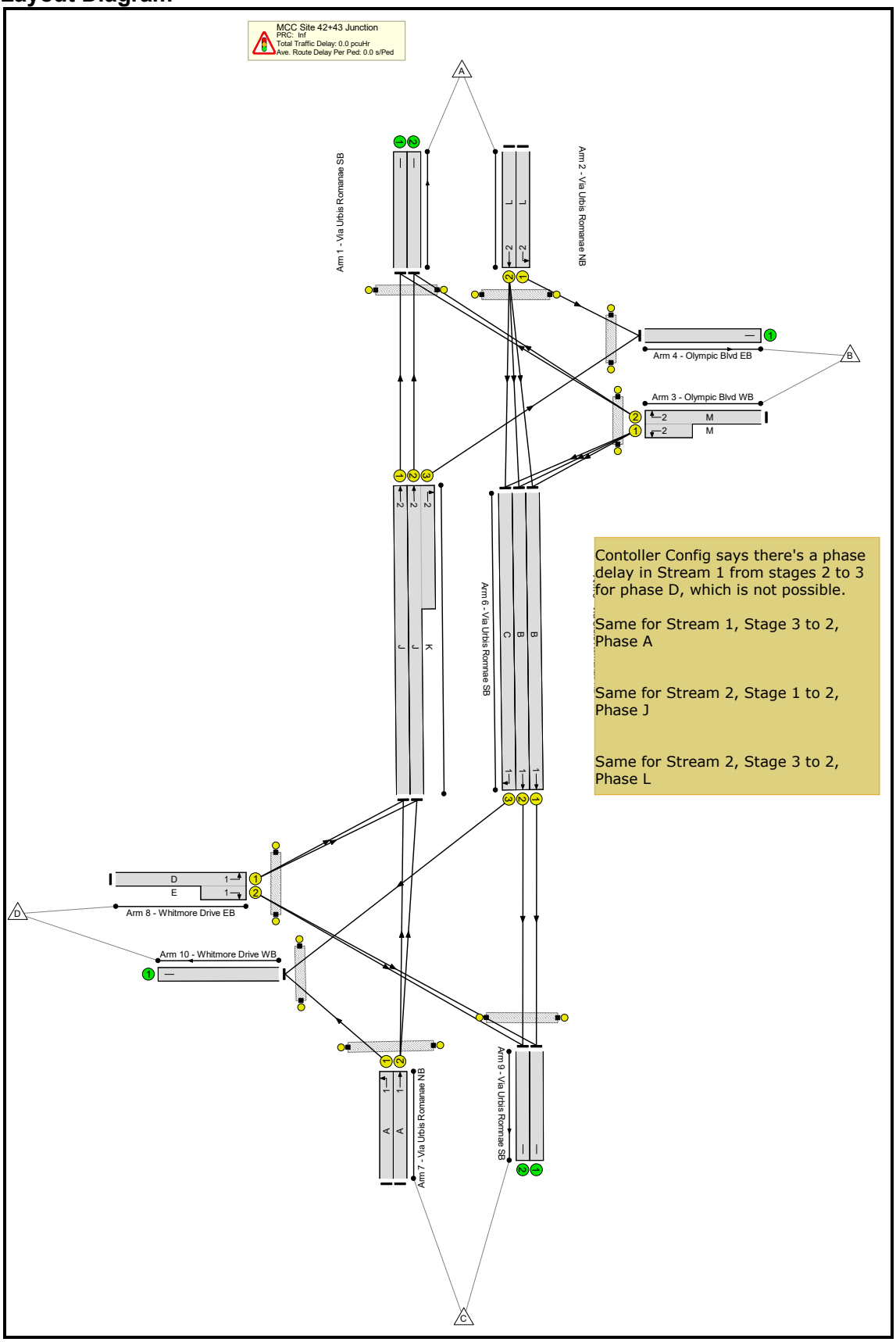
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**0.0%**
MCC Site 42+43 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**0.0%**
1/1	Via Urbis Romanae SB Left	U	2	N/A	L		2	96	-	0	1800	980	0.0%
1/2	Via Urbis Romanae SB Ahead	U	2	N/A	L		2	96	-	0	2052	1117	0.0%
2/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
2/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/2+3/1	Olympic Blvd WB Right Left	U	2	N/A	M		2	14	-	0	1800:1800	120+160	0.0 : 0.0%
4/1	Olympic Blvd EB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Via Urbis Romanae NB Ahead	U	2	N/A	J		2	115	-	0	1800	1170	0.0%
5/2+5/3	Via Urbis Romanae NB Ahead Right	U	2	N/A	J K		2	115:14	-	0	1939:1800	160+160	0.0 : 0.0%
6/1	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	114	-	0	1800	1160	0.0%
6/2	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	114	-	0	1800	1160	0.0%
6/3	Via Urbis Romnae SB Right	U	1	N/A	C		2	20	-	0	1800	220	0.0%
7/1	Via Urbis Romanae NB Left	U	1	N/A	A		2	94	-	0	1800	960	0.0%
7/2	Via Urbis Romanae NB Ahead	U	1	N/A	A		2	94	-	0	1800	960	0.0%

Full Input Data And Results

8/1+8/2	Whitmore Drive EB Left Right	U	1	N/A	D E		2	42:16	-	0	1800:1800	270+180	0.0 : 0.0%
9/1	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
9/2	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	Whitmore Drive WB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	O		2	52	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	Q		2	136	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		2	20	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	N		1	5	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	I		2	110	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	H		2	14	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	G		2	50	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	F		1	12	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
MCC Site 42+43 Junction	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

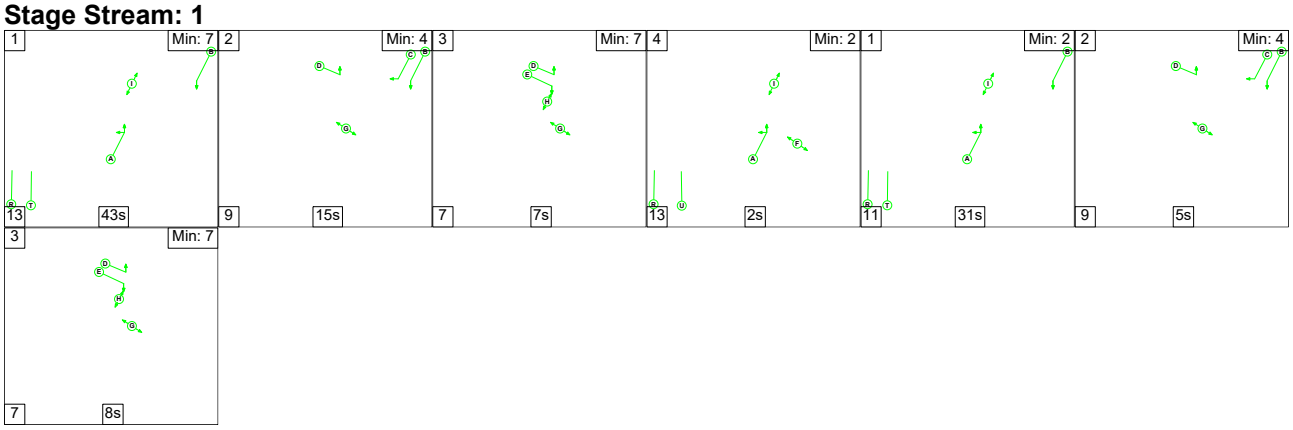
C1 - MCC Site 42+43 Junction	Stream: 1 PRC for Signalled Lanes (%):	Inf	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	180		
C1 - MCC Site 42+43 Junction	Stream: 2 PRC for Signalled Lanes (%):	Inf	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	180		
	PRC Over All Lanes (%):	Inf	Total Delay Over All Lanes(pcuHr):	0.00				

Full Input Data And Results

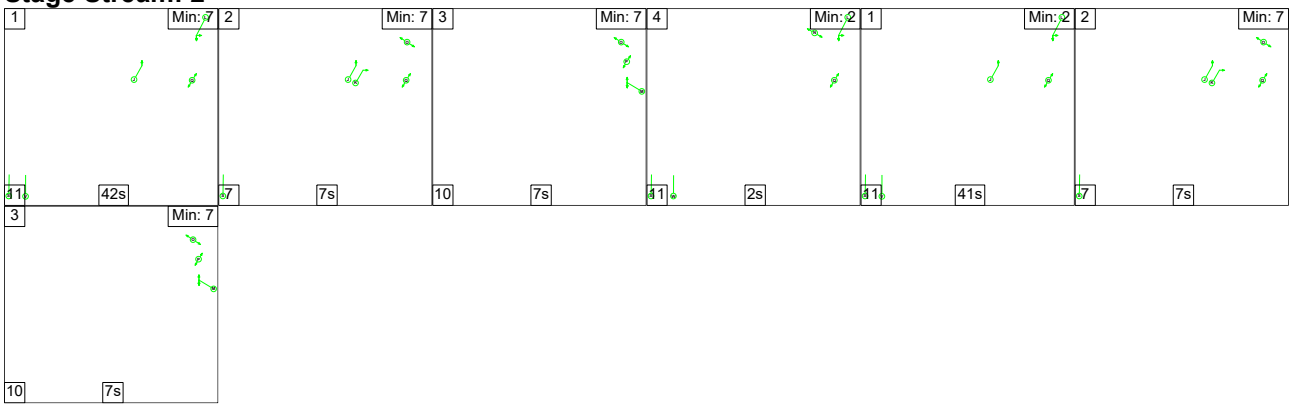
Scenario 5: 'FB+CD WD AM' (FG5: 'FB+CD WD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

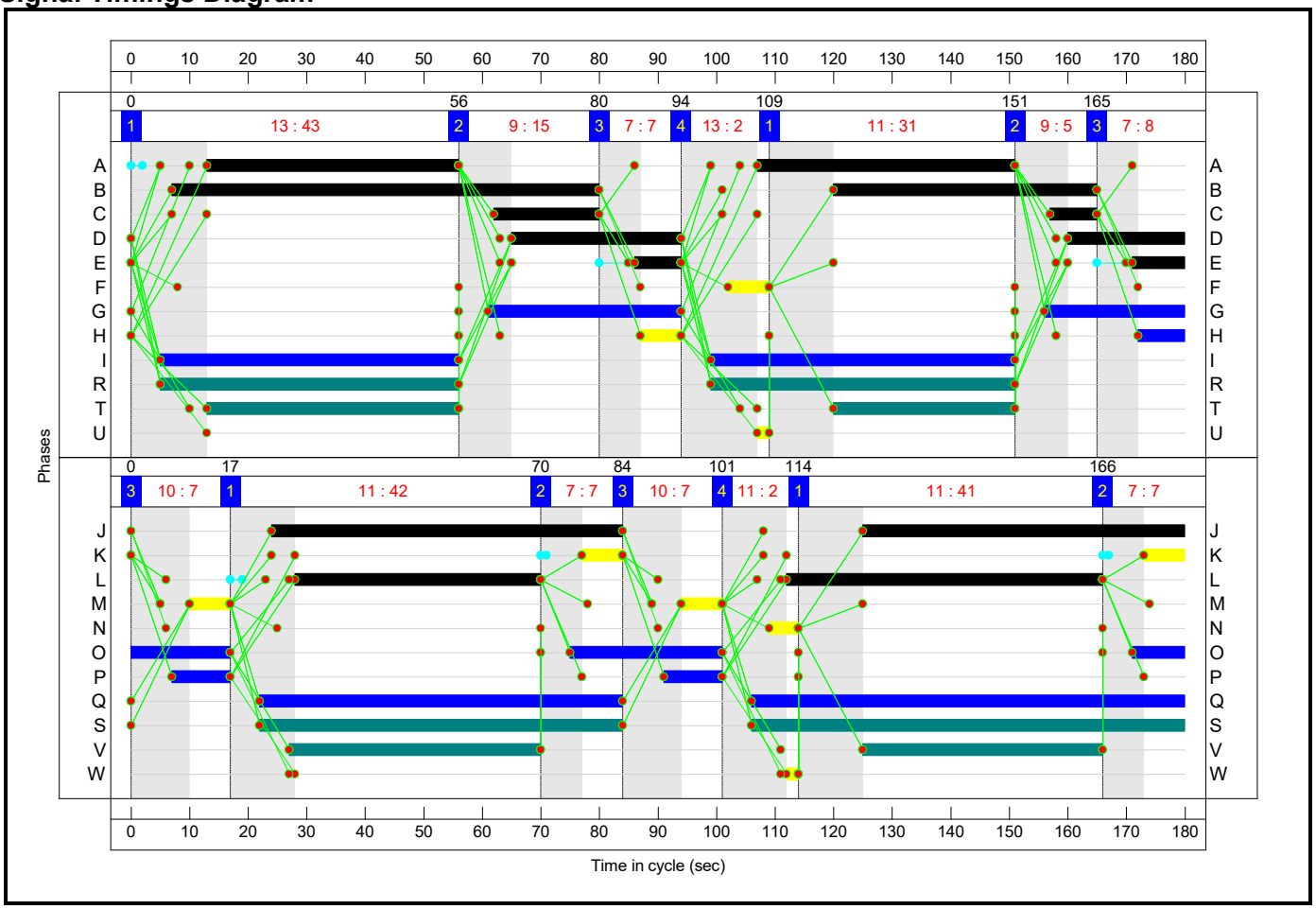
Stage	1	2	3	4	1	2	3
Duration	43	15	7	2	31	5	8
Change Point	0	56	80	94	109	151	165

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	42	7	7	2	41	7	7
Change Point	17	70	84	101	114	166	0

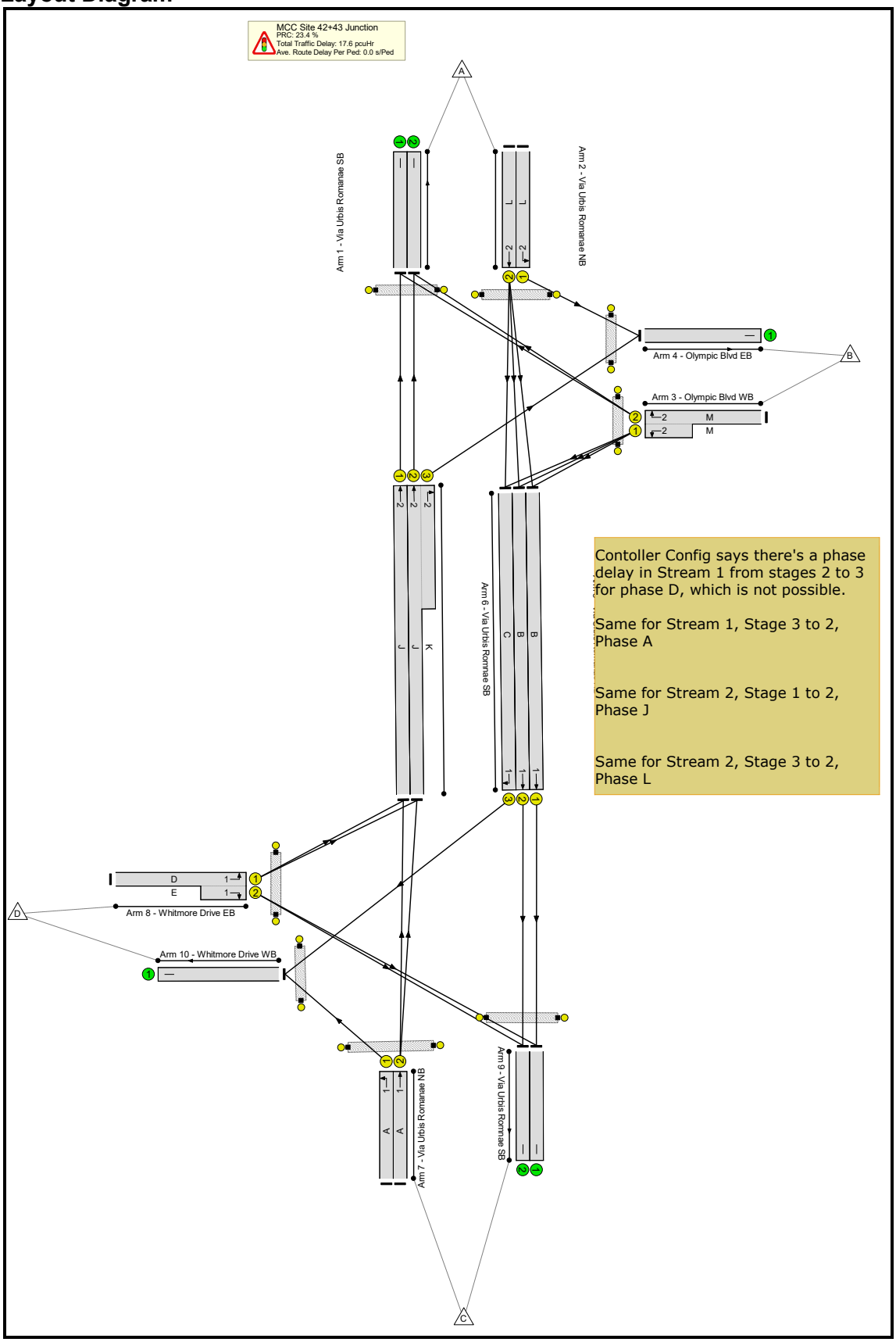
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.0%**
MCC Site 42+43 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.0%**
1/1	Via Urbis Romanae SB Left	U	2	N/A	L		2	96	-	8	1800	980	0.8%
1/2	Via Urbis Romanae SB Ahead	U	2	N/A	L		2	96	-	815	2052	1117	73.0%
2/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	36	Inf	Inf	0.0%
2/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	727	Inf	Inf	0.0%
3/2+3/1	Olympic Blvd WB Right Left	U	2	N/A	M		2	14	-	98	1800:1800	78+160	41.3 : 41.3%
4/1	Olympic Blvd EB	U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%
5/1	Via Urbis Romanae NB Ahead	U	2	N/A	J		2	115	-	20	1800	1170	1.7%
5/2+5/3	Via Urbis Romanae NB Ahead Right	U	2	N/A	J K		2	115:14	-	752	1939:1800	1232+71	57.7 : 57.7%
6/1	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	118	-	20	1800	1200	1.7%
6/2	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	118	-	720	1800	1200	60.0%
6/3	Via Urbis Romnae SB Right	U	1	N/A	C		2	26	-	141	1800	280	50.4%
7/1	Via Urbis Romanae NB Left	U	1	N/A	A		2	87	-	49	1800	890	5.5%
7/2	Via Urbis Romanae NB Ahead	U	1	N/A	A		2	87	-	576	1800	890	64.7%

Full Input Data And Results

8/1+8/2	Whitmore Drive EB Left Right	U	1	N/A	D E		2	49:17	-	303	1800:1800	348+190	56.3 : 56.3%
9/1	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	73	Inf	Inf	0.0%
9/2	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%
10/1	Whitmore Drive WB	U	N/A	N/A	-		-	-	-	190	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	O		2	52	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	Q		2	136	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		2	20	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	N		1	5	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	I		2	103	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	H		2	15	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	G		2	57	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**12.4**	**5.2**	**0.0**	**17.6**	**-**	**-**	**-**	**-**
MCC Site 42+43 Junction	**-**	**-**	**0**	**0**	**0**	**12.4**	**5.2**	**0.0**	**17.6**	**-**	**-**	**-**	**-**
1/1	8	8	-	-	-	0.0	0.0	-	0.0	11.4	0.1	0.0	0.1
1/2	815	815	-	-	-	3.5	1.3	-	4.8	21.4	15.4	1.3	16.7
2/1	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	727	727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	98	98	-	-	-	1.1	0.3	-	1.4	51.6	1.7	0.3	2.0
4/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	20	20	-	-	-	0.0	0.0	-	0.0	6.2	0.1	0.0	0.2
5/2+5/3	752	752	-	-	-	1.0	0.7	-	1.7	8.2	13.1	0.7	13.7
6/1	20	20	-	-	-	0.0	0.0	-	0.0	5.3	0.2	0.0	0.2
6/2	720	720	-	-	-	0.4	0.7	-	1.1	5.7	2.5	0.7	3.2
6/3	141	141	-	-	-	0.8	0.5	-	1.4	34.5	3.2	0.5	3.7
7/1	49	49	-	-	-	0.2	0.0	-	0.2	14.1	0.7	0.0	0.7
7/2	576	576	-	-	-	2.7	0.9	-	3.6	22.8	11.7	0.9	12.6
8/1+8/2	303	303	-	-	-	2.6	0.6	-	3.2	38.0	3.9	0.6	4.6
9/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	190	190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

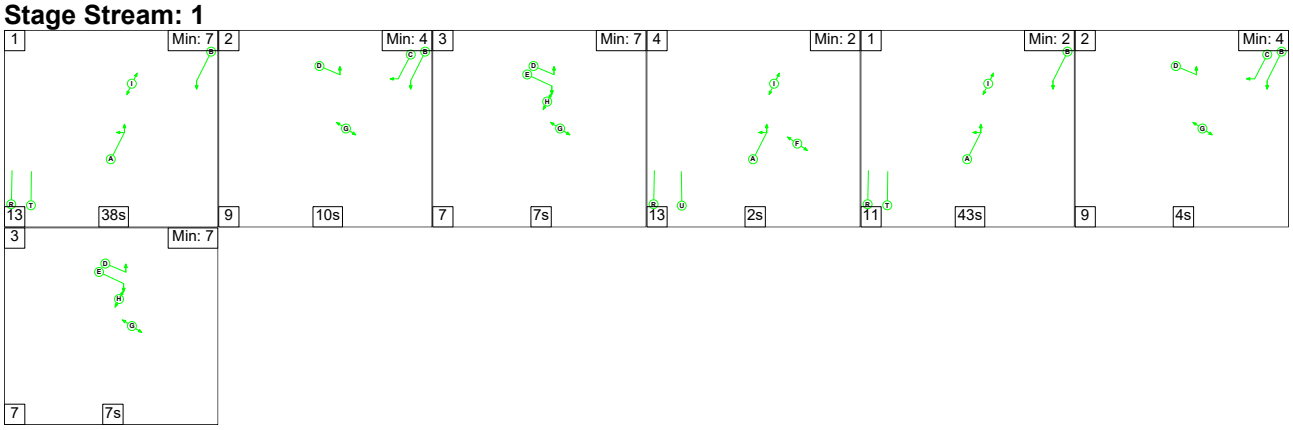
C1 - MCC Site 42+43 Junction	Stream: 1 PRC for Signalled Lanes (%):	39.1	Total Delay for Signalled Lanes (pcuHr):	9.56	Cycle Time (s):	180		
C1 - MCC Site 42+43 Junction	Stream: 2 PRC for Signalled Lanes (%):	23.4	Total Delay for Signalled Lanes (pcuHr):	8.02	Cycle Time (s):	180		
	PRC Over All Lanes (%):	23.4	Total Delay Over All Lanes(pcuHr):	17.58				

Full Input Data And Results

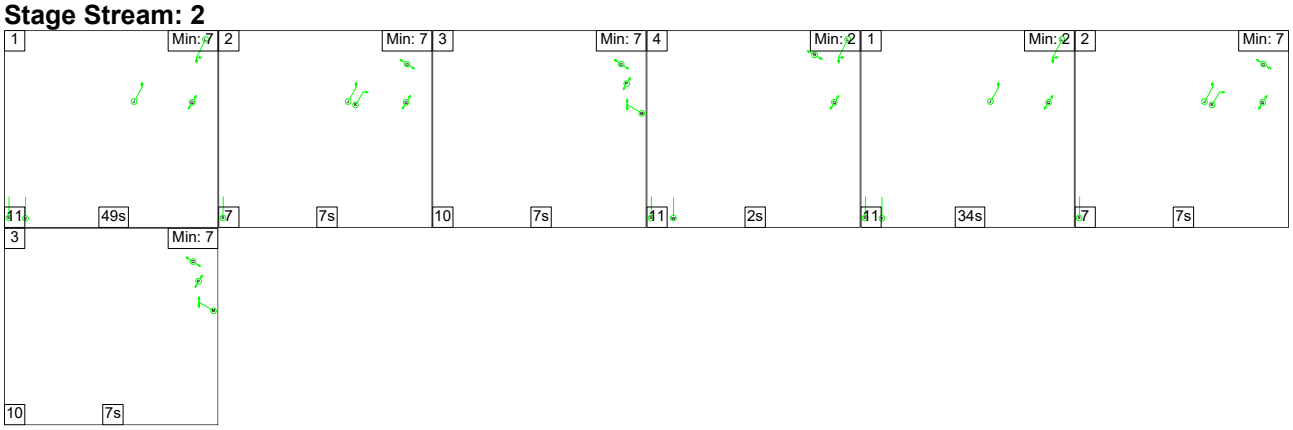
Scenario 6: 'FB+CD WD PM' (FG6: 'FB+CD WD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

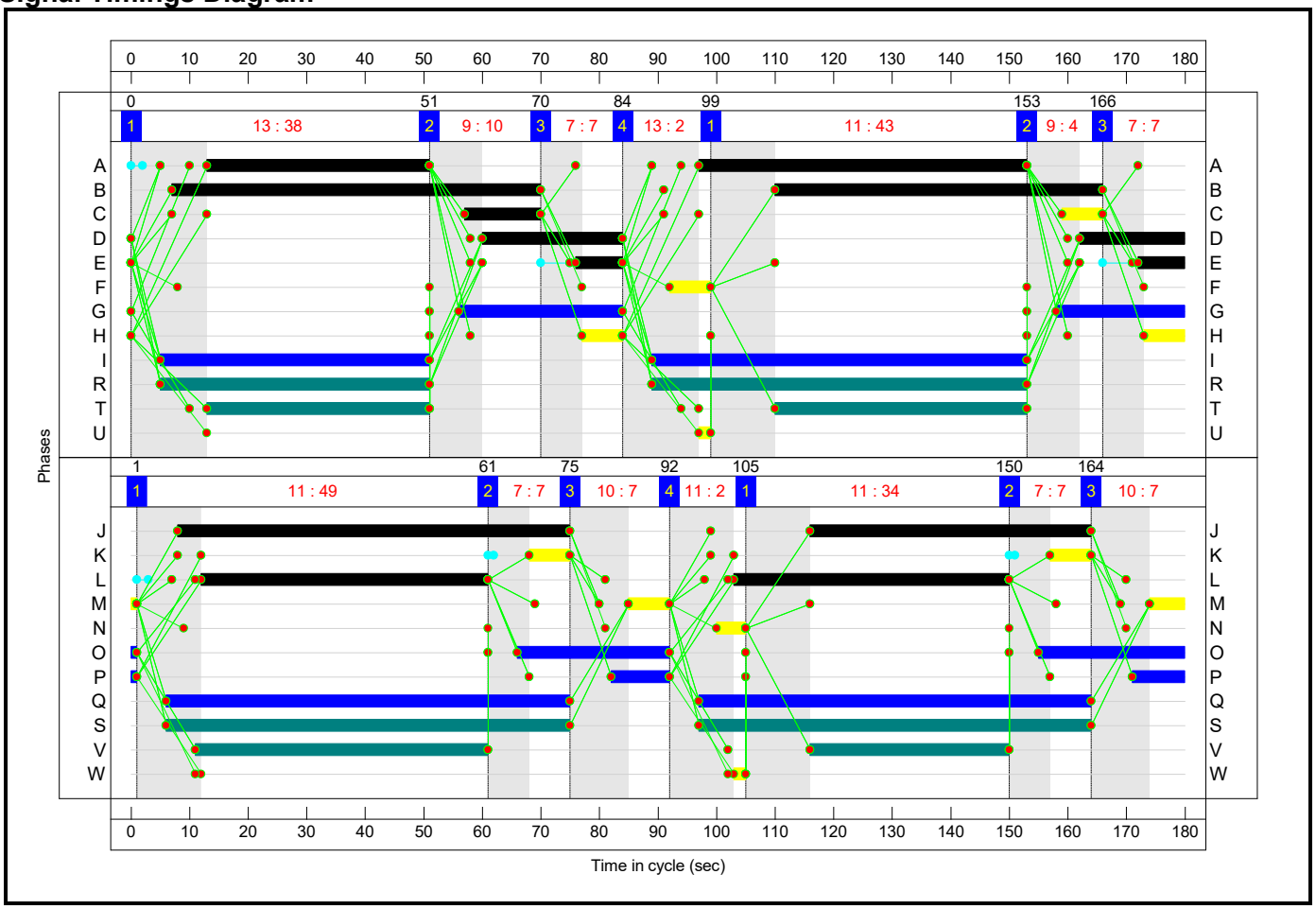
Stage	1	2	3	4	1	2	3
Duration	38	10	7	2	43	4	7
Change Point	0	51	70	84	99	153	166

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	49	7	7	2	34	7	7
Change Point	1	61	75	92	105	150	164

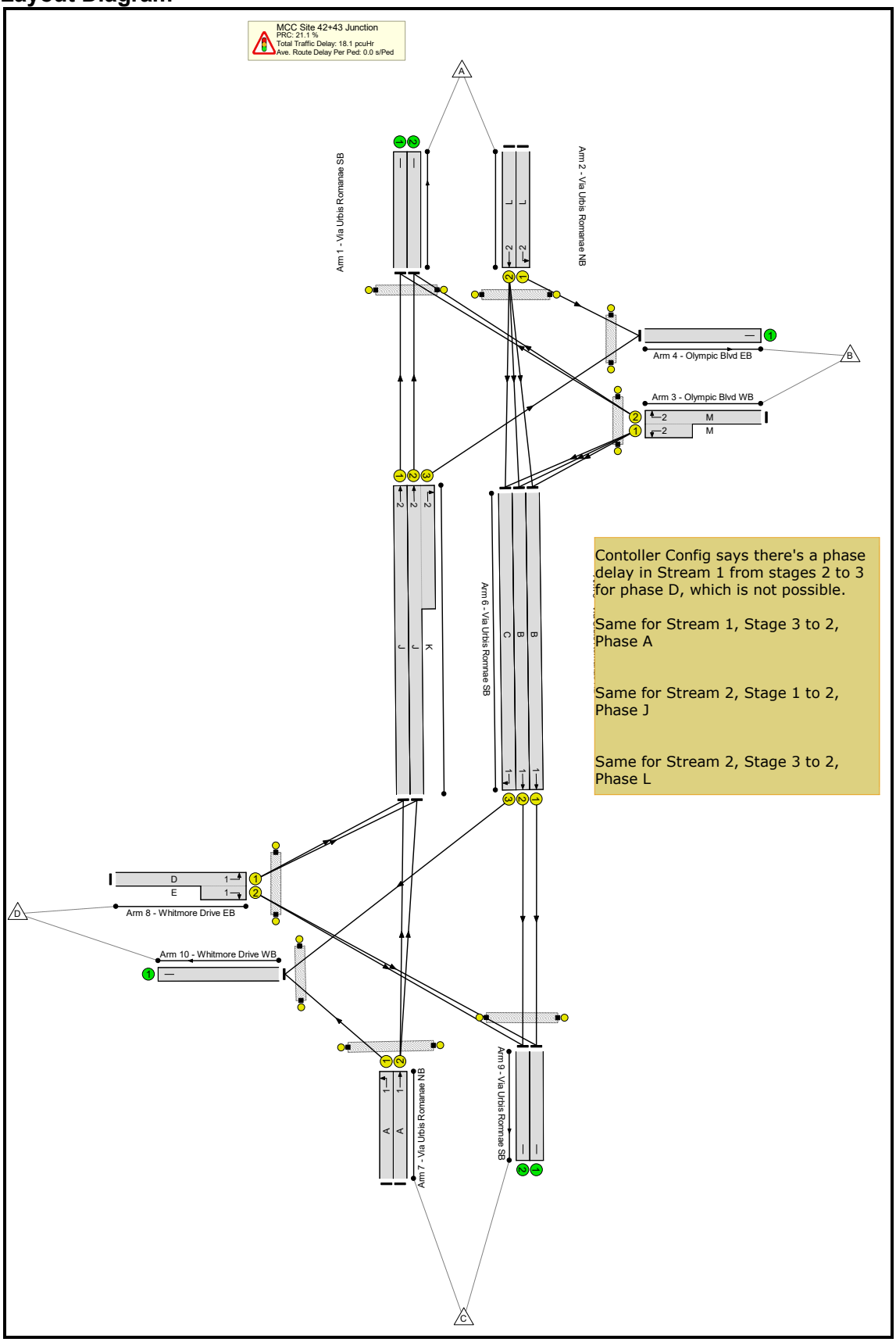
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.3%**
MCC Site 42+43 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.3%**
1/1	Via Urbis Romanae SB Left	U	2	N/A	L		2	96	-	60	1800	980	6.1%
1/2	Via Urbis Romanae SB Ahead	U	2	N/A	L		2	96	-	830	2052	1117	74.3%
2/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	33	Inf	Inf	0.0%
2/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%
3/2+3/1	Olympic Blvd WB Right Left	U	2	N/A	M		2	14	-	79	1800:1800	78+160	33.1 : 33.1%
4/1	Olympic Blvd EB	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
5/1	Via Urbis Romanae NB Ahead	U	2	N/A	J		2	115	-	20	1800	1170	1.7%
5/2+5/3	Via Urbis Romanae NB Ahead Right	U	2	N/A	J K		2	115:14	-	795	1939:1800	1232+70	61.0 : 61.0%
6/1	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	119	-	20	1800	1210	1.7%
6/2	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	119	-	716	1800	1210	59.2%
6/3	Via Urbis Romnae SB Right	U	1	N/A	C		2	20	-	147	1800	220	66.8%
7/1	Via Urbis Romanae NB Left	U	1	N/A	A		2	94	-	68	1800	960	7.1%
7/2	Via Urbis Romanae NB Ahead	U	1	N/A	A		2	94	-	708	1800	960	73.8%

Full Input Data And Results

8/1+8/2	Whitmore Drive EB Left Right	U	1	N/A	D E		2	42:16	-	184	1800:1800	250+180	42.8 : 42.8%
9/1	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
9/2	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	755	Inf	Inf	0.0%
10/1	Whitmore Drive WB	U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	O		2	52	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	Q		2	136	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		2	20	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	N		1	5	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	I		2	110	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	H		2	14	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	G		2	50	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**12.1**	**6.0**	**0.0**	**18.1**	**-**	**-**	**-**	**-**
MCC Site 42+43 Junction	**-**	**-**	**0**	**0**	**0**	**12.1**	**6.0**	**0.0**	**18.1**	**-**	**-**	**-**	**-**
1/1	60	60	-	-	-	0.2	0.0	-	0.2	11.7	0.7	0.0	0.7
1/2	830	830	-	-	-	3.6	1.4	-	5.0	21.9	15.7	1.4	17.1
2/1	33	33	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	79	79	-	-	-	0.8	0.2	-	1.1	49.6	1.3	0.2	1.5
4/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	20	20	-	-	-	0.0	0.0	-	0.0	8.1	0.2	0.0	0.3
5/2+5/3	795	795	-	-	-	1.1	0.8	-	1.9	8.7	15.3	0.8	16.1
6/1	20	20	-	-	-	0.0	0.0	-	0.0	5.2	0.3	0.0	0.3
6/2	716	716	-	-	-	0.2	0.7	-	0.9	4.6	1.6	0.7	2.3
6/3	147	147	-	-	-	1.1	1.0	-	2.1	50.5	3.7	1.0	4.7
7/1	68	68	-	-	-	0.2	0.0	-	0.2	12.3	0.9	0.0	0.9
7/2	708	708	-	-	-	3.2	1.4	-	4.6	23.3	14.6	1.4	15.9
8/1+8/2	184	184	-	-	-	1.6	0.4	-	2.0	39.5	2.4	0.4	2.8
9/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-	-

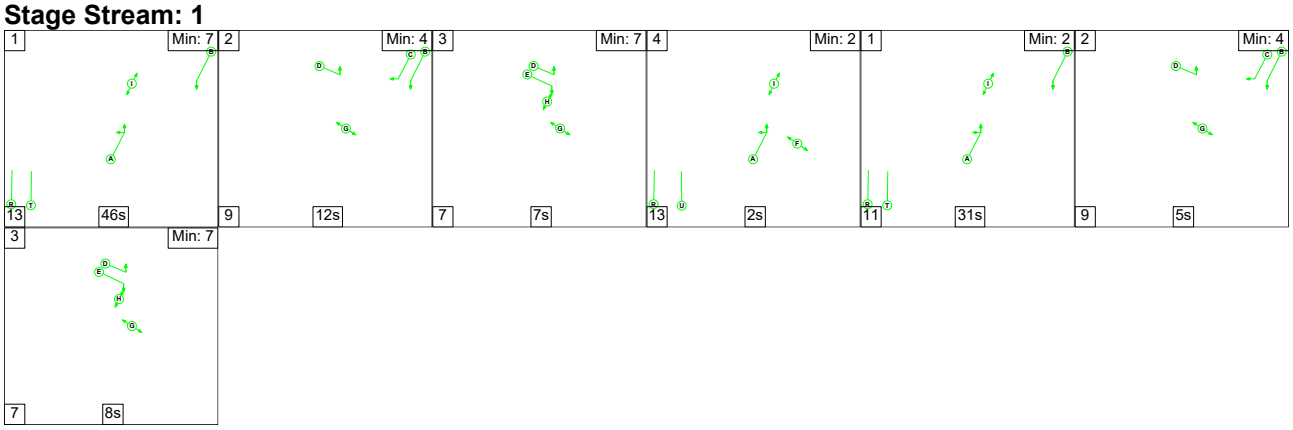
C1 - MCC Site 42+43 Junction	Stream: 1 PRC for Signalled Lanes (%):	22.0	Total Delay for Signalled Lanes (pcuHr):	9.85	Cycle Time (s):	180		
C1 - MCC Site 42+43 Junction	Stream: 2 PRC for Signalled Lanes (%):	21.1	Total Delay for Signalled Lanes (pcuHr):	8.30	Cycle Time (s):	180		
	PRC Over All Lanes (%):	21.1	Total Delay Over All Lanes(pcuHr):	18.14				

Full Input Data And Results

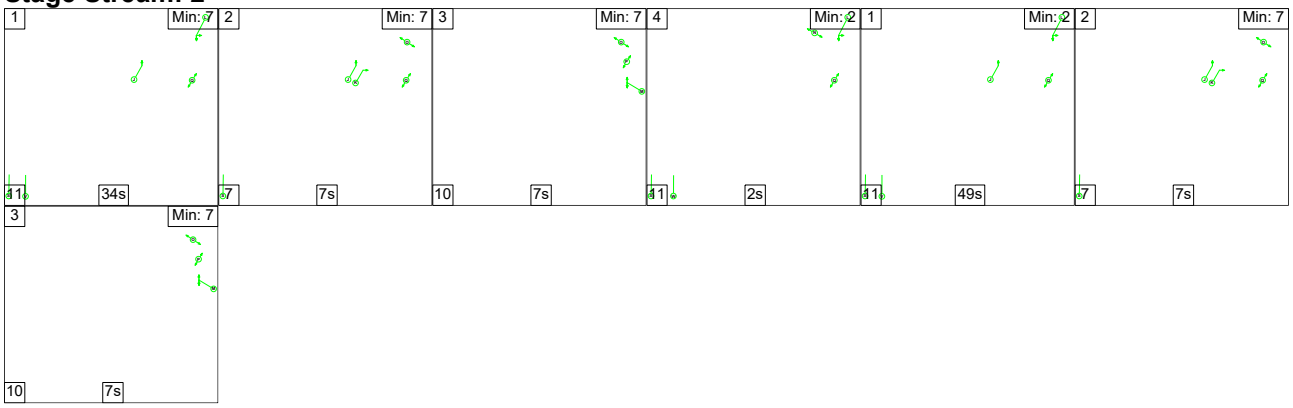
Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

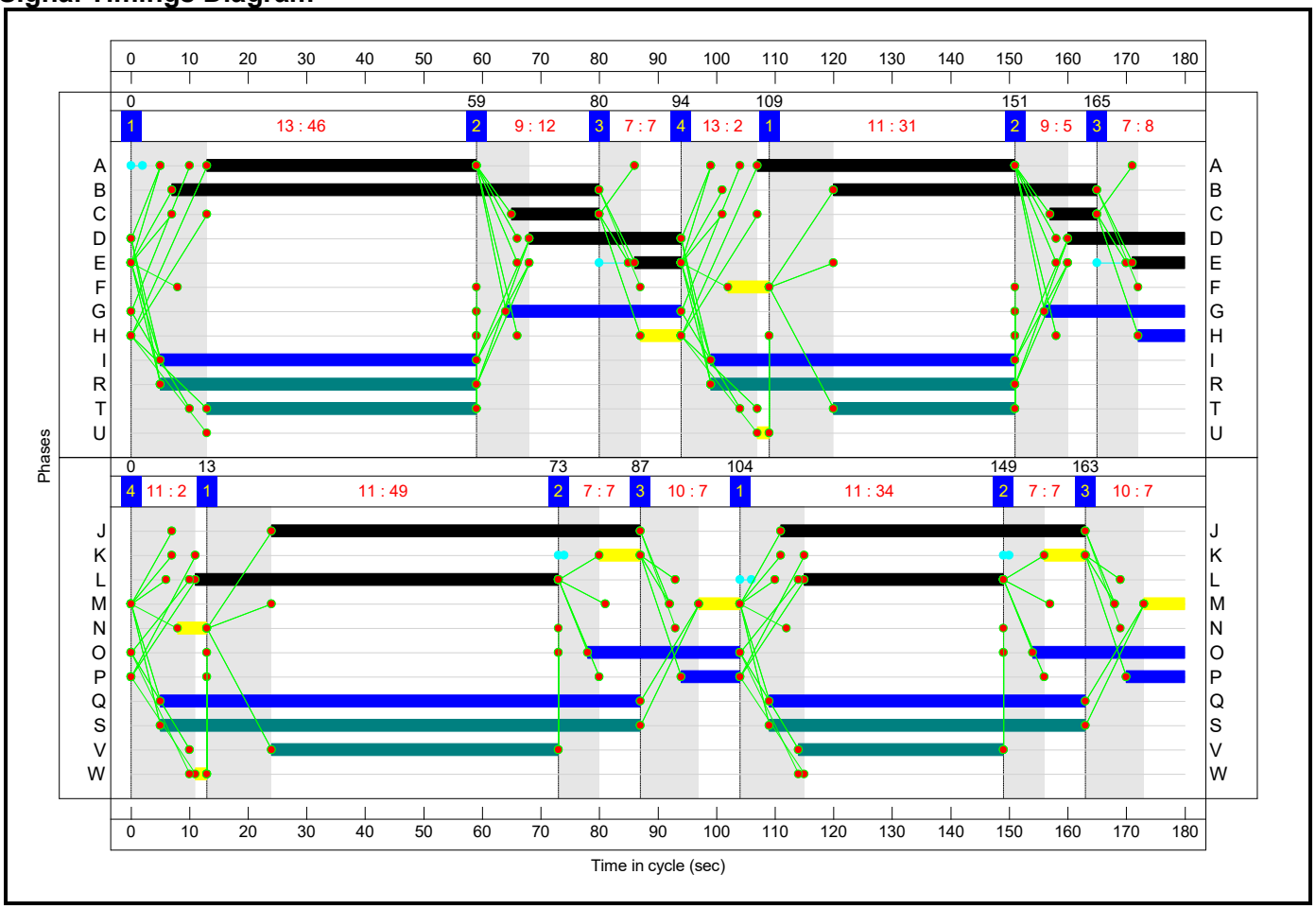
Stage	1	2	3	4	1	2	3
Duration	46	12	7	2	31	5	8
Change Point	0	59	80	94	109	151	165

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	34	7	7	2	49	7	7
Change Point	104	149	163	0	13	73	87

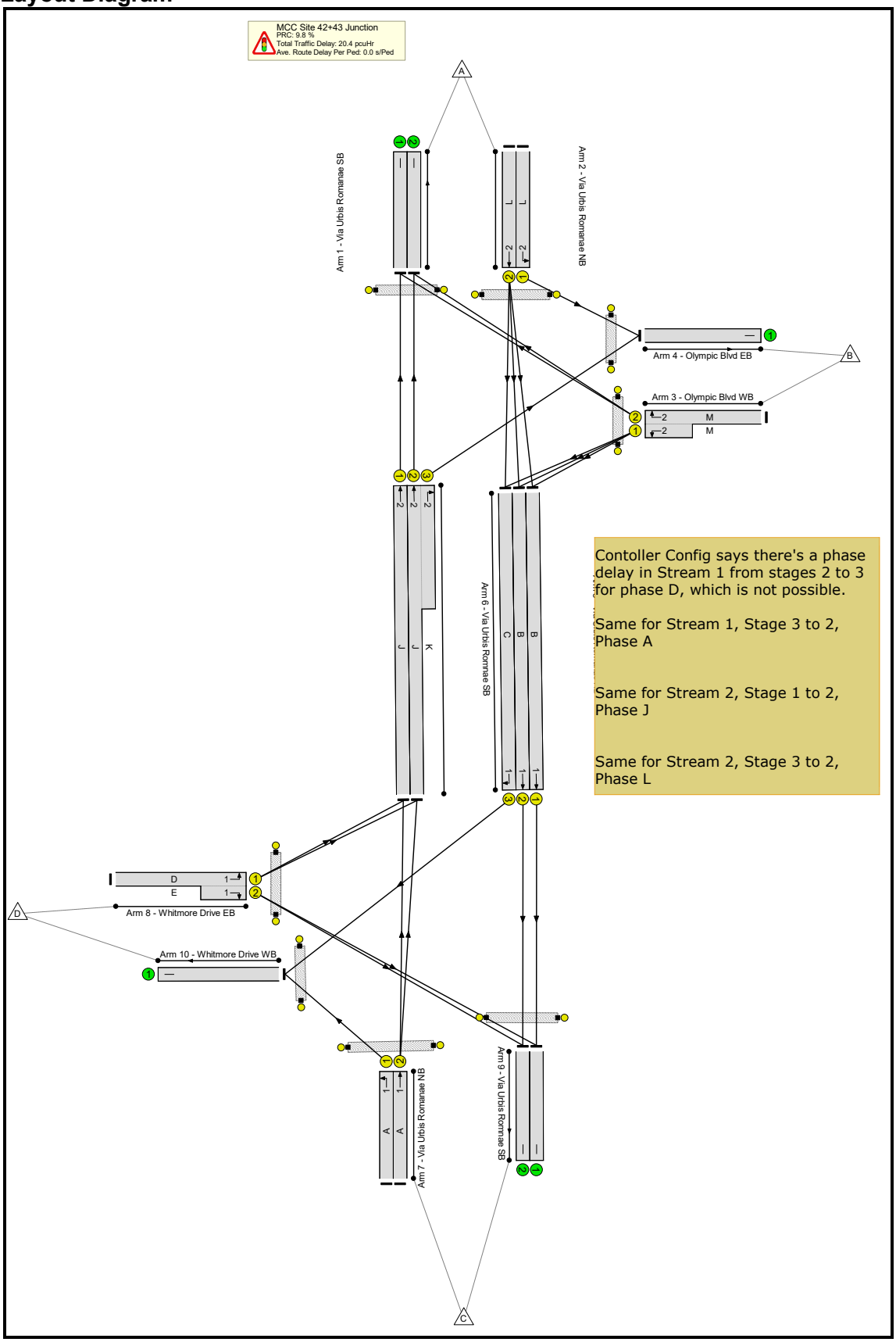
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.0%**
MCC Site 42+43 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.0%**
1/1	Via Urbis Romanae SB Left	U	2	N/A	L		2	96	-	8	1800	980	0.8%
1/2	Via Urbis Romanae SB Ahead	U	2	N/A	L		2	96	-	916	2052	1117	82.0%
2/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	182	Inf	Inf	0.0%
2/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
3/2+3/1	Olympic Blvd WB Right Left	U	2	N/A	M		2	14	-	98	1800:1800	78+160	41.3 : 41.3%
4/1	Olympic Blvd EB	U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%
5/1	Via Urbis Romanae NB Ahead	U	2	N/A	J		2	115	-	166	1800	1170	14.2%
5/2+5/3	Via Urbis Romanae NB Ahead Right	U	2	N/A	J K		2	115:14	-	670	1939:1800	1227+80	51.3 : 51.3%
6/1	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	118	-	20	1800	1200	1.7%
6/2	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	118	-	821	1800	1200	68.4%
6/3	Via Urbis Romnae SB Right	U	1	N/A	C		2	23	-	141	1800	250	56.4%
7/1	Via Urbis Romanae NB Left	U	1	N/A	A		2	90	-	49	1800	920	5.3%
7/2	Via Urbis Romanae NB Ahead	U	1	N/A	A		2	90	-	640	1800	920	69.6%

Full Input Data And Results

8/1+8/2	Whitmore Drive EB Left Right	U	1	N/A	D E		2	46:17	-	303	1800:1800	348+190	56.3 : 56.3%
9/1	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	73	Inf	Inf	0.0%
9/2	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%
10/1	Whitmore Drive WB	U	N/A	N/A	-		-	-	-	190	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	O		2	52	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	Q		2	136	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		2	20	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	N		1	5	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	I		2	106	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	H		2	15	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	G		2	54	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**13.7**	**6.7**	**0.0**	**20.4**	**-**	**-**	**-**	**-**
MCC Site 42+43 Junction	**-**	**-**	**0**	**0**	**0**	**13.7**	**6.7**	**0.0**	**20.4**	**-**	**-**	**-**	**-**
1/1	8	8	-	-	-	0.0	0.0	-	0.0	11.4	0.1	0.0	0.1
1/2	916	916	-	-	-	4.3	2.2	-	6.5	25.6	18.8	2.2	21.1
2/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	98	98	-	-	-	1.1	0.3	-	1.4	52.5	1.8	0.3	2.2
4/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	166	166	-	-	-	0.7	0.1	-	0.8	17.9	3.8	0.1	3.9
5/2+5/3	670	670	-	-	-	0.5	0.5	-	1.0	5.6	1.1	0.5	1.7
6/1	20	20	-	-	-	0.0	0.0	-	0.0	5.2	0.3	0.0	0.3
6/2	821	821	-	-	-	0.3	1.1	-	1.4	6.2	2.6	1.1	3.6
6/3	141	141	-	-	-	0.9	0.6	-	1.6	40.0	3.5	0.6	4.2
7/1	49	49	-	-	-	0.2	0.0	-	0.2	13.2	0.7	0.0	0.7
7/2	640	640	-	-	-	3.0	1.1	-	4.1	23.1	12.8	1.1	13.9
8/1+8/2	303	303	-	-	-	2.6	0.6	-	3.3	38.8	4.1	0.6	4.7
9/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	190	190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

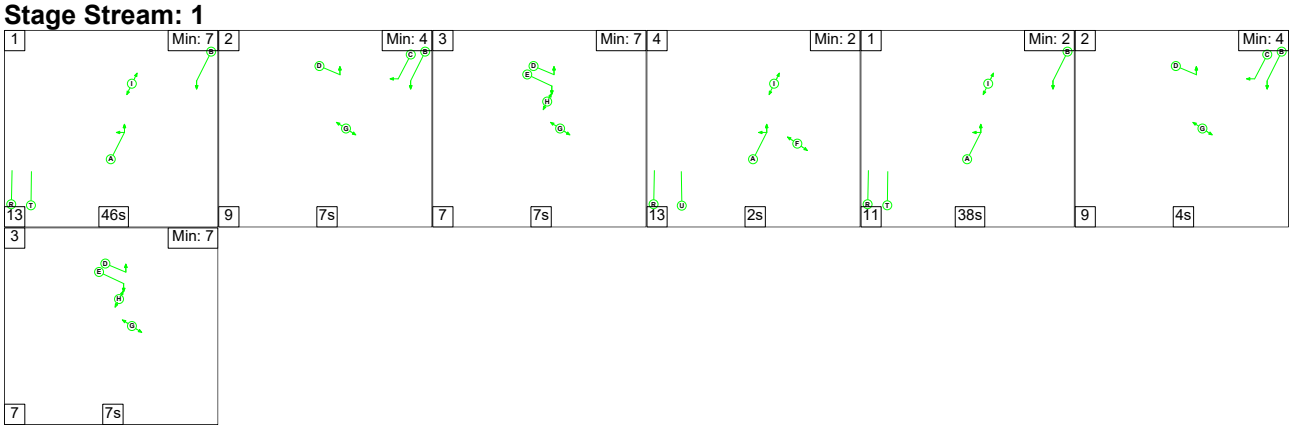
C1 - MCC Site 42+43 Junction	Stream: 1 PRC for Signalled Lanes (%):	29.4	Total Delay for Signalled Lanes (pcuHr):	10.58	Cycle Time (s):	180		
C1 - MCC Site 42+43 Junction	Stream: 2 PRC for Signalled Lanes (%):	9.8	Total Delay for Signalled Lanes (pcuHr):	9.85	Cycle Time (s):	180		
	PRC Over All Lanes (%):	9.8	Total Delay Over All Lanes(pcuHr):	20.42				

Full Input Data And Results

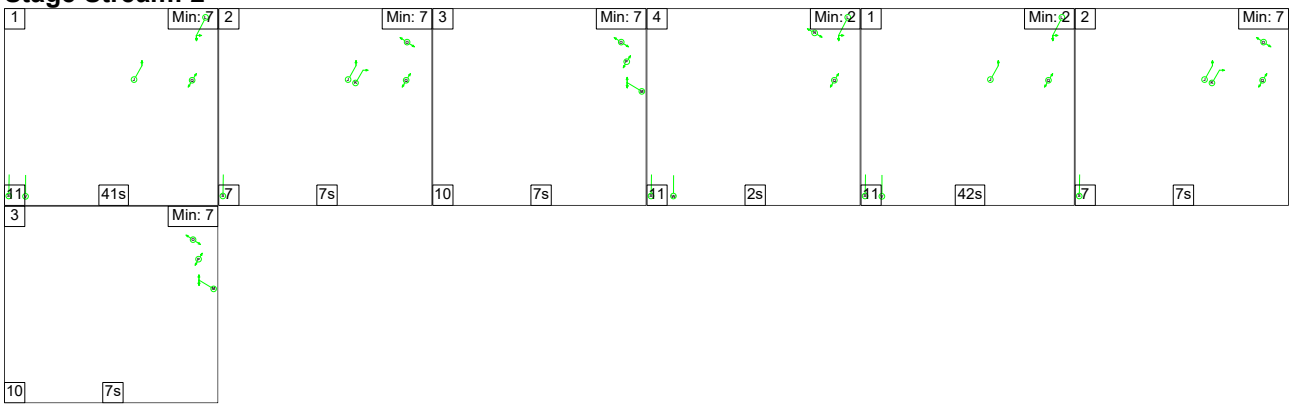
Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

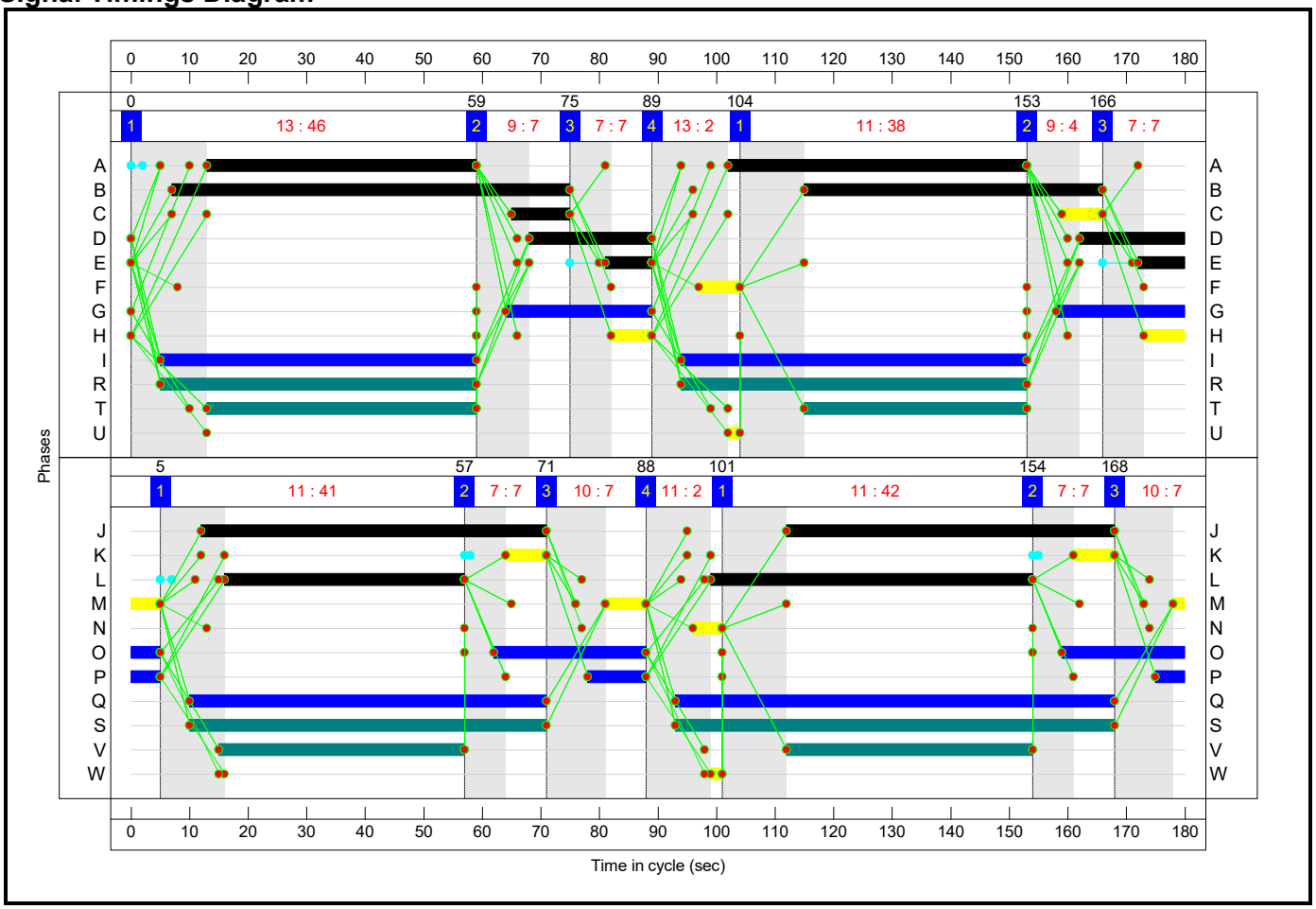
Stage	1	2	3	4	1	2	3
Duration	46	7	7	2	38	4	7
Change Point	0	59	75	89	104	153	166

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	41	7	7	2	42	7	7
Change Point	5	57	71	88	101	154	168

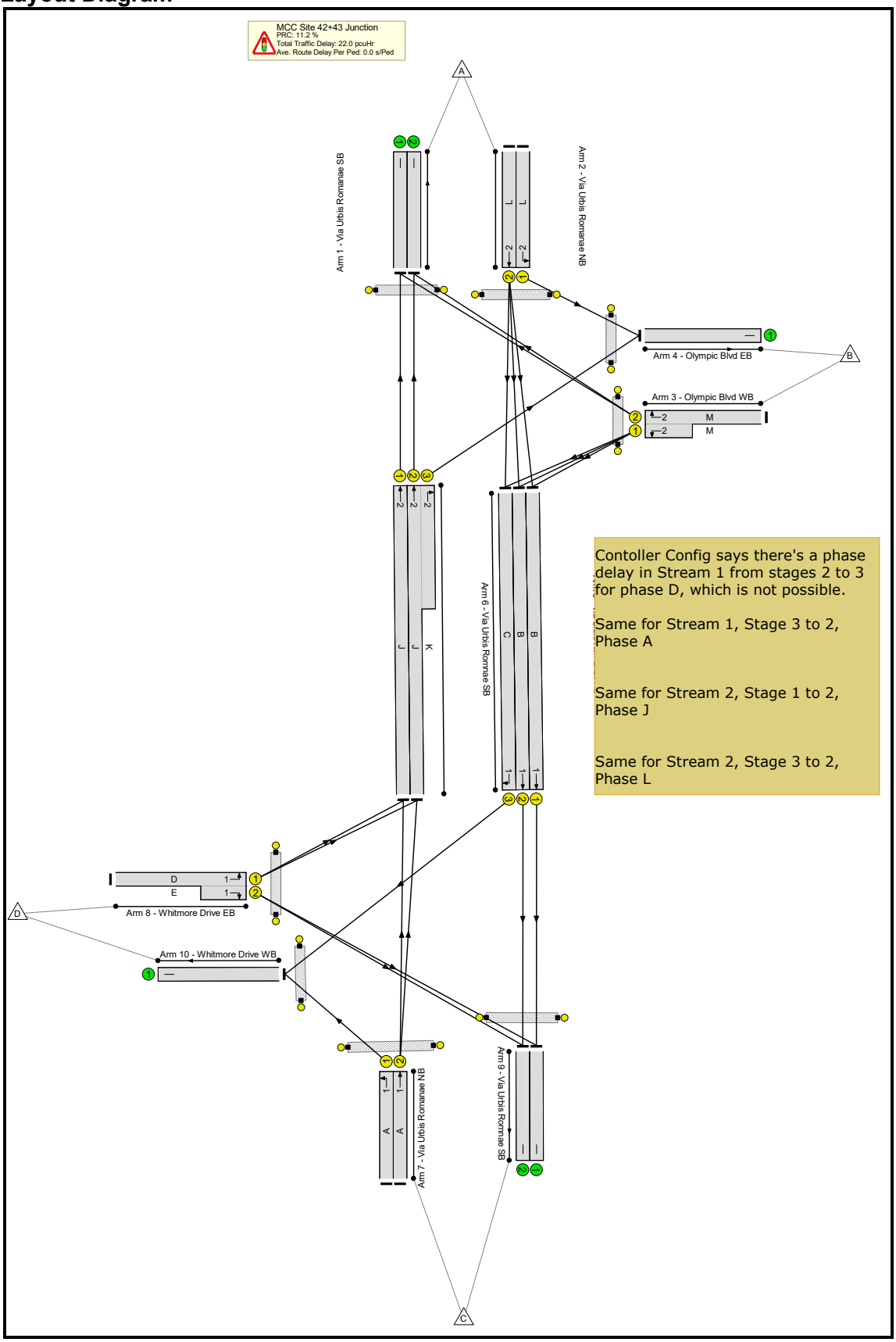
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.9%**
MCC Site 42+43 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.9%**
1/1	Via Urbis Romanae SB Left	U	2	N/A	L		2	96	-	62	1800	980	6.3%
1/2	Via Urbis Romanae SB Ahead	U	2	N/A	L		2	96	-	901	2052	1117	80.6%
2/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	34	Inf	Inf	0.0%
2/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	865	Inf	Inf	0.0%
3/2+3/1	Olympic Blvd WB Right Left	U	2	N/A	M		2	14	-	80	1800:1800	86+160	32.5 : 32.5%
4/1	Olympic Blvd EB	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
5/1	Via Urbis Romanae NB Ahead	U	2	N/A	J		2	115	-	20	1800	1170	1.7%
5/2+5/3	Via Urbis Romanae NB Ahead Right	U	2	N/A	J K		2	115:14	-	892	1939:1800	1239+60	68.7 : 68.7%
6/1	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	119	-	20	1800	1210	1.7%
6/2	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	119	-	783	1800	1210	64.7%
6/3	Via Urbis Romnae SB Right	U	1	N/A	C		2	17	-	150	1800	190	78.9%
7/1	Via Urbis Romanae NB Left	U	1	N/A	A		2	97	-	65	1800	990	6.6%
7/2	Via Urbis Romanae NB Ahead	U	1	N/A	A		2	97	-	801	1800	990	80.9%

Full Input Data And Results

8/1+8/2	Whitmore Drive EB Left Right	U	1	N/A	D E		2	39:16	-	185	1800:1800	270+180	41.1 : 41.1%
9/1	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	57	Inf	Inf	0.0%
9/2	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
10/1	Whitmore Drive WB	U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	O		2	52	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	Q		2	136	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		2	20	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	N		1	5	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	I		2	113	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	H		2	14	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	G		2	47	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**13.5**	**8.5**	**0.0**	**22.0**	**-**	**-**	**-**	**-**
MCC Site 42+43 Junction	**-**	**-**	**0**	**0**	**0**	**13.5**	**8.5**	**0.0**	**22.0**	**-**	**-**	**-**	**-**
1/1	62	62	-	-	-	0.2	0.0	-	0.2	11.7	0.7	0.0	0.8
1/2	901	901	-	-	-	4.2	2.0	-	6.2	24.8	18.3	2.0	20.3
2/1	34	34	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	865	865	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	80	80	-	-	-	0.9	0.2	-	1.1	49.4	1.3	0.2	1.6
4/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	20	20	-	-	-	0.1	0.0	-	0.1	11.8	0.3	0.0	0.3
5/2+5/3	892	892	-	-	-	1.0	1.1	-	2.1	8.5	10.3	1.1	11.4
6/1	20	20	-	-	-	0.0	0.0	-	0.0	6.5	0.3	0.0	0.3
6/2	783	783	-	-	-	0.6	0.9	-	1.5	6.7	17.2	0.9	18.1
6/3	150	150	-	-	-	1.2	1.7	-	2.9	69.8	4.0	1.7	5.7
7/1	65	65	-	-	-	0.2	0.0	-	0.2	11.4	0.8	0.0	0.8
7/2	801	801	-	-	-	3.7	2.1	-	5.7	25.8	16.7	2.1	18.8
8/1+8/2	185	185	-	-	-	1.7	0.3	-	2.0	39.2	2.3	0.3	2.7
9/1	57	57	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

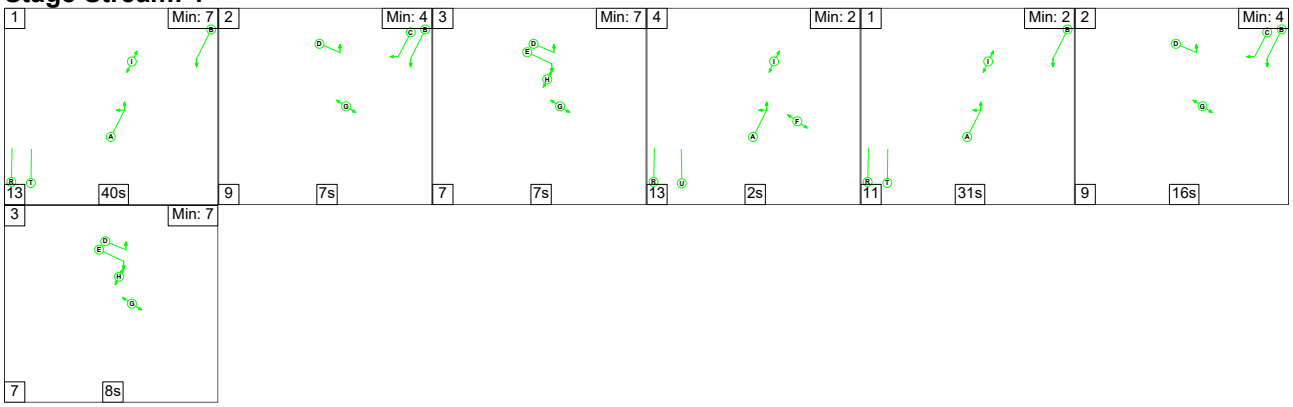
C1 - MCC Site 42+43 Junction	Stream: 1 PRC for Signalled Lanes (%):	11.2	Total Delay for Signalled Lanes (pcuHr):	12.36	Cycle Time (s):	180		
C1 - MCC Site 42+43 Junction	Stream: 2 PRC for Signalled Lanes (%):	11.6	Total Delay for Signalled Lanes (pcuHr):	9.67	Cycle Time (s):	180		
	PRC Over All Lanes (%):	11.2	Total Delay Over All Lanes(pcuHr):	22.03				

Full Input Data And Results

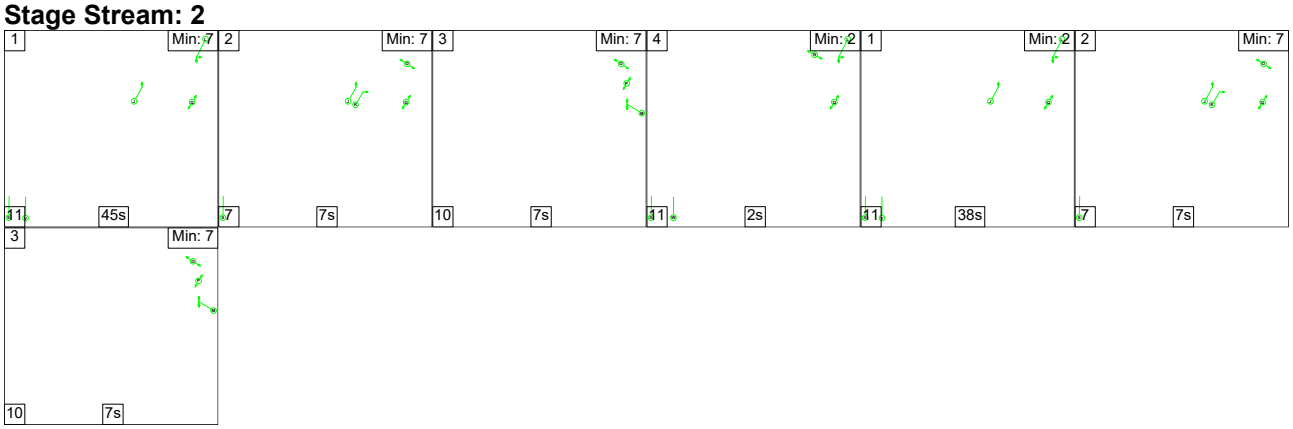
Scenario 9: '85th Percentile - FB+CD+N2T WD AM' (FG9: '85th Percentile - FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

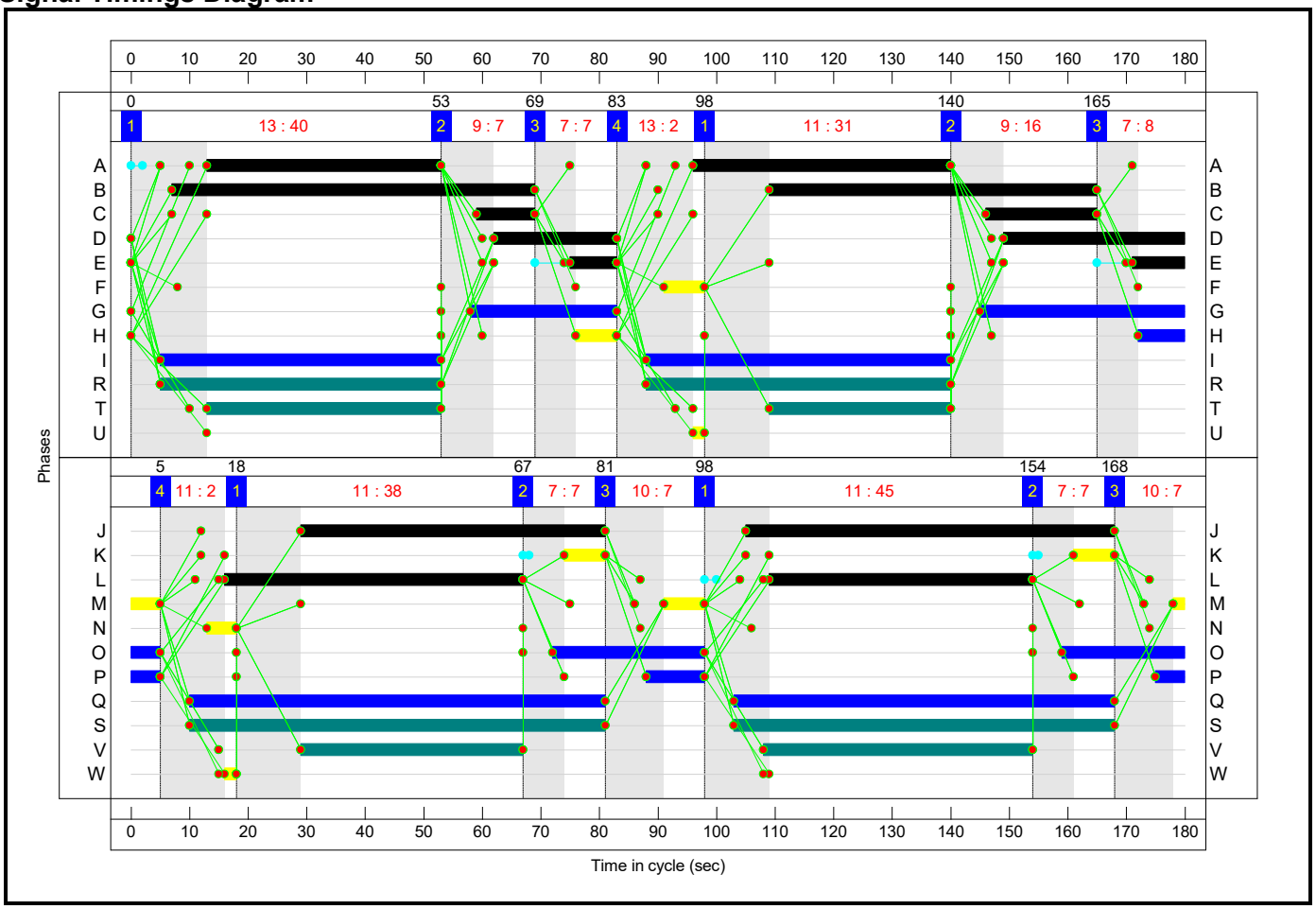
Stage	1	2	3	4	1	2	3
Duration	40	7	7	2	31	16	8
Change Point	0	53	69	83	98	140	165

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	45	7	7	2	38	7	7
Change Point	98	154	168	5	18	67	81

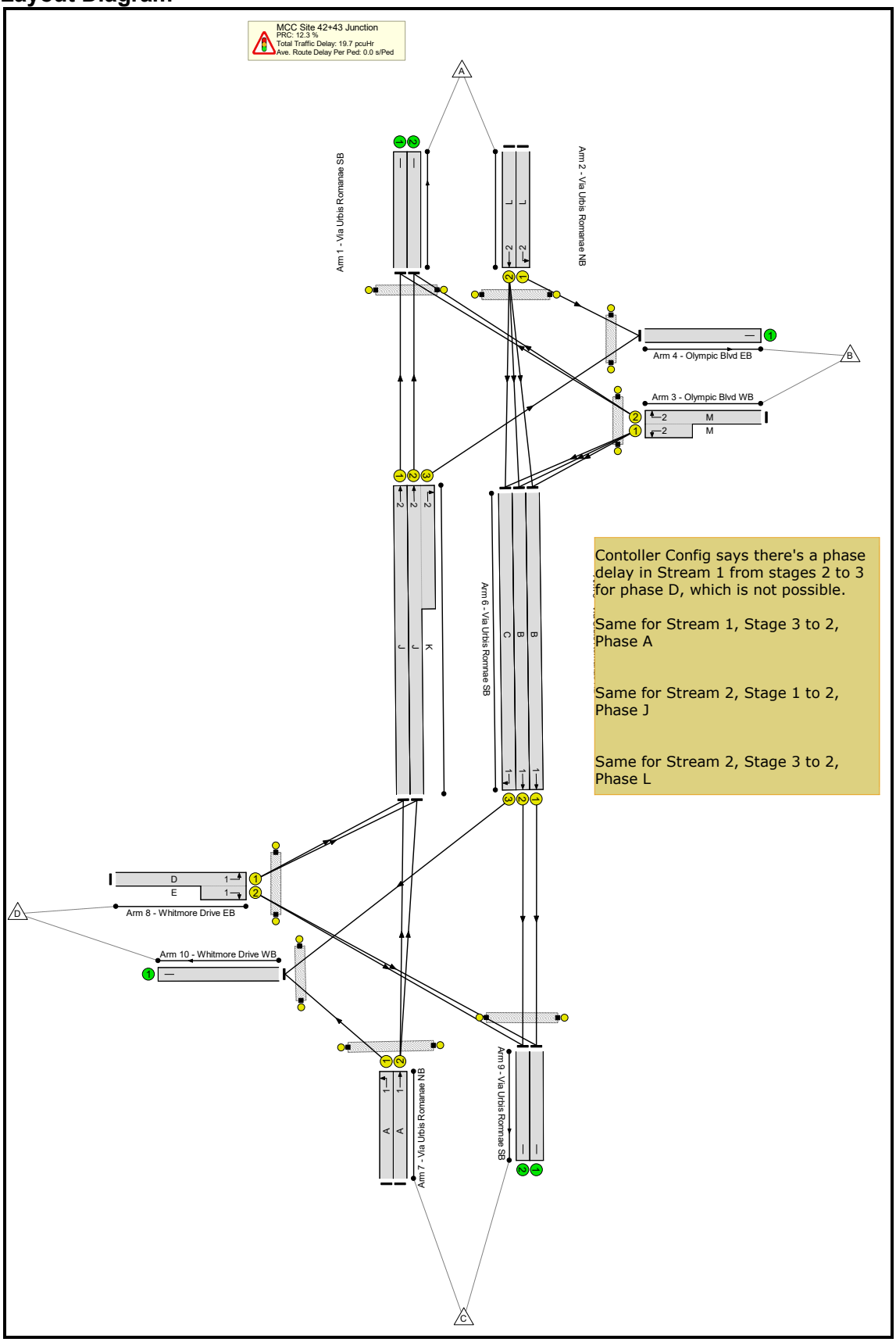
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.1%**
MCC Site 42+43 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.1%**
1/1	Via Urbis Romanae SB Left	U	2	N/A	L		2	96	-	7	1800	980	0.7%
1/2	Via Urbis Romanae SB Ahead	U	2	N/A	L		2	96	-	895	2052	1117	80.1%
2/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	36	Inf	Inf	0.0%
2/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	763	Inf	Inf	0.0%
3/2+3/1	Olympic Blvd WB Right Left	U	2	N/A	M		2	14	-	97	1800:1800	79+160	40.6 : 40.6%
4/1	Olympic Blvd EB	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%
5/1	Via Urbis Romanae NB Ahead	U	2	N/A	J		2	115	-	20	1800	1170	1.7%
5/2+5/3	Via Urbis Romanae NB Ahead Right	U	2	N/A	J K		2	115:14	-	787	1939:1800	1235+66	60.5 : 60.5%
6/1	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	118	-	20	1800	1200	1.7%
6/2	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	118	-	800	1800	1200	66.7%
6/3	Via Urbis Romnae SB Right	U	1	N/A	C		2	29	-	140	1800	310	45.2%
7/1	Via Urbis Romanae NB Left	U	1	N/A	A		2	84	-	49	1800	860	5.7%
7/2	Via Urbis Romanae NB Ahead	U	1	N/A	A		2	84	-	612	1800	860	71.2%

Full Input Data And Results

8/1+8/2	Whitmore Drive EB Left Right	U	1	N/A	D E		2	52:17	-	301	1800:1800	350+190	55.8 : 55.8%
9/1	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	73	Inf	Inf	0.0%
9/2	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	853	Inf	Inf	0.0%
10/1	Whitmore Drive WB	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	O		2	52	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	Q		2	136	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		2	20	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	N		1	5	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	I		2	100	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	H		2	15	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	G		2	60	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**13.3**	**6.4**	**0.0**	**19.7**	**-**	**-**	**-**	**-**
MCC Site 42+43 Junction	**-**	**-**	**0**	**0**	**0**	**13.3**	**6.4**	**0.0**	**19.7**	**-**	**-**	**-**	**-**
1/1	7	7	-	-	-	0.0	0.0	-	0.0	11.4	0.1	0.0	0.1
1/2	895	895	-	-	-	4.1	2.0	-	6.1	24.5	17.9	2.0	19.9
2/1	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	763	763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	97	97	-	-	-	1.0	0.3	-	1.4	51.2	1.6	0.3	1.9
4/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	20	20	-	-	-	0.0	0.0	-	0.0	6.4	0.1	0.0	0.1
5/2+5/3	787	787	-	-	-	0.9	0.8	-	1.7	7.8	14.4	0.8	15.2
6/1	20	20	-	-	-	0.0	0.0	-	0.0	3.9	0.3	0.0	0.3
6/2	800	800	-	-	-	0.5	1.0	-	1.5	6.8	3.3	1.0	4.3
6/3	140	140	-	-	-	0.7	0.4	-	1.2	29.8	3.1	0.4	3.6
7/1	49	49	-	-	-	0.2	0.0	-	0.2	15.0	0.7	0.0	0.8
7/2	612	612	-	-	-	3.2	1.2	-	4.4	26.0	13.3	1.2	14.5
8/1+8/2	301	301	-	-	-	2.5	0.6	-	3.1	37.1	3.9	0.6	4.5
9/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	189	189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-	-

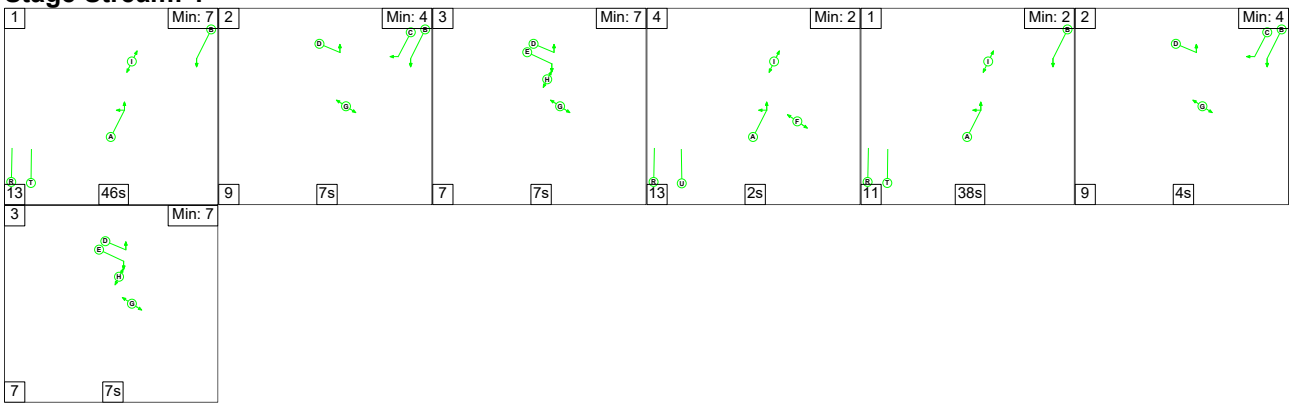
C1 - MCC Site 42+43 Junction	Stream: 1 PRC for Signalled Lanes (%):	26.5	Total Delay for Signalled Lanes (pcuHr):	10.43	Cycle Time (s):	180		
C1 - MCC Site 42+43 Junction	Stream: 2 PRC for Signalled Lanes (%):	12.3	Total Delay for Signalled Lanes (pcuHr):	9.25	Cycle Time (s):	180		
	PRC Over All Lanes (%):	12.3	Total Delay Over All Lanes(pcuHr):	19.67				

Full Input Data And Results

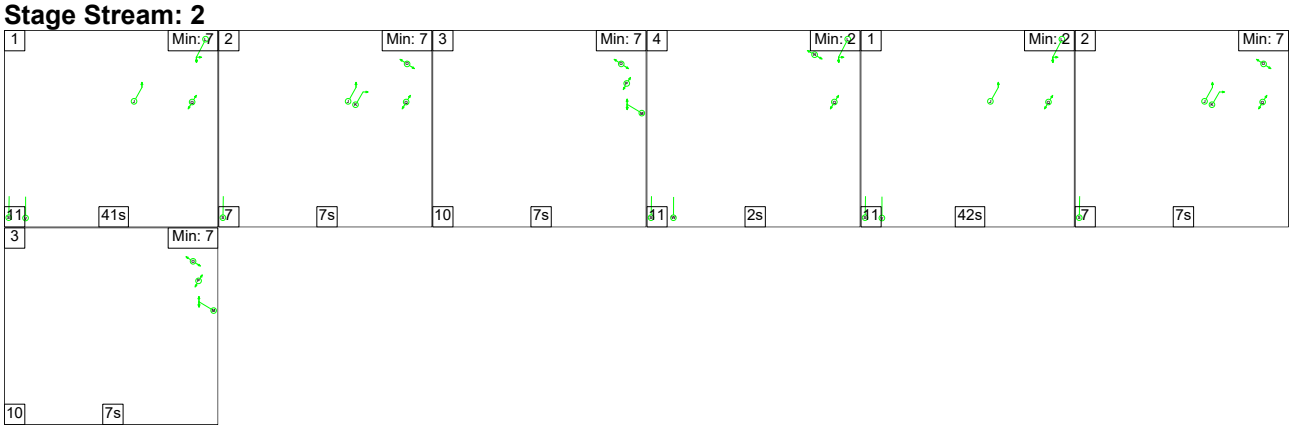
Scenario 10: '85th Percentile - FB+CD+N2T WD PM' (FG10: '85th Percentile - FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

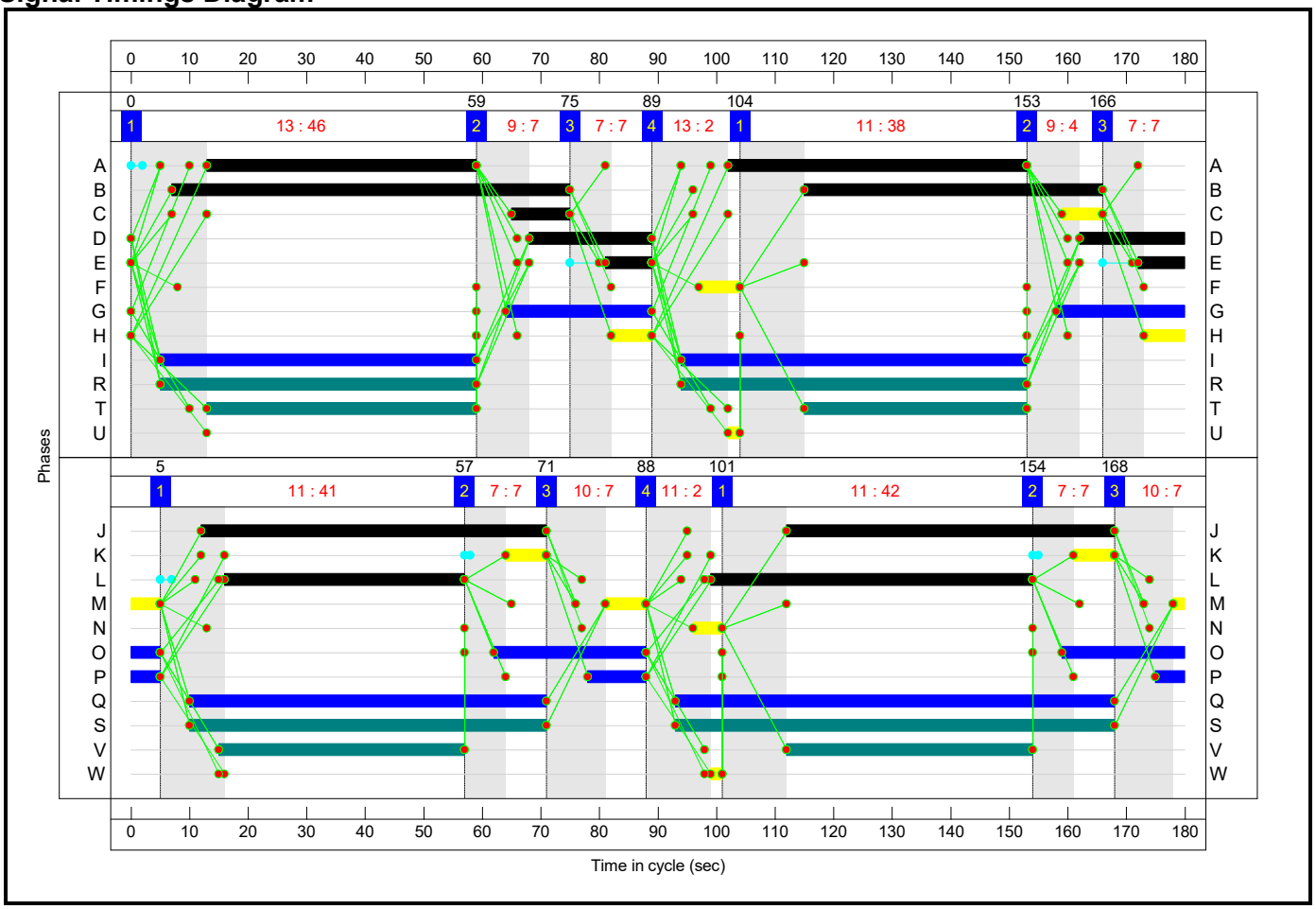
Stage	1	2	3	4	1	2	3
Duration	46	7	7	2	38	4	7
Change Point	0	59	75	89	104	153	166

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	41	7	7	2	42	7	7
Change Point	5	57	71	88	101	154	168

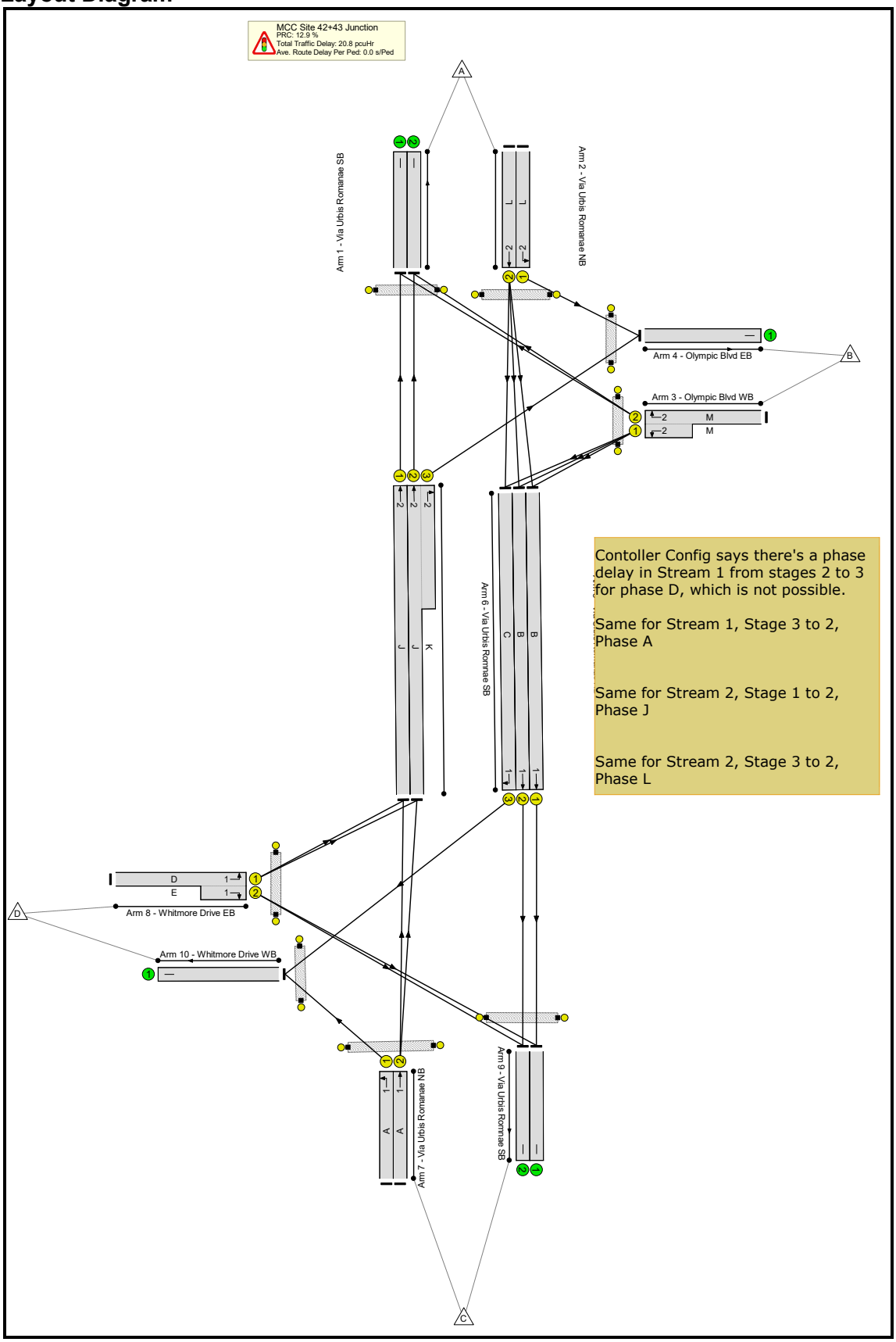
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.7%**
MCC Site 42+43 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.7%**
1/1	Via Urbis Romanae SB Left	U	2	N/A	L		2	96	-	59	1800	980	6.0%
1/2	Via Urbis Romanae SB Ahead	U	2	N/A	L		2	96	-	866	2052	1117	77.5%
2/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	33	Inf	Inf	0.0%
2/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	845	Inf	Inf	0.0%
3/2+3/1	Olympic Blvd WB Right Left	U	2	N/A	M		2	14	-	79	1800:1800	78+160	33.1 : 33.1%
4/1	Olympic Blvd EB	U	N/A	N/A	-		-	-	-	101	Inf	Inf	0.0%
5/1	Via Urbis Romanae NB Ahead	U	2	N/A	J		2	115	-	20	1800	1170	1.7%
5/2+5/3	Via Urbis Romanae NB Ahead Right	U	2	N/A	J K		2	115:14	-	874	1939:1800	1237+62	67.3 : 67.3%
6/1	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	119	-	20	1800	1210	1.7%
6/2	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	119	-	752	1800	1210	62.1%
6/3	Via Urbis Romnae SB Right	U	1	N/A	C		2	17	-	147	1800	190	77.4%
7/1	Via Urbis Romanae NB Left	U	1	N/A	A		2	97	-	67	1800	990	6.8%
7/2	Via Urbis Romanae NB Ahead	U	1	N/A	A		2	97	-	789	1800	990	79.7%

Full Input Data And Results

8/1+8/2	Whitmore Drive EB Left Right	U	1	N/A	D E		2	39:16	-	181	1800:1800	249+180	42.2 : 42.2%
9/1	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
9/2	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	790	Inf	Inf	0.0%
10/1	Whitmore Drive WB	U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	O		2	52	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	Q		2	136	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		2	20	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	N		1	5	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	I		2	113	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	H		2	14	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	G		2	47	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**13.0**	**7.8**	**0.0**	**20.8**	**-**	**-**	**-**	**-**
MCC Site 42+43 Junction	**-**	**-**	**0**	**0**	**0**	**13.0**	**7.8**	**0.0**	**20.8**	**-**	**-**	**-**	**-**
1/1	59	59	-	-	-	0.2	0.0	-	0.2	11.6	0.7	0.0	0.7
1/2	866	866	-	-	-	3.9	1.7	-	5.6	23.2	16.8	1.7	18.5
2/1	33	33	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	79	79	-	-	-	0.8	0.2	-	1.1	49.9	1.3	0.2	1.6
4/1	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	20	20	-	-	-	0.1	0.0	-	0.1	11.8	0.3	0.0	0.3
5/2+5/3	874	874	-	-	-	1.0	1.0	-	2.0	8.2	9.2	1.0	10.2
6/1	20	20	-	-	-	0.0	0.0	-	0.0	6.5	0.3	0.0	0.3
6/2	752	752	-	-	-	0.5	0.8	-	1.3	6.4	16.1	0.8	16.9
6/3	147	147	-	-	-	1.2	1.6	-	2.8	67.7	3.9	1.6	5.5
7/1	67	67	-	-	-	0.2	0.0	-	0.2	11.5	0.8	0.0	0.8
7/2	789	789	-	-	-	3.6	1.9	-	5.5	25.0	16.2	1.9	18.1
8/1+8/2	181	181	-	-	-	1.6	0.4	-	2.0	39.8	2.2	0.4	2.6
9/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - MCC Site 42+43 Junction	Stream: 1 PRC for Signalled Lanes (%):	12.9	Total Delay for Signalled Lanes (pcuHr):	11.85	Cycle Time (s):	180		
C1 - MCC Site 42+43 Junction	Stream: 2 PRC for Signalled Lanes (%):	16.1	Total Delay for Signalled Lanes (pcuHr):	8.92	Cycle Time (s):	180		
	PRC Over All Lanes (%):	12.9	Total Delay Over All Lanes(pcuHr):	20.77				

Full Input Data And Results

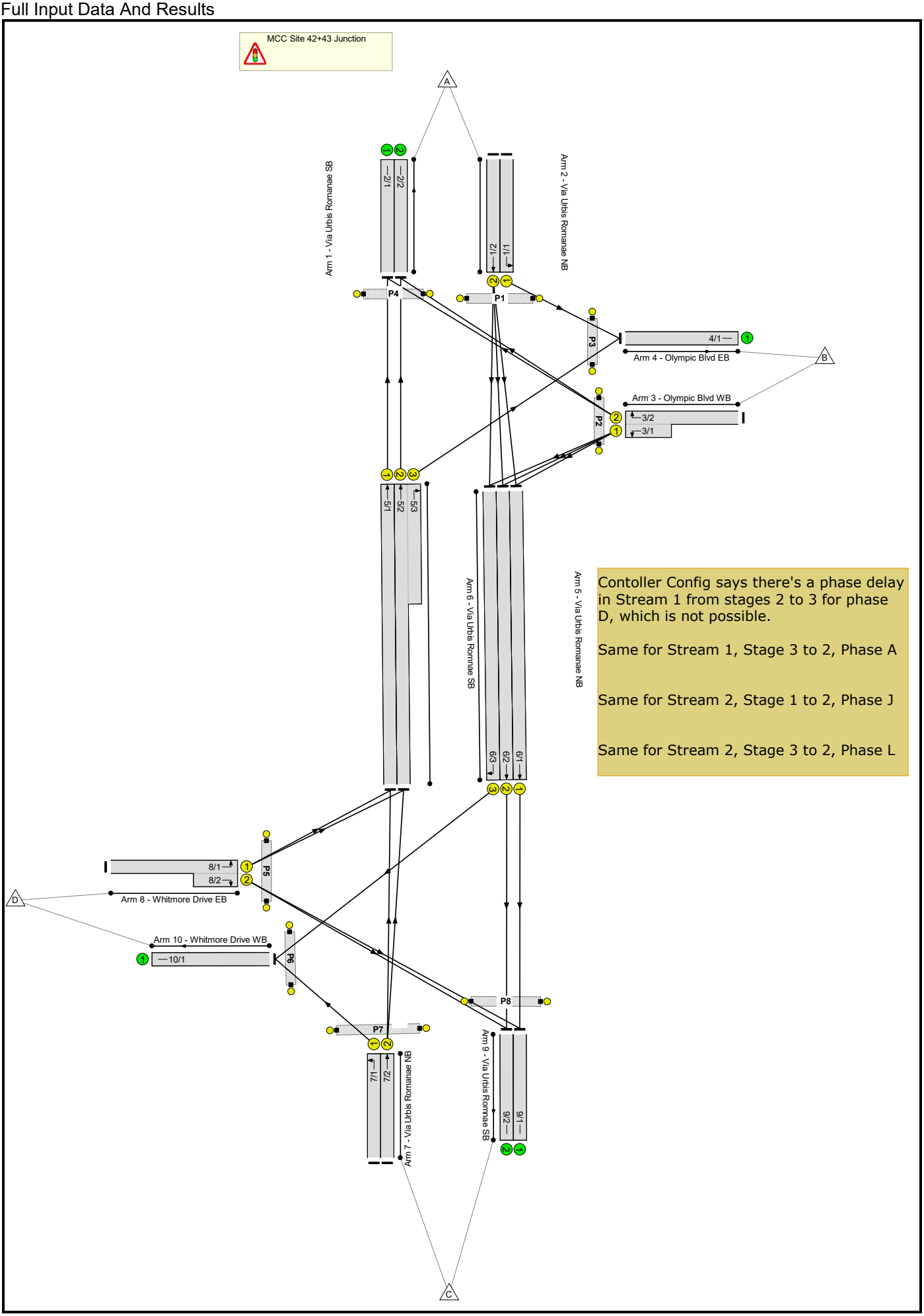
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Site_42_43_Mitigation_85th.lsg3x
Author:	
Company:	
Address:	

Full Input Data And Results

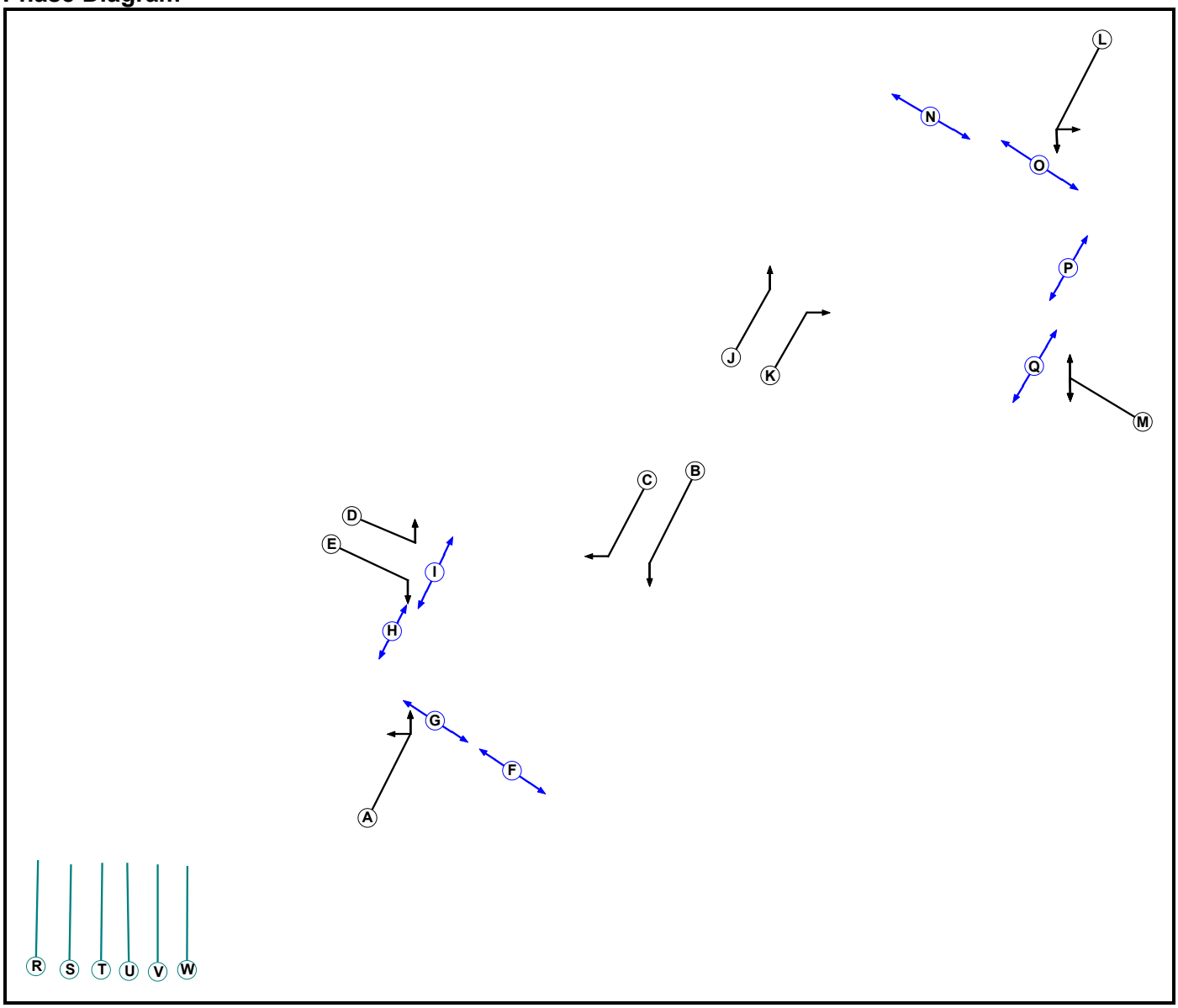
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	1		-9999	7
D	Traffic	1		-9999	7
E	Traffic	1		-9999	7
F	Pedestrian	1		-9999	7
G	Pedestrian	1		-9999	5
H	Pedestrian	1		-9999	7
I	Pedestrian	1		-9999	5
J	Traffic	2		-9999	7
K	Traffic	2		-9999	7
L	Traffic	2		-9999	7
M	Traffic	2		-9999	7
N	Pedestrian	2		-9999	5
O	Pedestrian	2		-9999	5
P	Pedestrian	2		-9999	5
Q	Pedestrian	2		-9999	5
R	Dummy	1		-9999	5
S	Dummy	2		-9999	5
T	Dummy	1		-9999	2
U	Dummy	1		-9999	2
V	Dummy	2		-9999	2
W	Dummy	2		-9999	2

Full Input Data And Results

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
A		-	6	7	7	-	5	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	-		-	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
C	6	-		-	5	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D	5	-	-		-	-	-	-	5	-	-	-	-	-	-	-	-	5	-	-	-	-	-
E	5	7	7	-		8	-	-	5	-	-	-	-	-	-	-	-	5	-	-	-	-	-
F	-	11	-	-	11		-	-	-	-	-	-	-	-	-	-	-	-	-	11	-	-	-
G	10	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	10	-	-	-
H	13	-	13	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	13	13	-	-
I	-	-	-	9	9	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-
J	-	-	-	-	-	-	-	-	-		-	-	5	6	-	-	-	-	-	-	-	-	-
K	-	-	-	-	-	-	-	-	-	-		6	5	-	-	7	-	-	-	-	-	-	-
L	-	-	-	-	-	-	-	-	-	-	7		8	-	5	7	-	-	-	-	-	-	-
M	-	-	-	-	-	-	-	-	-	7	7	6		8	-	-	5	-	5	-	-	-	-
N	-	-	-	-	-	-	-	-	-	11	-	-	11		-	-	-	-	-	-	-	11	-
O	-	-	-	-	-	-	-	-	-	-	-	10	-	-		-	-	-	-	-	-	10	10
P	-	-	-	-	-	-	-	-	-	-	11	11	-	-	-		-	-	-	-	-	-	11
Q	-	-	-	-	-	-	-	-	-	-	-	-	10	-	-	-		-	-	-	-	-	-
R	-	-	-	9	9	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-
S	-	-	-	-	-	-	-	-	-	-	-	-	10	-	-	-	-	-		-	-	-	-
T	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-		-	-	-
U	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-		-	-
V	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-	-	-	-	-		-
W	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-	-	-	-	-	

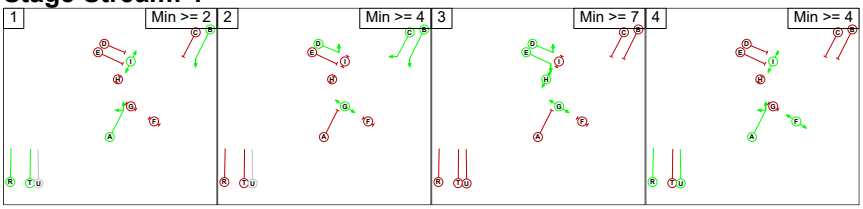
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A B I R T
1	2	B C D G
1	3	D E G H
1	4	A F I R U
2	1	J L Q S V
2	2	J K O Q S
2	3	M O P
2	4	L N Q S W

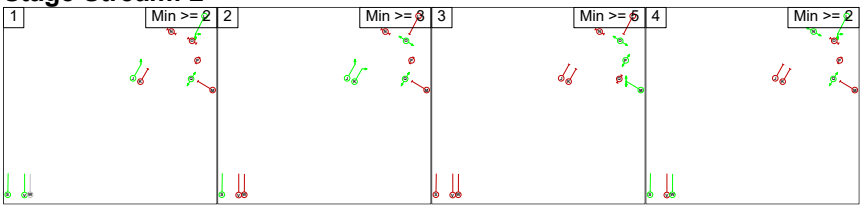
Full Input Data And Results

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	T	Losing	5	5
1	3	D	Gaining absolute	1	1
2	3	C	Losing	1	1
2	3	E	Gaining absolute	5	5
3	1	A	Gaining absolute	2	2
3	1	D	Losing	8	8
3	4	D	Losing	8	8
3	4	E	Losing	8	8
3	4	G	Losing	3	3

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	K	Gaining absolute	1	1
2	3	J	Losing	5	5
2	3	K	Losing	5	5
3	1	L	Gaining absolute	2	2
3	4	M	Losing	3	3

Prohibited Stage Change

Stage Stream: 1

		To Stage			
		1	2	3	4
From Stage	1		9	9	7
	2	10		8	10
	3	13	13		16
	4	11	11	11	

Full Input Data And Results

Stage Stream: 2

		To Stage			
		1	2	3	4
From Stage	1		7	10	6
	2	10		12	10
	3	11	11		11
	4	11	11	11	

Full Input Data And Results

Give-Way Lane Input Data

Junction: MCC Site 42+43 Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: MCC Site 42+43 Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Via Urbis Romanae SB)	U	L	2	3	60.0	User	1800	-	-	-	-	-
1/2 (Via Urbis Romanae SB)	U	L	2	3	60.0	User	2052	-	-	-	-	-
2/1 (Via Urbis Romanae NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (Via Urbis Romanae NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Olympic Blvd WB)	U	M	2	3	5.2	User	1800	-	-	-	-	-
3/2 (Olympic Blvd WB)	U	M	2	3	60.0	User	1800	-	-	-	-	-
4/1 (Olympic Blvd EB)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Via Urbis Romanae NB)	U	J	2	3	20.0	User	1800	-	-	-	-	-
5/2 (Via Urbis Romanae NB)	U	J	2	3	20.0	User	1939	-	-	-	-	-
5/3 (Via Urbis Romanae NB)	U	K	2	3	13.6	User	1800	-	-	-	-	-
6/1 (Via Urbis Romnae SB)	U	B	2	3	19.1	User	1800	-	-	-	-	-
6/2 (Via Urbis Romnae SB)	U	B	2	3	19.1	User	1800	-	-	-	-	-
6/3 (Via Urbis Romnae SB)	U	C	2	3	19.1	User	1800	-	-	-	-	-
7/1 (Via Urbis Romanae NB)	U	A	2	3	60.0	User	1800	-	-	-	-	-
7/2 (Via Urbis Romanae NB)	U	A	2	3	60.0	User	1800	-	-	-	-	-
8/1 (Whitmore Drive EB)	U	D	2	3	60.0	User	1800	-	-	-	-	-
8/2 (Whitmore Drive EB)	U	E	2	3	5.0	User	1800	-	-	-	-	-

9/1 (Via Urbis Romnae SB)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (Via Urbis Romnae SB)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (Whitmore Drive WB)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Base Peak'	07:45	08:45	01:00	
2: 'PM Base Peak'	16:45	17:45	01:00	
3: 'FB WD AM'	07:45	08:45	01:00	
4: 'FB WD PM'	16:45	17:45	01:00	
5: 'FB+CD WD AM'	07:45	08:45	01:00	
6: 'FB+CD WD PM'	16:45	17:45	01:00	
7: 'FB+CD+N2T WD AM'	07:45	08:45	01:00	
8: 'FB+CD+N2T WD PM'	16:45	17:45	01:00	
9: '85th Percentile - FB+CD+N2T WD AM'	07:45	08:45	01:00	
10: '85th Percentile - FB+CD+N2T WD PM'	16:45	17:45	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	7	665	126	798
	B	31	0	53	10	94
	C	528	29	0	47	604
	D	180	10	103	0	293
	Tot.	739	46	821	183	1789

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Base Peak
Junction: MCC Site 42+43 Junction	
1/1	7
1/2	791
2/1	36
2/2	703
3/1 (short)	63
3/2 (with short)	94(In) 31(Out)
4/1	46
5/1	20
5/2 (with short)	727(In) 688(Out)
5/3 (short)	39
6/1	20
6/2	698
6/3	136
7/1	47
7/2	557
8/1 (with short)	293(In) 190(Out)
8/2 (short)	103
9/1	71
9/2	750
10/1	183

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 42+43 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
2/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Olympic Blvd WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Olympic Blvd WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Olympic Blvd EB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1939	1939
5/3 (Via Urbis Romanae NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romnae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romnae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/3 (Via Urbis Romnae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Whitmore Drive EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Whitmore Drive EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Via Urbis Romnae SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Via Urbis Romnae SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Whitmore Drive WB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: 'PM Base Peak' (FG2: 'PM Base Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	58	669	134	861
	B	25	0	43	9	77
	C	649	36	0	65	750
	D	98	5	73	0	176
	Tot.	772	99	785	208	1864

Traffic Lane Flows

Lane	Scenario 2: PM Base Peak
Junction: MCC Site 42+43 Junction	
1/1	58
1/2	803
2/1	33
2/2	739
3/1 (short)	52
3/2 (with short)	77(In) 25(Out)
4/1	99
5/1	20
5/2 (with short)	768(In) 727(Out)
5/3 (short)	41
6/1	20
6/2	692
6/3	143
7/1	65
7/2	685
8/1 (with short)	176(In) 103(Out)
8/2 (short)	73
9/1	56
9/2	729
10/1	208

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 42+43 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
2/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Olympic Blvd WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Olympic Blvd WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Olympic Blvd EB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1939	1939
5/3 (Via Urbis Romanae NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romnae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romnae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/3 (Via Urbis Romnae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Whitmore Drive EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Whitmore Drive EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Via Urbis Romnae SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Via Urbis Romnae SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Whitmore Drive WB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'FB WD AM' (FG3: 'FB WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

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

Traffic Lane Flows

Lane	Scenario 3: FB WD AM
Junction: MCC Site 42+43 Junction	
1/1	0
1/2	0
2/1	0
2/2	0
3/1 (short)	0
3/2 (with short)	0(In) 0(Out)
4/1	0
5/1	0
5/2 (with short)	0(In) 0(Out)
5/3 (short)	0
6/1	0
6/2	0
6/3	0
7/1	0
7/2	0
8/1 (with short)	0(In) 0(Out)
8/2 (short)	0
9/1	0
9/2	0
10/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 42+43 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
2/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Olympic Blvd WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Olympic Blvd WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Olympic Blvd EB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1939	1939
5/3 (Via Urbis Romanae NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romnae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romnae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/3 (Via Urbis Romnae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Whitmore Drive EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Whitmore Drive EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Via Urbis Romnae SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Via Urbis Romnae SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Whitmore Drive WB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: 'FB WD PM' (FG4: 'FB WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

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

Traffic Lane Flows

Lane	Scenario 4: FB WD PM
Junction: MCC Site 42+43 Junction	
1/1	0
1/2	0
2/1	0
2/2	0
3/1 (short)	0
3/2 (with short)	0(In) 0(Out)
4/1	0
5/1	0
5/2 (with short)	0(In) 0(Out)
5/3 (short)	0
6/1	0
6/2	0
6/3	0
7/1	0
7/2	0
8/1 (with short)	0(In) 0(Out)
8/2 (short)	0
9/1	0
9/2	0
10/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 42+43 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
2/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Olympic Blvd WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Olympic Blvd WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Olympic Blvd EB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1939	1939
5/3 (Via Urbis Romanae NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romnae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romnae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/3 (Via Urbis Romnae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Whitmore Drive EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Whitmore Drive EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Via Urbis Romnae SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Via Urbis Romnae SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Whitmore Drive WB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: 'FB+CD WD AM' (FG5: 'FB+CD WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	8	685	130	823
	B	32	0	55	11	98
	C	545	31	0	49	625
	D	186	10	107	0	303
	Tot.	763	49	847	190	1849

Traffic Lane Flows

Lane	Scenario 5: FB+CD WD AM
Junction: MCC Site 42+43 Junction	
1/1	8
1/2	815
2/1	36
2/2	727
3/1 (short)	66
3/2 (with short)	98(In) 32(Out)
4/1	49
5/1	20
5/2 (with short)	752(In) 711(Out)
5/3 (short)	41
6/1	20
6/2	720
6/3	141
7/1	49
7/2	576
8/1 (with short)	303(In) 196(Out)
8/2 (short)	107
9/1	73
9/2	774
10/1	190

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 42+43 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
2/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Olympic Blvd WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Olympic Blvd WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Olympic Blvd EB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1939	1939
5/3 (Via Urbis Romanae NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romnae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romnae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/3 (Via Urbis Romnae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Whitmore Drive EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Whitmore Drive EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Via Urbis Romnae SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Via Urbis Romnae SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Whitmore Drive WB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: 'FB+CD WD PM' (FG6: 'FB+CD WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	60	692	138	890
	B	26	0	44	9	79
	C	671	37	0	68	776
	D	101	6	77	0	184
	Tot.	798	103	813	215	1929

Traffic Lane Flows

Lane	Scenario 6: FB+CD WD PM
Junction: MCC Site 42+43 Junction	
1/1	60
1/2	830
2/1	33
2/2	765
3/1 (short)	53
3/2 (with short)	79(In) 26(Out)
4/1	103
5/1	20
5/2 (with short)	795(In) 752(Out)
5/3 (short)	43
6/1	20
6/2	716
6/3	147
7/1	68
7/2	708
8/1 (with short)	184(In) 107(Out)
8/2 (short)	77
9/1	58
9/2	755
10/1	215

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 42+43 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
2/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Olympic Blvd WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Olympic Blvd WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Olympic Blvd EB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1939	1939
5/3 (Via Urbis Romanae NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romnae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romnae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/3 (Via Urbis Romnae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Whitmore Drive EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Whitmore Drive EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Via Urbis Romnae SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Via Urbis Romnae SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Whitmore Drive WB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	8	784	132	924
	B	32	0	57	9	98
	C	608	32	0	49	689
	D	187	9	107	0	303
	Tot.	827	49	948	190	2014

Traffic Lane Flows

Lane	Scenario 7: FB+CD+N2T WD AM
Junction: MCC Site 42+43 Junction	
1/1	8
1/2	916
2/1	182
2/2	645
3/1 (short)	66
3/2 (with short)	98(In) 32(Out)
4/1	49
5/1	166
5/2 (with short)	670(In) 629(Out)
5/3 (short)	41
6/1	20
6/2	821
6/3	141
7/1	49
7/2	640
8/1 (with short)	303(In) 196(Out)
8/2 (short)	107
9/1	73
9/2	875
10/1	190

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 42+43 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
2/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Olympic Blvd WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Olympic Blvd WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Olympic Blvd EB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1939	1939
5/3 (Via Urbis Romanae NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romnae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romnae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/3 (Via Urbis Romnae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Whitmore Drive EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Whitmore Drive EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Via Urbis Romnae SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Via Urbis Romnae SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Whitmore Drive WB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	62	759	142	963
	B	28	0	44	8	80
	C	765	36	0	65	866
	D	106	5	74	0	185
	Tot.	899	103	877	215	2094

Traffic Lane Flows

Lane	Scenario 8: FB+CD+N2T WD PM
Junction: MCC Site 42+43 Junction	
1/1	62
1/2	901
2/1	34
2/2	865
3/1 (short)	52
3/2 (with short)	80(In) 28(Out)
4/1	103
5/1	20
5/2 (with short)	892(In) 851(Out)
5/3 (short)	41
6/1	20
6/2	783
6/3	150
7/1	65
7/2	801
8/1 (with short)	185(In) 111(Out)
8/2 (short)	74
9/1	57
9/2	820
10/1	215

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 42+43 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
2/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Olympic Blvd WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Olympic Blvd WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Olympic Blvd EB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1939	1939
5/3 (Via Urbis Romanae NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romnae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romnae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/3 (Via Urbis Romnae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Whitmore Drive EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Whitmore Drive EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Via Urbis Romnae SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Via Urbis Romnae SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Whitmore Drive WB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: '85th Percentile - FB+CD+N2T WD AM' (FG9: '85th Percentile - FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	7	764	131	902
	B	32	0	56	9	97
	C	581	31	0	49	661
	D	186	9	106	0	301
	Tot.	799	47	926	189	1961

Traffic Lane Flows

Lane	Scenario 9: 85th Percentile - FB+CD+N2T WD AM
Junction: MCC Site 42+43 Junction	
1/1	7
1/2	895
2/1	36
2/2	763
3/1 (short)	65
3/2 (with short)	97(In) 32(Out)
4/1	47
5/1	20
5/2 (with short)	787(In) 747(Out)
5/3 (short)	40
6/1	20
6/2	800
6/3	140
7/1	49
7/2	612
8/1 (with short)	301(In) 195(Out)
8/2 (short)	106
9/1	73
9/2	853
10/1	189

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 42+43 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
2/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Olympic Blvd WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Olympic Blvd WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Olympic Blvd EB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1939	1939
5/3 (Via Urbis Romanae NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romnae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romnae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/3 (Via Urbis Romnae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Whitmore Drive EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Whitmore Drive EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Via Urbis Romnae SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Via Urbis Romnae SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Whitmore Drive WB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 10: '85th Percentile - FB+CD+N2T WD PM' (FG10: '85th Percentile - FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	59	727	139	925
	B	26	0	45	8	79
	C	752	37	0	67	856
	D	100	5	76	0	181
	Tot.	878	101	848	214	2041

Traffic Lane Flows

Lane	Scenario 10: 85th Percentile - FB+CD+N2T WD PM
Junction: MCC Site 42+43 Junction	
1/1	59
1/2	866
2/1	33
2/2	845
3/1 (short)	53
3/2 (with short)	79(In) 26(Out)
4/1	101
5/1	20
5/2 (with short)	874(In) 832(Out)
5/3 (short)	42
6/1	20
6/2	752
6/3	147
7/1	67
7/2	789
8/1 (with short)	181(In) 105(Out)
8/2 (short)	76
9/1	58
9/2	790
10/1	214

Full Input Data And Results

Lane Saturation Flows

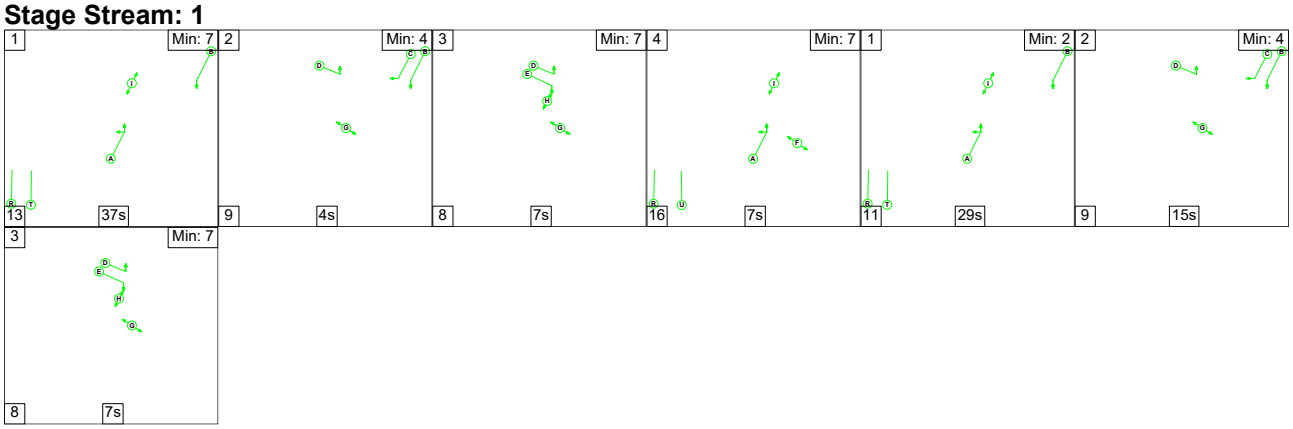
Junction: MCC Site 42+43 Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						2052	2052
2/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Olympic Blvd WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Olympic Blvd WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (Olympic Blvd EB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1939	1939
5/3 (Via Urbis Romanae NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romnae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romnae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/3 (Via Urbis Romnae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Via Urbis Romanae NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Via Urbis Romanae NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Whitmore Drive EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Whitmore Drive EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (Via Urbis Romnae SB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (Via Urbis Romnae SB Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (Whitmore Drive WB Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

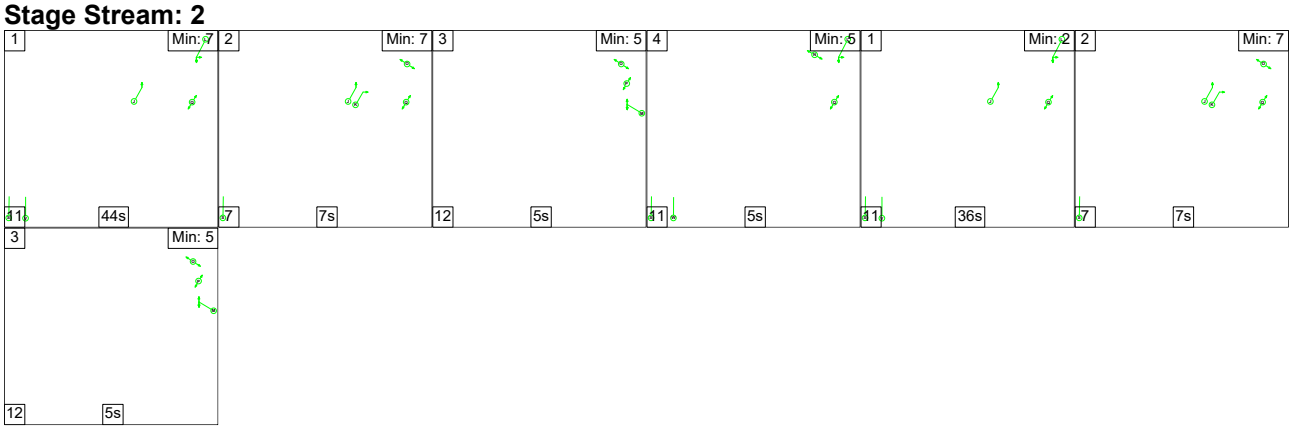
Scenario 1: 'AM Base Peak' (FG1: 'AM Base Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

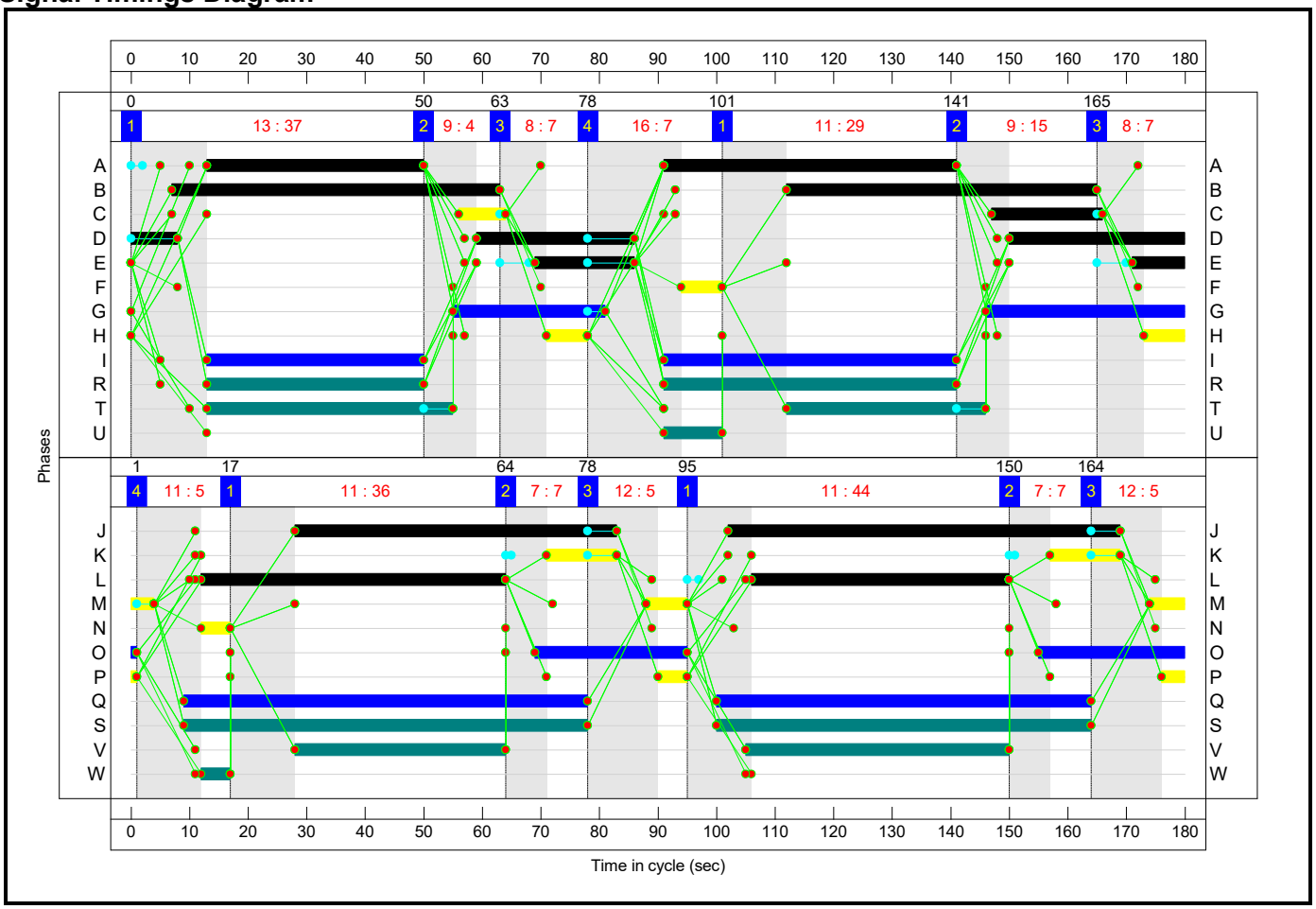
Stage	1	2	3	4	1	2	3
Duration	37	4	7	7	29	15	7
Change Point	0	50	63	78	101	141	165

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	44	7	5	5	36	7	5
Change Point	95	150	164	1	17	64	78

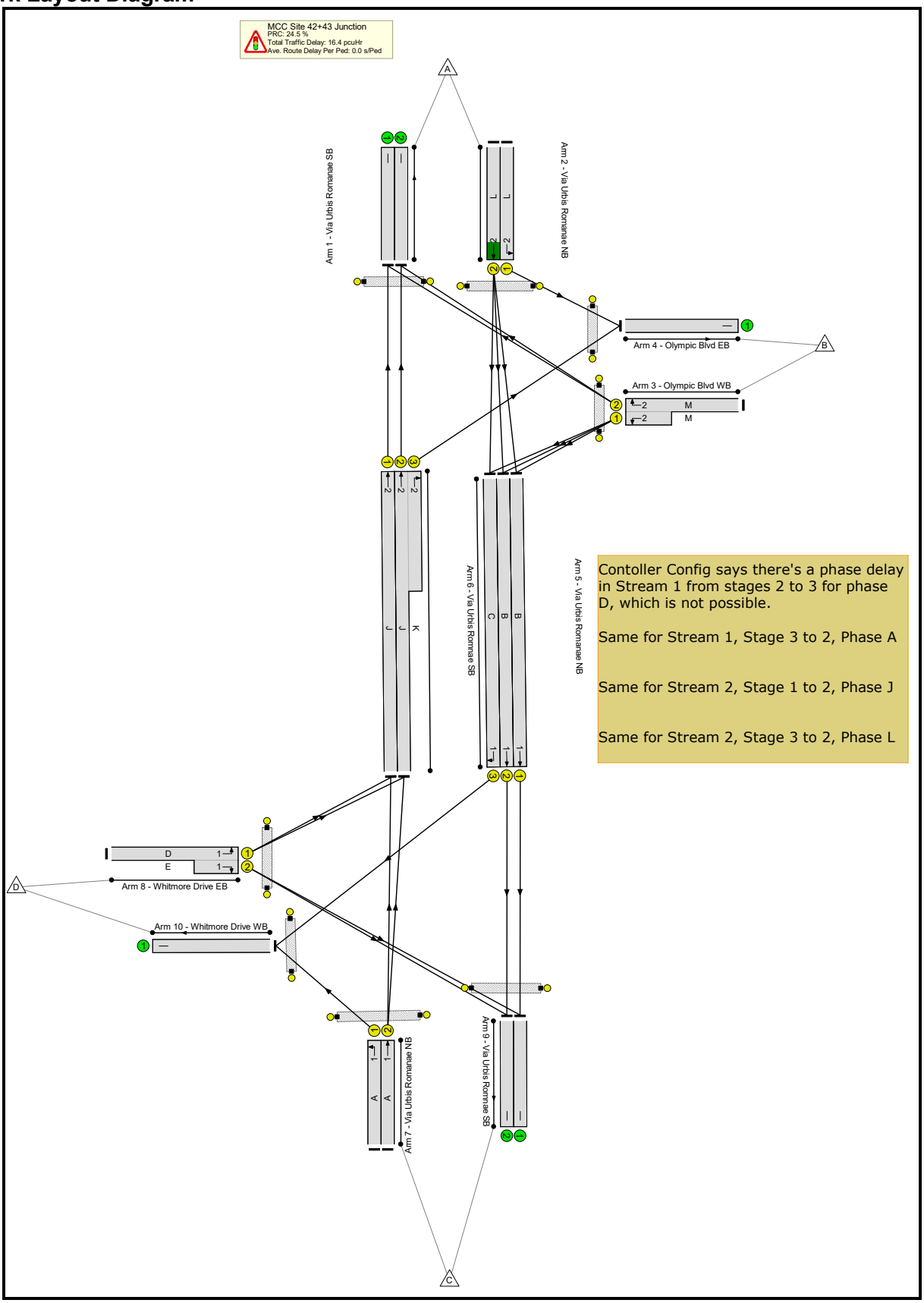
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.3%**
MCC Site 42+43 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.3%**
1/1	Via Urbis Romanae SB Left	U	2	N/A	L		2	96	-	7	1800	980	0.7%
1/2	Via Urbis Romanae SB Ahead	U	2	N/A	L		2	96	-	791	2052	1094	72.3%
2/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	36	Inf	Inf	0.0%
2/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
3/2+3/1	Olympic Blvd WB Right Left	U	2	N/A	M		2	17	-	94	1800:1800	93+190	33.2 : 33.2%
4/1	Olympic Blvd EB	U	N/A	N/A	-		-	-	-	46	Inf	Inf	0.0%
5/1	Via Urbis Romanae NB Ahead	U	2	N/A	J		2	122	-	20	1800	1240	1.6%
5/2+5/3	Via Urbis Romanae NB Ahead Right	U	2	N/A	J K		2	122:24	-	727	1939:1800	1304+74	52.8 : 52.8%
6/1	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	109	-	20	1800	1110	1.8%
6/2	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	109	-	698	1800	1110	62.9%
6/3	Via Urbis Romnae SB Right	U	1	N/A	C		2	27	-	136	1800	290	46.9%
7/1	Via Urbis Romanae NB Left	U	1	N/A	A		2	87	-	47	1800	890	5.3%
7/2	Via Urbis Romanae NB Ahead	U	1	N/A	A		2	87	-	557	1800	890	62.6%

Full Input Data And Results

8/1+8/2	Whitmore Drive EB Left Right	U	1	N/A	D E		2	65:26	-	293	1800:1800	421+228	45.2 : 45.2%
9/1	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	71	Inf	Inf	0.0%
9/2	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
10/1	Whitmore Drive WB	U	N/A	N/A	-		-	-	-	183	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	O		2	52	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	Q		2	133	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		2	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	N		1	5	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	I		2	87	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	H		2	14	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	G		2	60	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.7**	**4.7**	**0.0**	**16.4**	**-**	**-**	**-**	**-**
MCC Site 42+43 Junction	**-**	**-**	**0**	**0**	**0**	**11.7**	**4.7**	**0.0**	**16.4**	**-**	**-**	**-**	**-**
1/1	7	7	-	-	-	0.0	0.0	-	0.0	11.4	0.1	0.0	0.1
1/2	791	791	-	-	-	3.5	1.3	-	4.8	21.8	14.9	1.3	16.2
2/1	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	94	94	-	-	-	1.0	0.2	-	1.2	46.6	1.5	0.2	1.8
4/1	46	46	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	20	20	-	-	-	0.0	0.0	-	0.0	5.3	0.1	0.0	0.2
5/2+5/3	727	727	-	-	-	0.8	0.6	-	1.4	6.8	12.6	0.6	13.1
6/1	20	20	-	-	-	0.0	0.0	-	0.0	6.1	0.3	0.0	0.3
6/2	698	698	-	-	-	0.7	0.8	-	1.5	7.8	7.5	0.8	8.4
6/3	136	136	-	-	-	0.9	0.4	-	1.3	34.6	3.3	0.4	3.8
7/1	47	47	-	-	-	0.2	0.0	-	0.2	14.1	0.7	0.0	0.7
7/2	557	557	-	-	-	2.6	0.8	-	3.4	22.3	11.3	0.8	12.1
8/1+8/2	293	293	-	-	-	2.0	0.4	-	2.5	30.2	3.7	0.4	4.1
9/1	71	71	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-	-

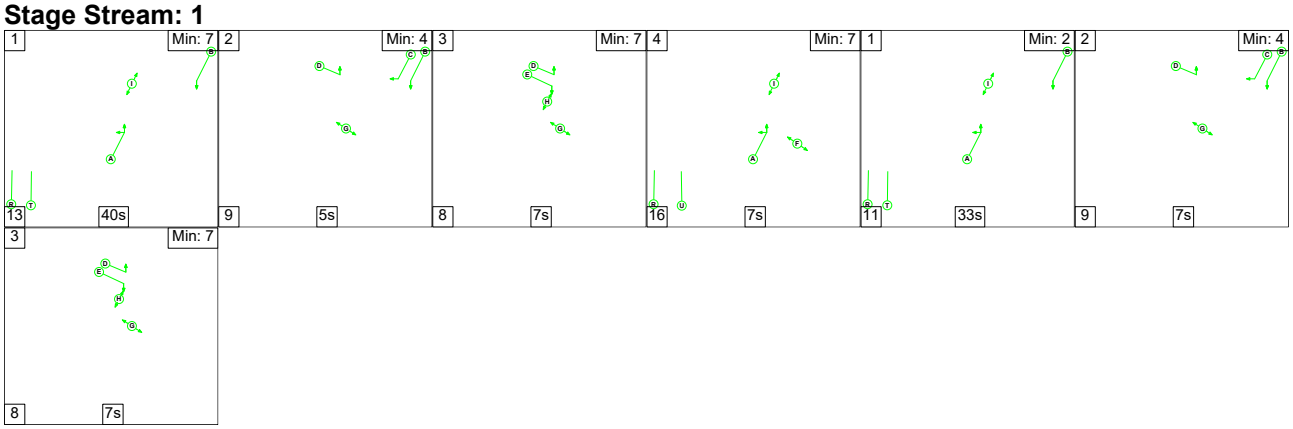
C1 - MCC Site 42+43 Junction	Stream: 1 PRC for Signalled Lanes (%):	43.1	Total Delay for Signalled Lanes (pcuHr):	8.94	Cycle Time (s):	180		
C1 - MCC Site 42+43 Junction	Stream: 2 PRC for Signalled Lanes (%):	24.5	Total Delay for Signalled Lanes (pcuHr):	7.44	Cycle Time (s):	180		
	PRC Over All Lanes (%):	24.5	Total Delay Over All Lanes(pcuHr):	16.39				

Full Input Data And Results

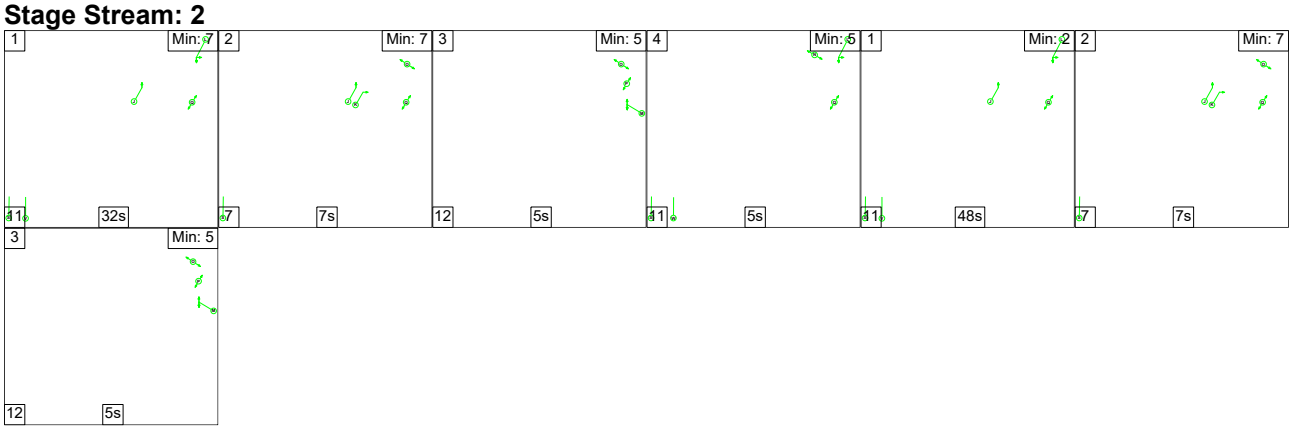
Scenario 2: 'PM Base Peak' (FG2: 'PM Base Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

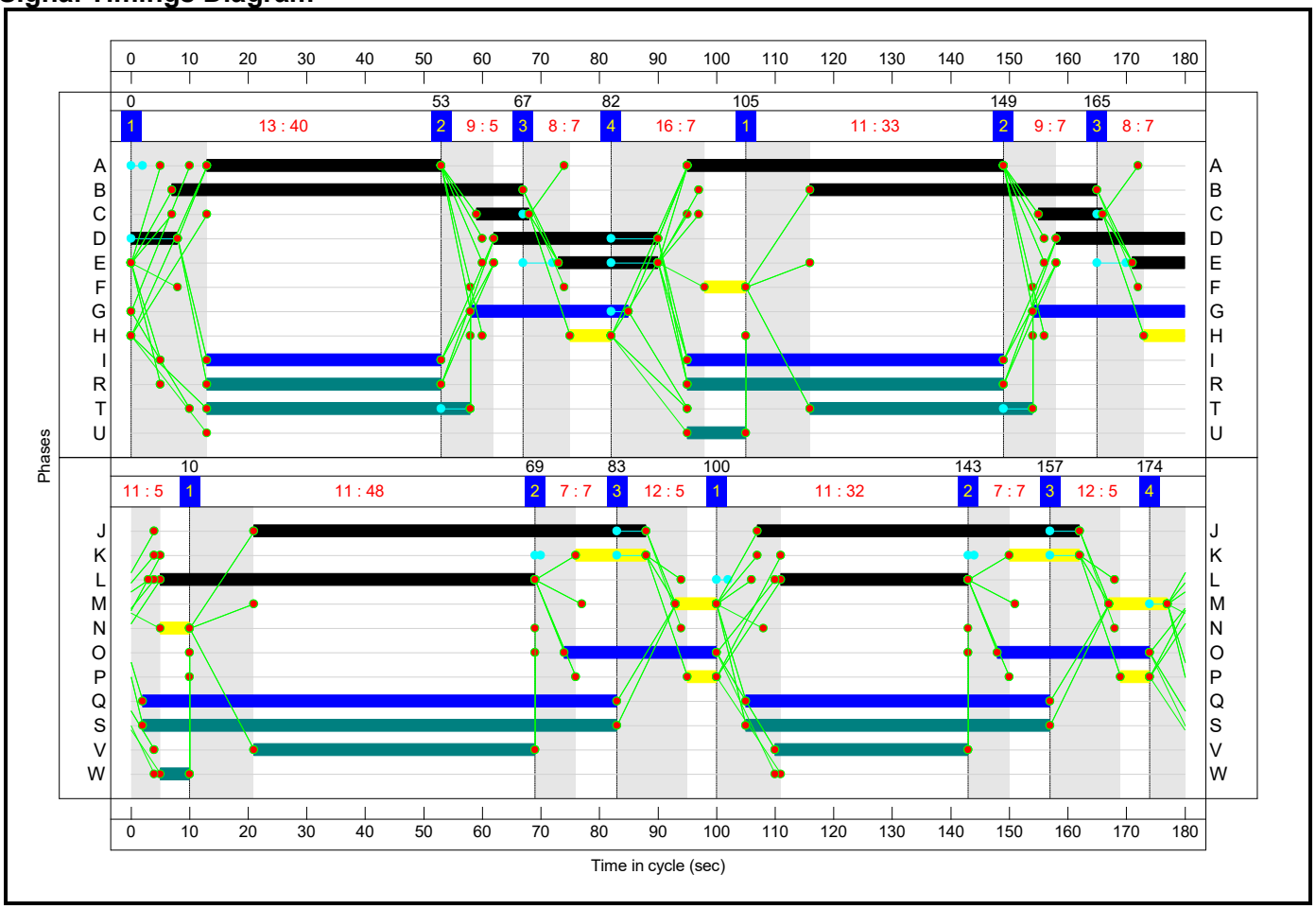
Stage	1	2	3	4	1	2	3
Duration	40	5	7	7	33	7	7
Change Point	0	53	67	82	105	149	165

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	32	7	5	5	48	7	5
Change Point	100	143	157	174	10	69	83

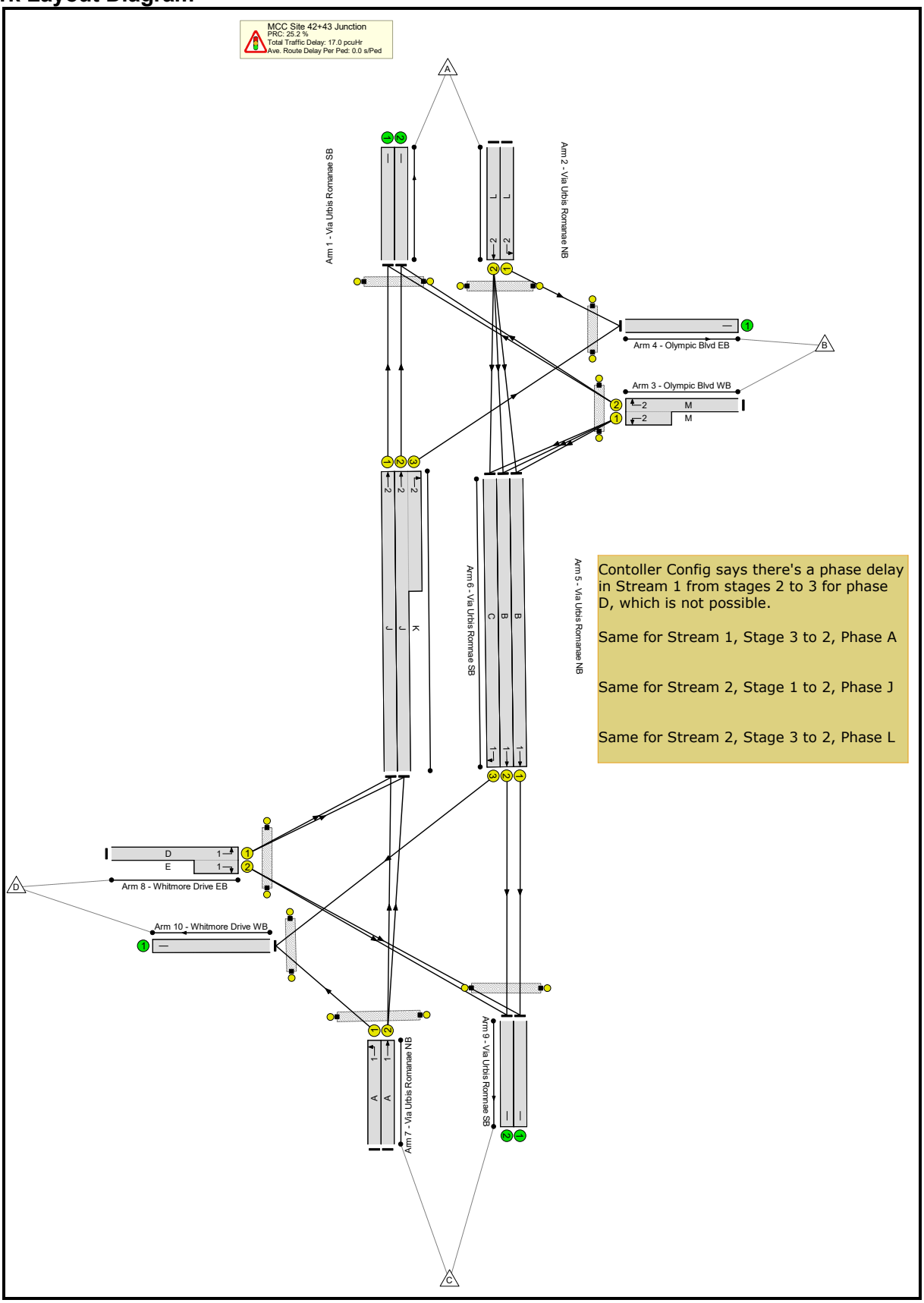
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.9%**
MCC Site 42+43 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.9%**
1/1	Via Urbis Romanae SB Left	U	2	N/A	L		2	96	-	58	1800	980	5.9%
1/2	Via Urbis Romanae SB Ahead	U	2	N/A	L		2	96	-	803	2052	1117	71.9%
2/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	33	Inf	Inf	0.0%
2/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%
3/2+3/1	Olympic Blvd WB Right Left	U	2	N/A	M		2	17	-	77	1800:1800	91+190	27.4 : 27.4%
4/1	Olympic Blvd EB	U	N/A	N/A	-		-	-	-	99	Inf	Inf	0.0%
5/1	Via Urbis Romanae NB Ahead	U	2	N/A	J		2	122	-	20	1800	1240	1.6%
5/2+5/3	Via Urbis Romanae NB Ahead Right	U	2	N/A	J K		2	122:24	-	768	1939:1800	1304+74	55.8 : 55.8%
6/1	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	109	-	20	1800	1110	1.8%
6/2	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	109	-	692	1800	1110	62.3%
6/3	Via Urbis Romnae SB Right	U	1	N/A	C		2	20	-	143	1800	220	65.0%
7/1	Via Urbis Romanae NB Left	U	1	N/A	A		2	94	-	65	1800	960	6.8%
7/2	Via Urbis Romanae NB Ahead	U	1	N/A	A		2	94	-	685	1800	960	71.4%

Full Input Data And Results

8/1+8/2	Whitmore Drive EB Left Right	U	1	N/A	D E		2	58:26	-	176	1800:1800	329+233	31.3 : 31.3%
9/1	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
9/2	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	729	Inf	Inf	0.0%
10/1	Whitmore Drive WB	U	N/A	N/A	-		-	-	-	208	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	O		2	52	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	Q		2	133	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		2	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	N		1	5	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	I		2	94	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	H		2	14	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	G		2	53	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.6**	**5.4**	**0.0**	**17.0**	**-**	**-**	**-**	**-**
MCC Site 42+43 Junction	**-**	**-**	**0**	**0**	**0**	**11.6**	**5.4**	**0.0**	**17.0**	**-**	**-**	**-**	**-**
1/1	58	58	-	-	-	0.2	0.0	-	0.2	11.6	0.7	0.0	0.7
1/2	803	803	-	-	-	3.4	1.3	-	4.7	21.0	14.9	1.3	16.2
2/1	33	33	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	77	77	-	-	-	0.8	0.2	-	1.0	46.9	1.4	0.2	1.6
4/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	20	20	-	-	-	0.0	0.0	-	0.0	8.6	0.3	0.0	0.3
5/2+5/3	768	768	-	-	-	0.7	0.6	-	1.4	6.4	2.8	0.6	3.4
6/1	20	20	-	-	-	0.0	0.0	-	0.0	7.6	0.3	0.0	0.3
6/2	692	692	-	-	-	0.7	0.8	-	1.6	8.1	5.5	0.8	6.4
6/3	143	143	-	-	-	1.2	0.9	-	2.1	52.3	3.5	0.9	4.4
7/1	65	65	-	-	-	0.2	0.0	-	0.2	12.2	0.8	0.0	0.8
7/2	685	685	-	-	-	3.0	1.2	-	4.2	22.3	13.1	1.2	14.4
8/1+8/2	176	176	-	-	-	1.3	0.2	-	1.5	31.2	2.0	0.2	2.3
9/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-	-

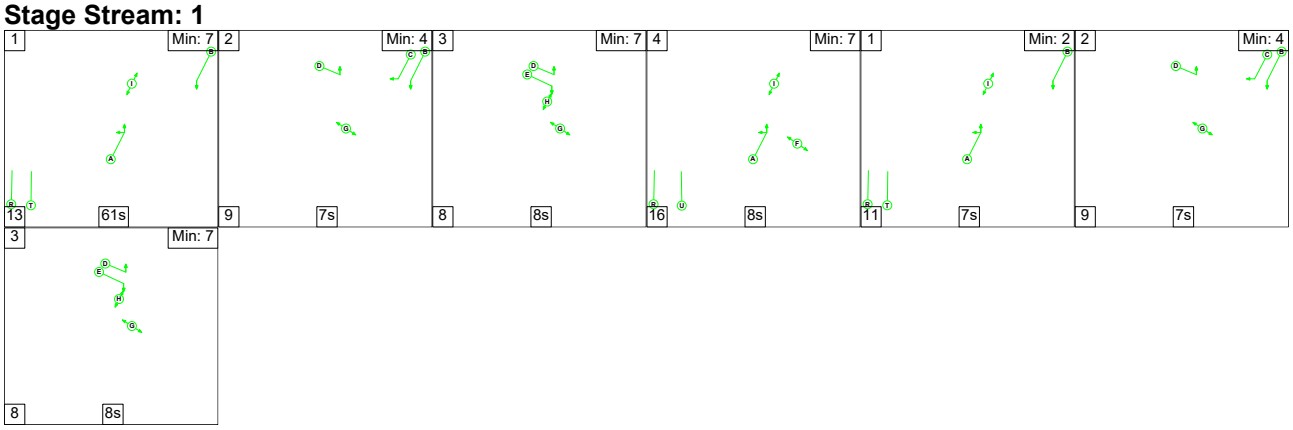
C1 - MCC Site 42+43 Junction	Stream: 1 PRC for Signalled Lanes (%):	26.1	Total Delay for Signalled Lanes (pcuHr):	9.67	Cycle Time (s):	180		
C1 - MCC Site 42+43 Junction	Stream: 2 PRC for Signalled Lanes (%):	25.2	Total Delay for Signalled Lanes (pcuHr):	7.29	Cycle Time (s):	180		
	PRC Over All Lanes (%):	25.2	Total Delay Over All Lanes(pcuHr):	16.96				

Full Input Data And Results

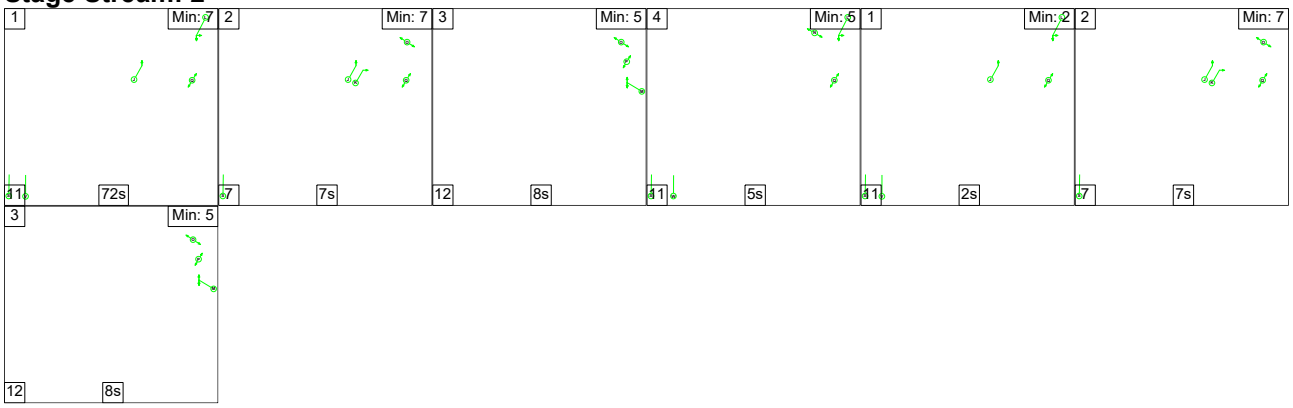
Scenario 3: 'FB WD AM' (FG3: 'FB WD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

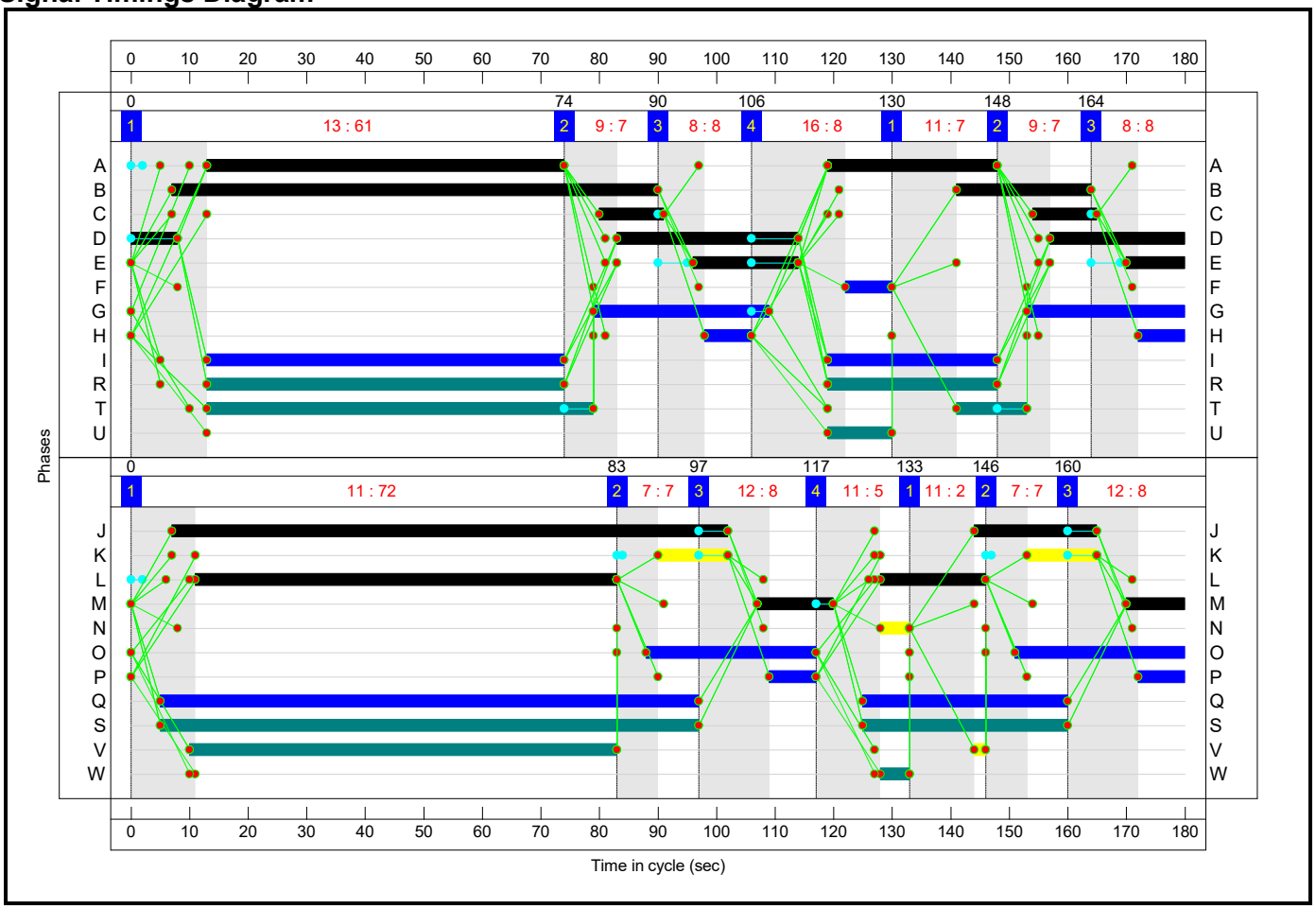
Stage	1	2	3	4	1	2	3
Duration	61	7	8	8	7	7	8
Change Point	0	74	90	106	130	148	164

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	72	7	8	5	2	7	8
Change Point	0	83	97	117	133	146	160

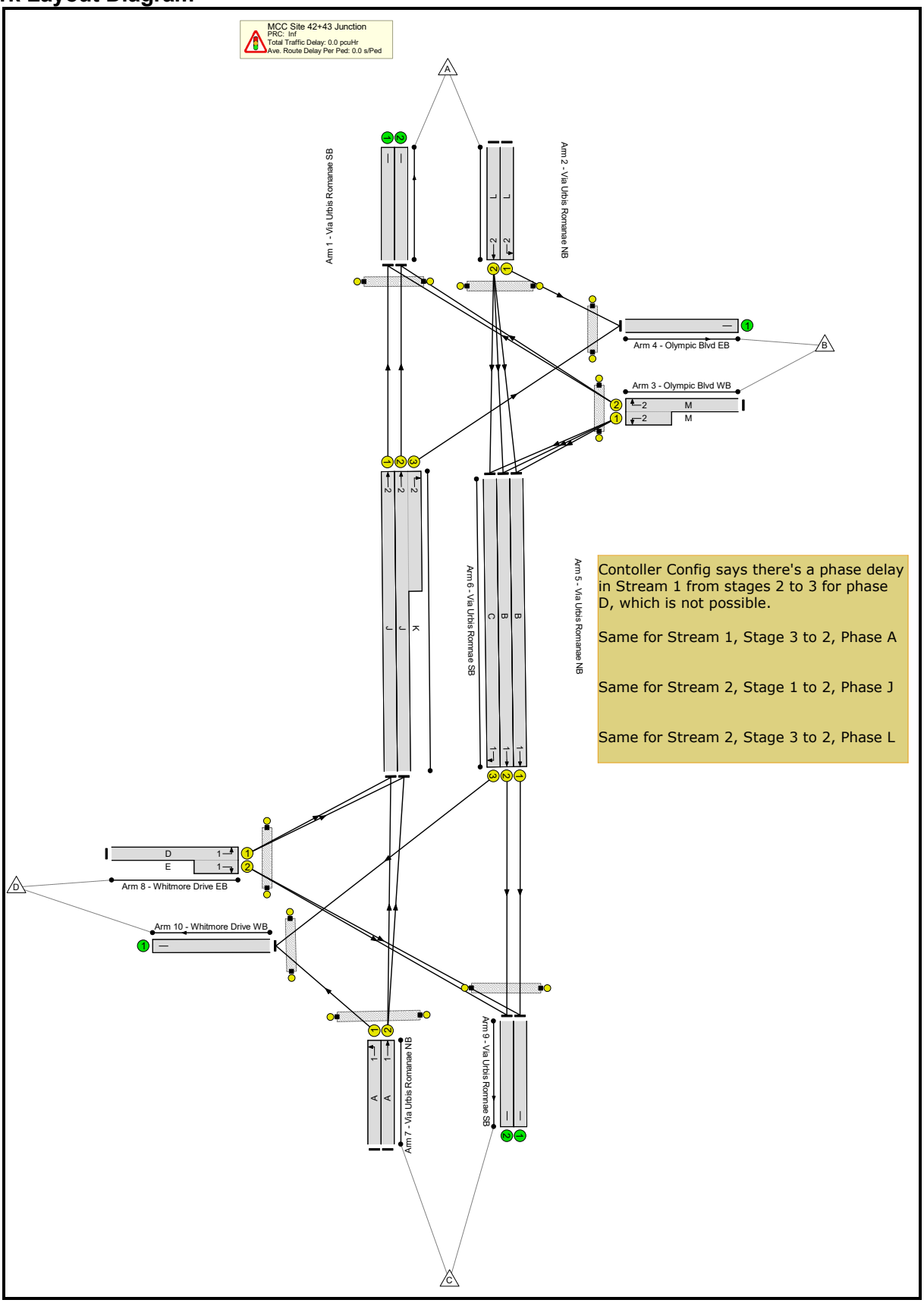
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**0.0%**
MCC Site 42+43 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**0.0%**
1/1	Via Urbis Romanae SB Left	U	2	N/A	L		2	90	-	0	1800	920	0.0%
1/2	Via Urbis Romanae SB Ahead	U	2	N/A	L		2	90	-	0	2052	1049	0.0%
2/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
2/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/2+3/1	Olympic Blvd WB Right Left	U	2	N/A	M		2	23	-	0	1800:1800	176+235	0.0 : 0.0%
4/1	Olympic Blvd EB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Via Urbis Romanae NB Ahead	U	2	N/A	J		2	116	-	0	1800	1180	0.0%
5/2+5/3	Via Urbis Romanae NB Ahead Right	U	2	N/A	J K		2	116:24	-	0	1939:1800	260+260	0.0 : 0.0%
6/1	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	106	-	0	1800	1080	0.0%
6/2	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	106	-	0	1800	1080	0.0%
6/3	Via Urbis Romnae SB Right	U	1	N/A	C		2	22	-	0	1800	240	0.0%
7/1	Via Urbis Romanae NB Left	U	1	N/A	A		2	90	-	0	1800	920	0.0%
7/2	Via Urbis Romanae NB Ahead	U	1	N/A	A		2	90	-	0	1800	920	0.0%

Full Input Data And Results

8/1+8/2	Whitmore Drive EB Left Right	U	1	N/A	D E		2	62:28	-	0	1800:1800	324+243	0.0 : 0.0%
9/1	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
9/2	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	Whitmore Drive WB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	O		2	58	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	Q		2	127	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		2	16	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	N		1	5	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	I		2	90	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	H		2	16	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	G		2	57	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	F		1	8	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
MCC Site 42+43 Junction	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

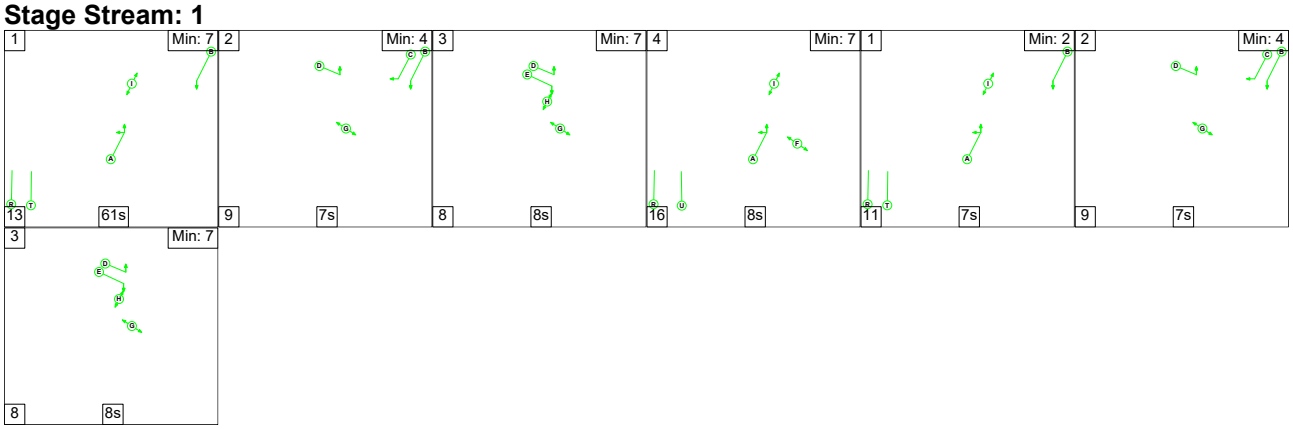
C1 - MCC Site 42+43 Junction	Stream: 1 PRC for Signalled Lanes (%):	Inf	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	180		
C1 - MCC Site 42+43 Junction	Stream: 2 PRC for Signalled Lanes (%):	Inf	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	180		
	PRC Over All Lanes (%):	Inf	Total Delay Over All Lanes(pcuHr):	0.00				

Full Input Data And Results

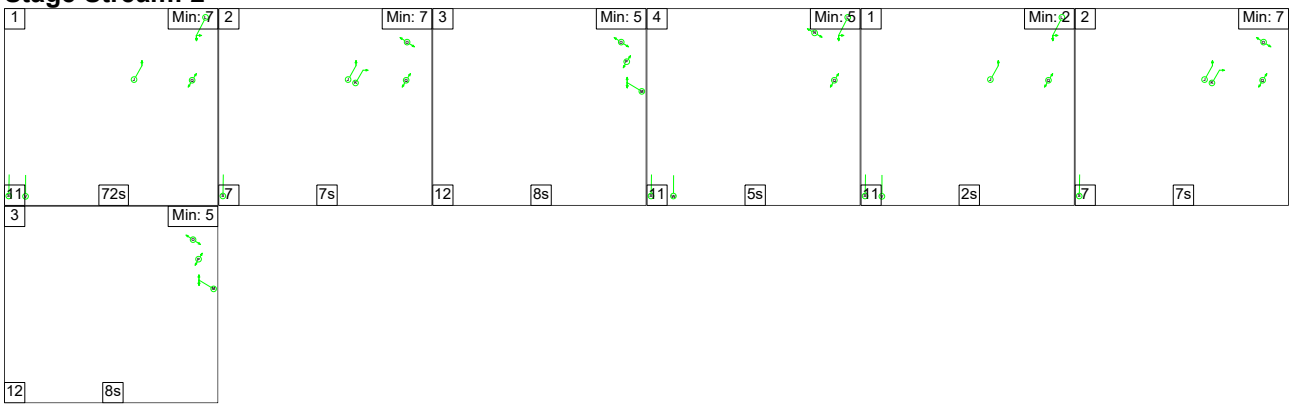
Scenario 4: 'FB WD PM' (FG4: 'FB WD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

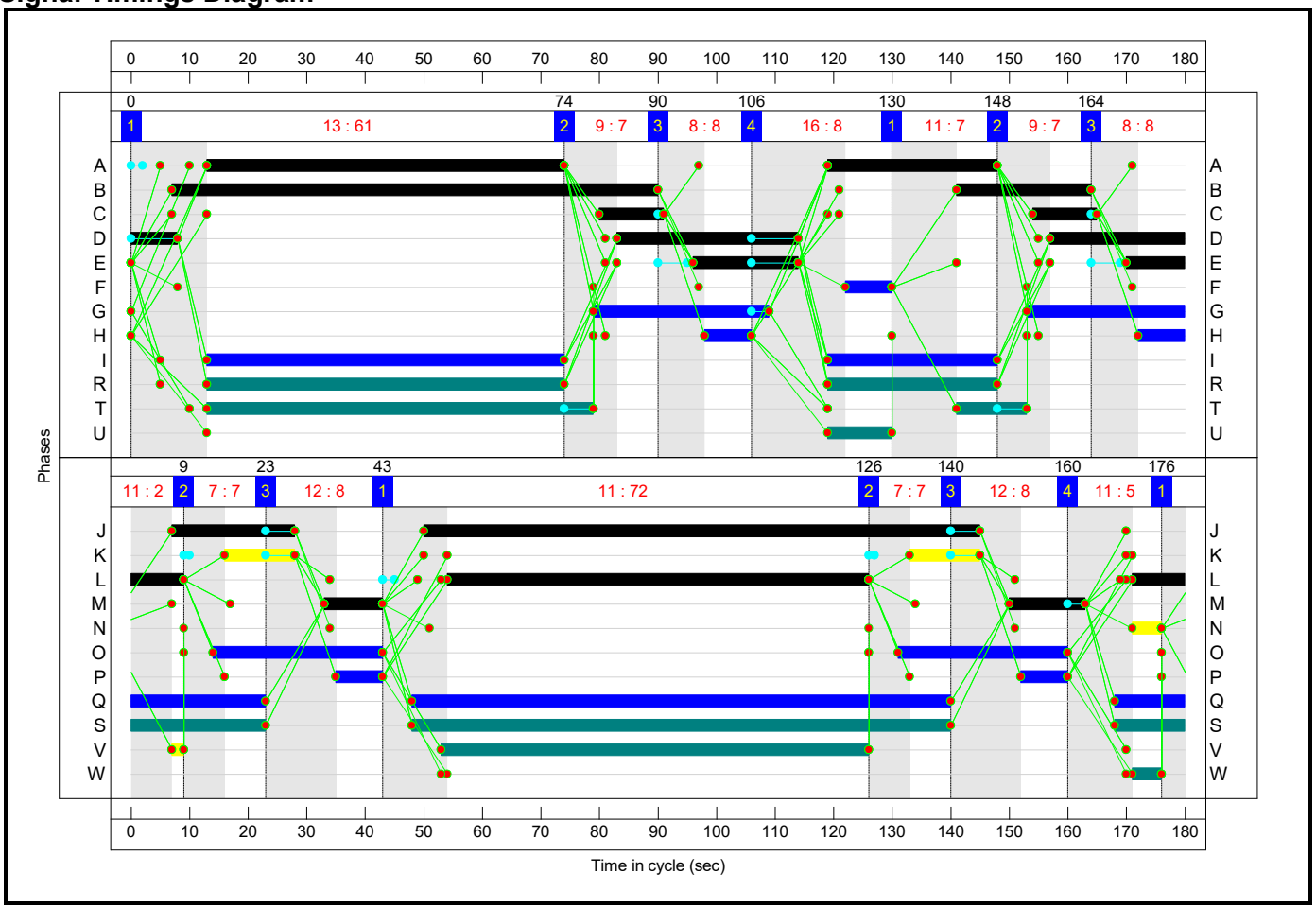
Stage	1	2	3	4	1	2	3
Duration	61	7	8	8	7	7	8
Change Point	0	74	90	106	130	148	164

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	72	7	8	5	2	7	8
Change Point	43	126	140	160	176	9	23

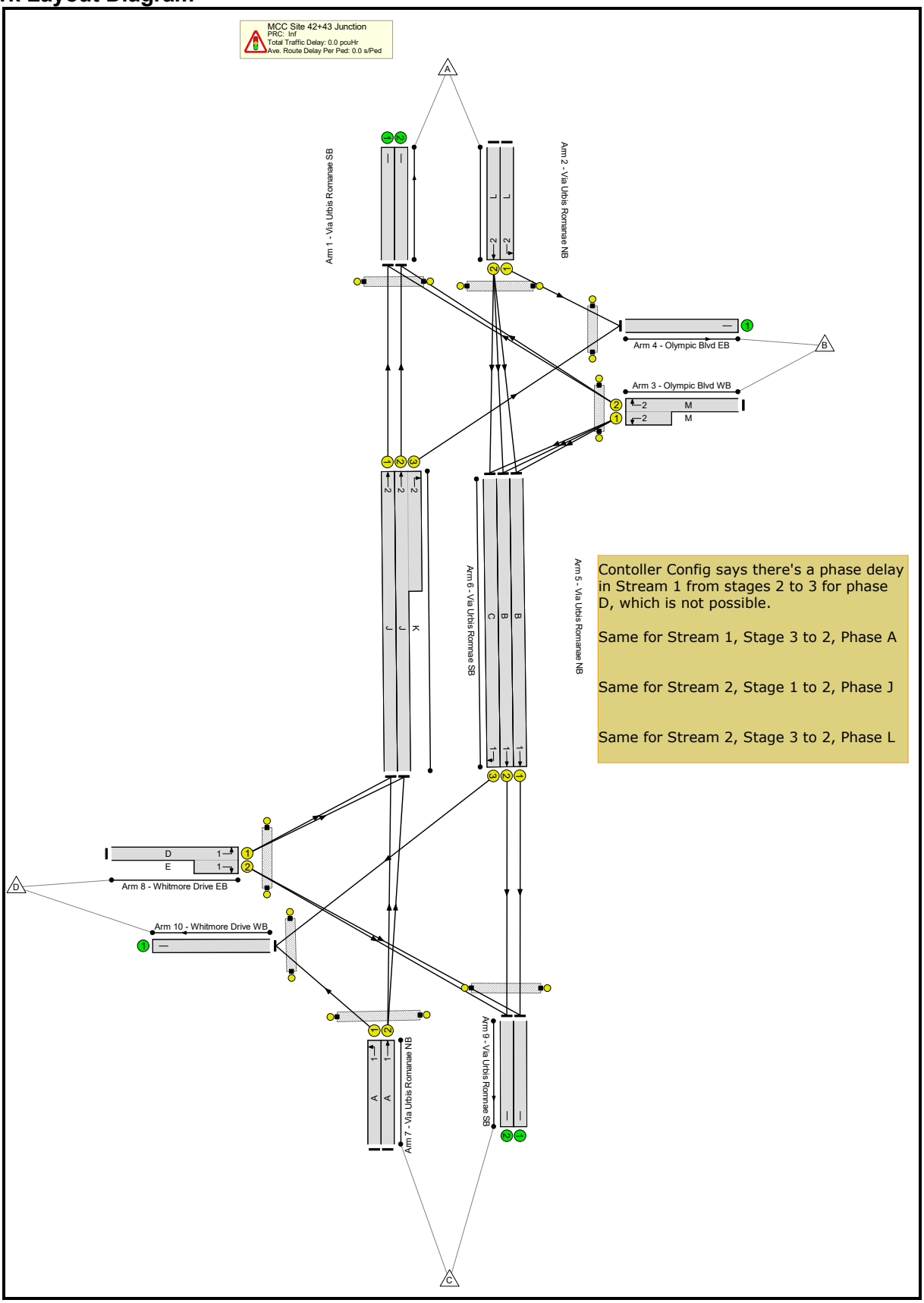
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**0.0%**
MCC Site 42+43 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**0.0%**
1/1	Via Urbis Romanae SB Left	U	2	N/A	L		2	90	-	0	1800	920	0.0%
1/2	Via Urbis Romanae SB Ahead	U	2	N/A	L		2	90	-	0	2052	1049	0.0%
2/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
2/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/2+3/1	Olympic Blvd WB Right Left	U	2	N/A	M		2	23	-	0	1800:1800	176+235	0.0 : 0.0%
4/1	Olympic Blvd EB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Via Urbis Romanae NB Ahead	U	2	N/A	J		2	116	-	0	1800	1180	0.0%
5/2+5/3	Via Urbis Romanae NB Ahead Right	U	2	N/A	J K		2	116:24	-	0	1939:1800	260+260	0.0 : 0.0%
6/1	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	106	-	0	1800	1080	0.0%
6/2	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	106	-	0	1800	1080	0.0%
6/3	Via Urbis Romnae SB Right	U	1	N/A	C		2	22	-	0	1800	240	0.0%
7/1	Via Urbis Romanae NB Left	U	1	N/A	A		2	90	-	0	1800	920	0.0%
7/2	Via Urbis Romanae NB Ahead	U	1	N/A	A		2	90	-	0	1800	920	0.0%

Full Input Data And Results

8/1+8/2	Whitmore Drive EB Left Right	U	1	N/A	D E		2	62:28	-	0	1800:1800	360+240	0.0 : 0.0%
9/1	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
9/2	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	Whitmore Drive WB	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	O		2	58	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	Q		2	127	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		2	16	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	N		1	5	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	I		2	90	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	H		2	16	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	G		2	57	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	F		1	8	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
MCC Site 42+43 Junction	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

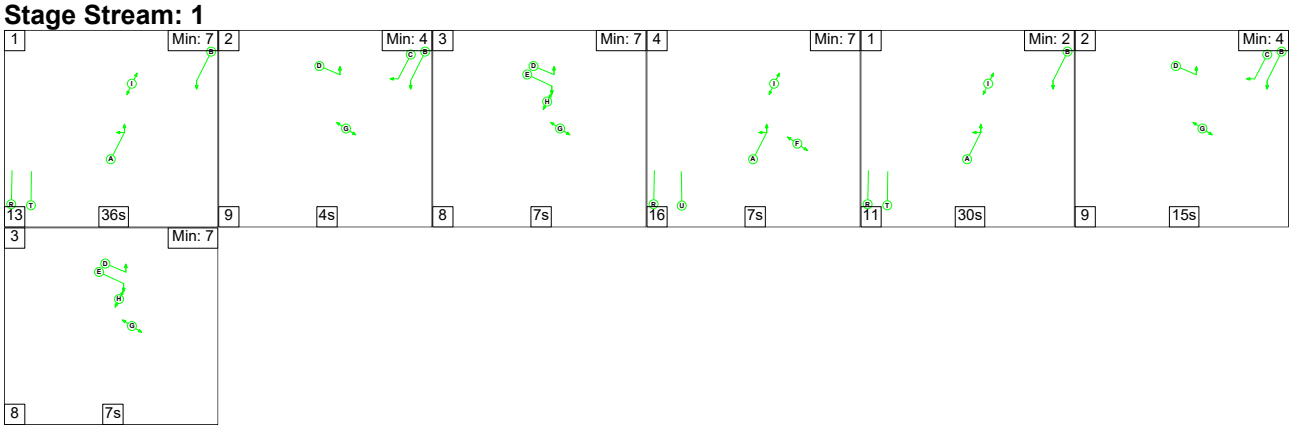
C1 - MCC Site 42+43 Junction	Stream: 1 PRC for Signalled Lanes (%):	Inf	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	180		
C1 - MCC Site 42+43 Junction	Stream: 2 PRC for Signalled Lanes (%):	Inf	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	180		
	PRC Over All Lanes (%):	Inf	Total Delay Over All Lanes(pcuHr):	0.00				

Full Input Data And Results

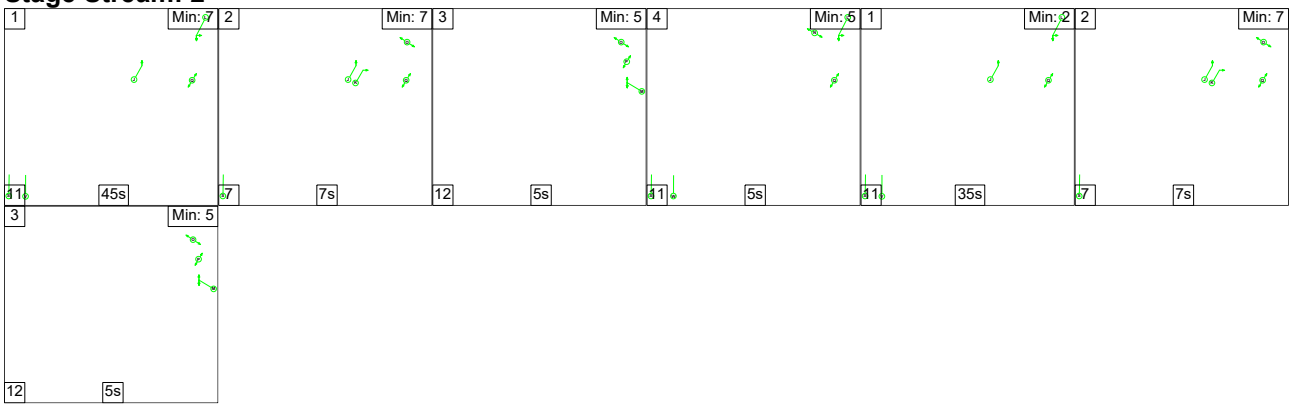
Scenario 5: 'FB+CD WD AM' (FG5: 'FB+CD WD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

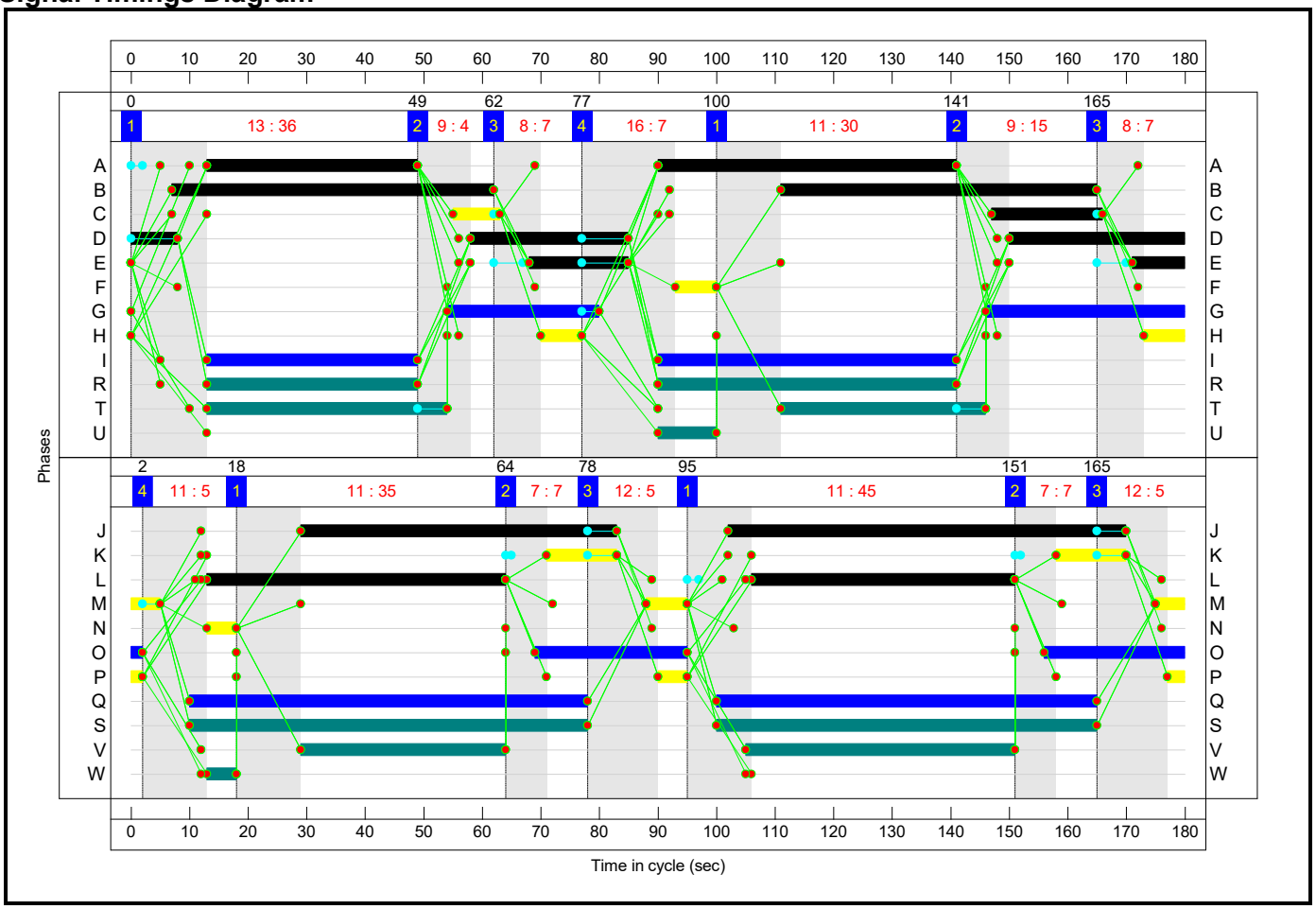
Stage	1	2	3	4	1	2	3
Duration	36	4	7	7	30	15	7
Change Point	0	49	62	77	100	141	165

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	45	7	5	5	35	7	5
Change Point	95	151	165	2	18	64	78

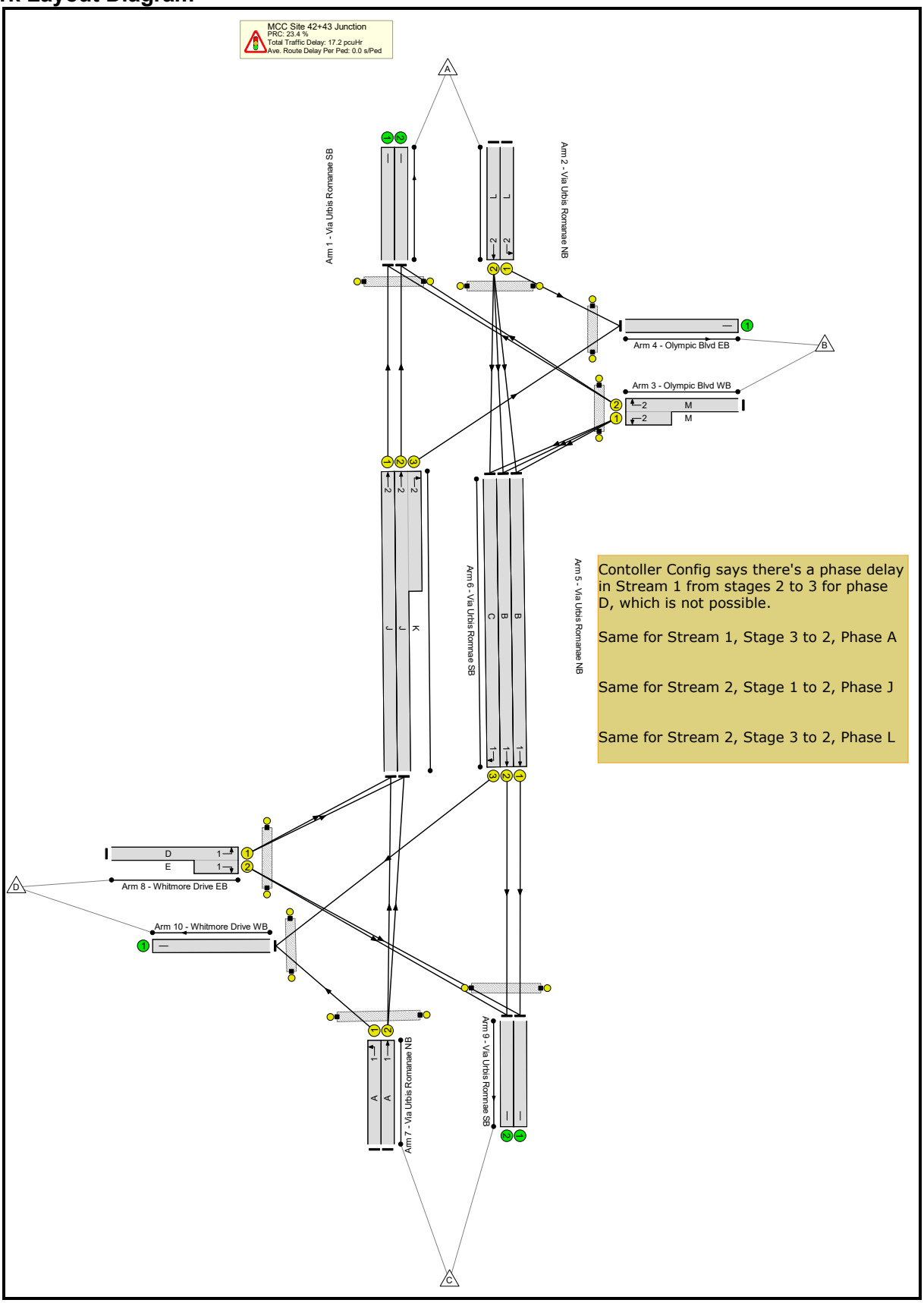
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.0%**
MCC Site 42+43 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.0%**
1/1	Via Urbis Romanae SB Left	U	2	N/A	L		2	96	-	8	1800	980	0.8%
1/2	Via Urbis Romanae SB Ahead	U	2	N/A	L		2	96	-	815	2052	1117	73.0%
2/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	36	Inf	Inf	0.0%
2/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	727	Inf	Inf	0.0%
3/2+3/1	Olympic Blvd WB Right Left	U	2	N/A	M		2	17	-	98	1800:1800	92+190	34.8 : 34.8%
4/1	Olympic Blvd EB	U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%
5/1	Via Urbis Romanae NB Ahead	U	2	N/A	J		2	122	-	20	1800	1240	1.6%
5/2+5/3	Via Urbis Romanae NB Ahead Right	U	2	N/A	J K		2	122:24	-	752	1939:1800	1303+75	54.6 : 54.6%
6/1	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	109	-	20	1800	1110	1.8%
6/2	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	109	-	720	1800	1110	64.9%
6/3	Via Urbis Romnae SB Right	U	1	N/A	C		2	27	-	141	1800	290	48.6%
7/1	Via Urbis Romanae NB Left	U	1	N/A	A		2	87	-	49	1800	890	5.5%
7/2	Via Urbis Romanae NB Ahead	U	1	N/A	A		2	87	-	576	1800	890	64.7%

Full Input Data And Results

8/1+8/2	Whitmore Drive EB Left Right	U	1	N/A	D E		2	65:26	-	303	1800:1800	418+228	46.9 : 46.9%
9/1	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	73	Inf	Inf	0.0%
9/2	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%
10/1	Whitmore Drive WB	U	N/A	N/A	-		-	-	-	190	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	O		2	52	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	Q		2	133	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		2	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	N		1	5	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	I		2	87	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	H		2	14	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	G		2	60	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**12.2**	**5.0**	**0.0**	**17.2**	**-**	**-**	**-**	**-**
MCC Site 42+43 Junction	**-**	**-**	**0**	**0**	**0**	**12.2**	**5.0**	**0.0**	**17.2**	**-**	**-**	**-**	**-**
1/1	8	8	-	-	-	0.0	0.0	-	0.0	11.4	0.1	0.0	0.1
1/2	815	815	-	-	-	3.5	1.3	-	4.8	21.4	15.4	1.3	16.7
2/1	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	727	727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	98	98	-	-	-	1.0	0.3	-	1.3	46.9	1.6	0.3	1.8
4/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	20	20	-	-	-	0.0	0.0	-	0.0	5.1	0.1	0.0	0.2
5/2+5/3	752	752	-	-	-	0.9	0.6	-	1.5	7.2	13.2	0.6	13.8
6/1	20	20	-	-	-	0.0	0.0	-	0.0	5.9	0.3	0.0	0.3
6/2	720	720	-	-	-	0.8	0.9	-	1.7	8.5	8.0	0.9	8.9
6/3	141	141	-	-	-	0.9	0.5	-	1.4	34.9	3.5	0.5	4.0
7/1	49	49	-	-	-	0.2	0.0	-	0.2	14.2	0.7	0.0	0.7
7/2	576	576	-	-	-	2.7	0.9	-	3.7	22.9	11.8	0.9	12.8
8/1+8/2	303	303	-	-	-	2.1	0.4	-	2.6	30.6	3.9	0.4	4.3
9/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	190	190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-	-

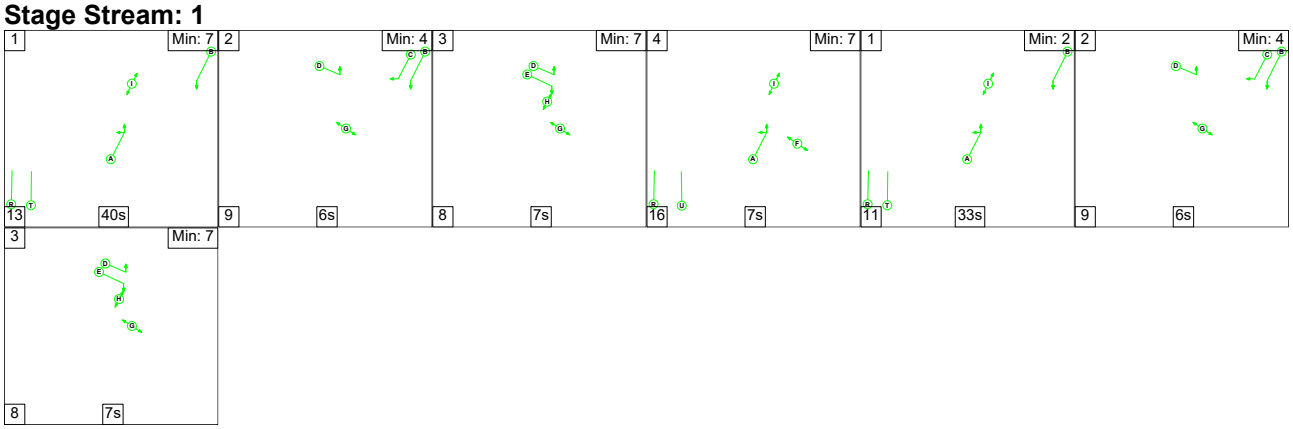
C1 - MCC Site 42+43 Junction	Stream: 1 PRC for Signalled Lanes (%):	38.7	Total Delay for Signalled Lanes (pcuHr):	9.52	Cycle Time (s):	180		
C1 - MCC Site 42+43 Junction	Stream: 2 PRC for Signalled Lanes (%):	23.4	Total Delay for Signalled Lanes (pcuHr):	7.68	Cycle Time (s):	180		
	PRC Over All Lanes (%):	23.4	Total Delay Over All Lanes(pcuHr):	17.20				

Full Input Data And Results

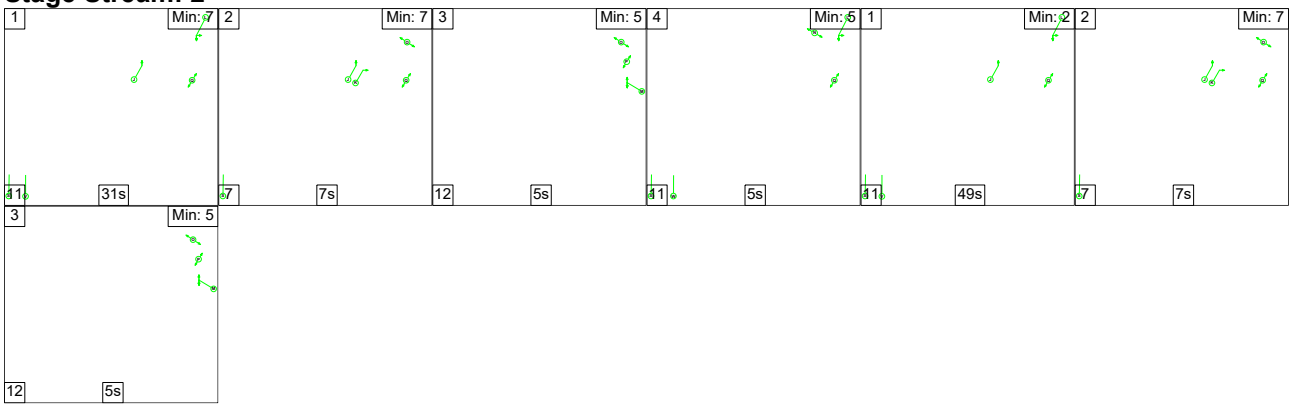
Scenario 6: 'FB+CD WD PM' (FG6: 'FB+CD WD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

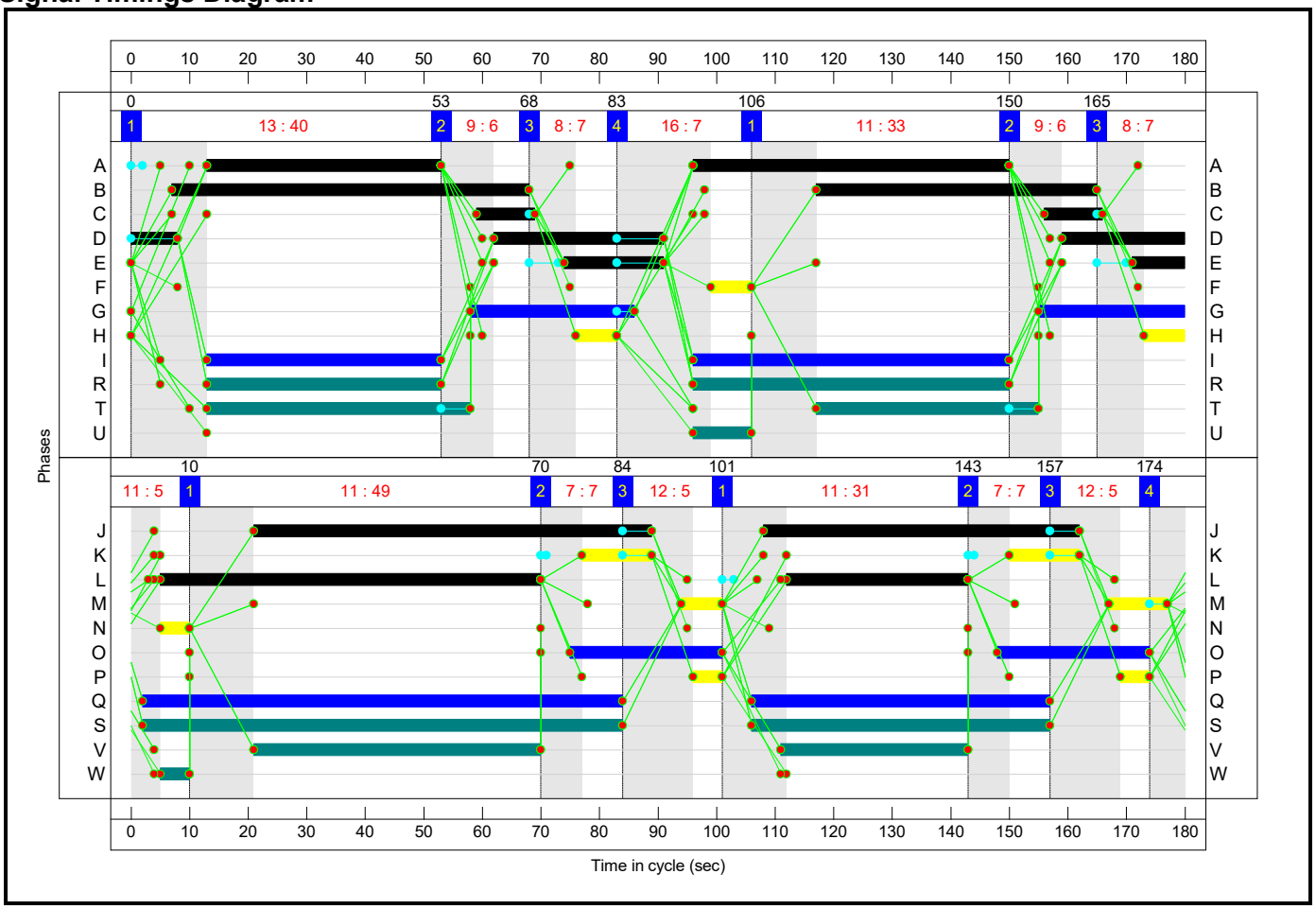
Stage	1	2	3	4	1	2	3
Duration	40	6	7	7	33	6	7
Change Point	0	53	68	83	106	150	165

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	31	7	5	5	49	7	5
Change Point	101	143	157	174	10	70	84

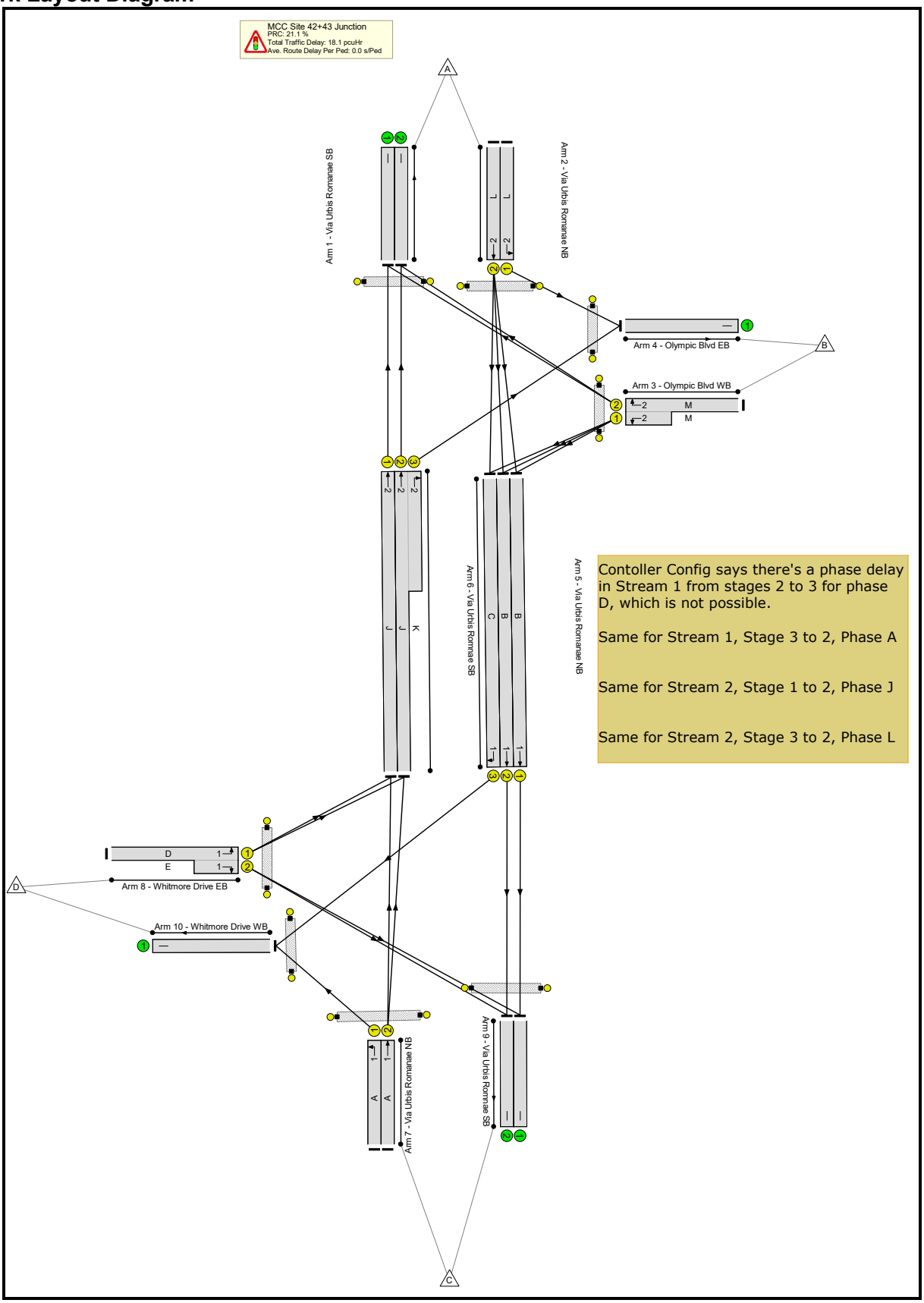
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.3%**
MCC Site 42+43 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.3%**
1/1	Via Urbis Romanae SB Left	U	2	N/A	L		2	96	-	60	1800	980	6.1%
1/2	Via Urbis Romanae SB Ahead	U	2	N/A	L		2	96	-	830	2052	1117	74.3%
2/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	33	Inf	Inf	0.0%
2/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%
3/2+3/1	Olympic Blvd WB Right Left	U	2	N/A	M		2	17	-	79	1800:1800	93+190	27.9 : 27.9%
4/1	Olympic Blvd EB	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
5/1	Via Urbis Romanae NB Ahead	U	2	N/A	J		2	122	-	20	1800	1240	1.6%
5/2+5/3	Via Urbis Romanae NB Ahead Right	U	2	N/A	J K		2	122:24	-	795	1939:1800	1303+75	57.7 : 57.7%
6/1	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	109	-	20	1800	1110	1.8%
6/2	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	109	-	716	1800	1110	64.5%
6/3	Via Urbis Romnae SB Right	U	1	N/A	C		2	20	-	147	1800	220	66.8%
7/1	Via Urbis Romanae NB Left	U	1	N/A	A		2	94	-	68	1800	960	7.1%
7/2	Via Urbis Romanae NB Ahead	U	1	N/A	A		2	94	-	708	1800	960	73.8%

Full Input Data And Results

8/1+8/2	Whitmore Drive EB Left Right	U	1	N/A	D E		2	58:26	-	184	1800:1800	324+233	33.0 : 33.0%
9/1	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
9/2	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	755	Inf	Inf	0.0%
10/1	Whitmore Drive WB	U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	O		2	52	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	Q		2	133	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		2	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	N		1	5	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	I		2	94	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	H		2	14	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	G		2	53	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**12.1**	**5.9**	**0.0**	**18.1**	**-**	**-**	**-**	**-**
MCC Site 42+43 Junction	**-**	**-**	**0**	**0**	**0**	**12.1**	**5.9**	**0.0**	**18.1**	**-**	**-**	**-**	**-**
1/1	60	60	-	-	-	0.2	0.0	-	0.2	11.7	0.7	0.0	0.7
1/2	830	830	-	-	-	3.6	1.4	-	5.0	21.9	15.7	1.4	17.1
2/1	33	33	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	79	79	-	-	-	0.8	0.2	-	1.0	47.1	1.4	0.2	1.6
4/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	20	20	-	-	-	0.0	0.0	-	0.0	8.3	0.3	0.0	0.3
5/2+5/3	795	795	-	-	-	0.8	0.7	-	1.4	6.5	3.3	0.7	4.0
6/1	20	20	-	-	-	0.0	0.0	-	0.0	7.6	0.3	0.0	0.3
6/2	716	716	-	-	-	0.8	0.9	-	1.7	8.4	6.5	0.9	7.4
6/3	147	147	-	-	-	1.2	1.0	-	2.2	53.1	3.6	1.0	4.6
7/1	68	68	-	-	-	0.2	0.0	-	0.2	12.2	0.8	0.0	0.9
7/2	708	708	-	-	-	3.2	1.4	-	4.6	23.2	13.6	1.4	15.0
8/1+8/2	184	184	-	-	-	1.4	0.2	-	1.6	31.4	2.1	0.2	2.4
9/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-	-

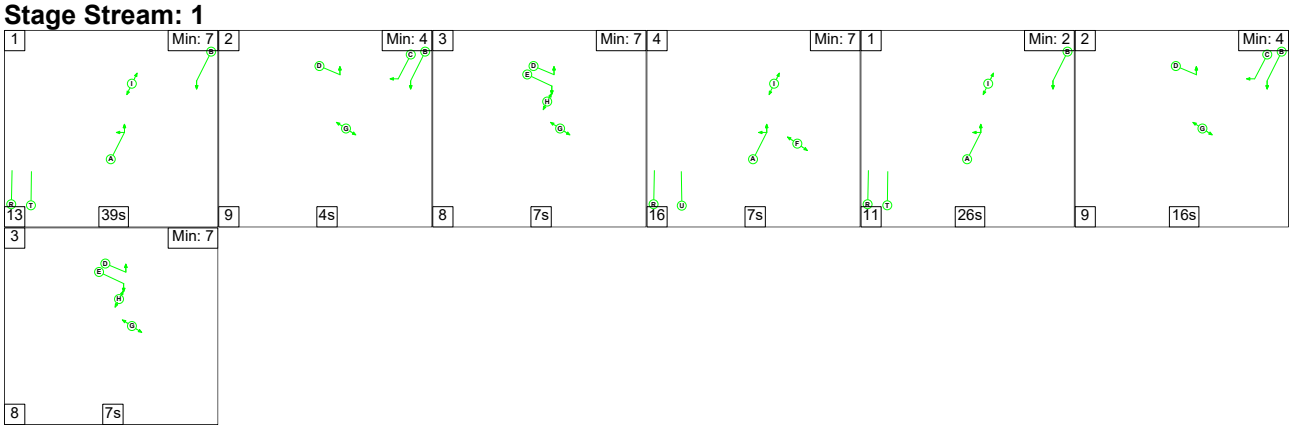
C1 - MCC Site 42+43 Junction	Stream: 1 PRC for Signalled Lanes (%):	22.0	Total Delay for Signalled Lanes (pcuHr):	10.29	Cycle Time (s):	180		
C1 - MCC Site 42+43 Junction	Stream: 2 PRC for Signalled Lanes (%):	21.1	Total Delay for Signalled Lanes (pcuHr):	7.76	Cycle Time (s):	180		
	PRC Over All Lanes (%):	21.1	Total Delay Over All Lanes(pcuHr):	18.06				

Full Input Data And Results

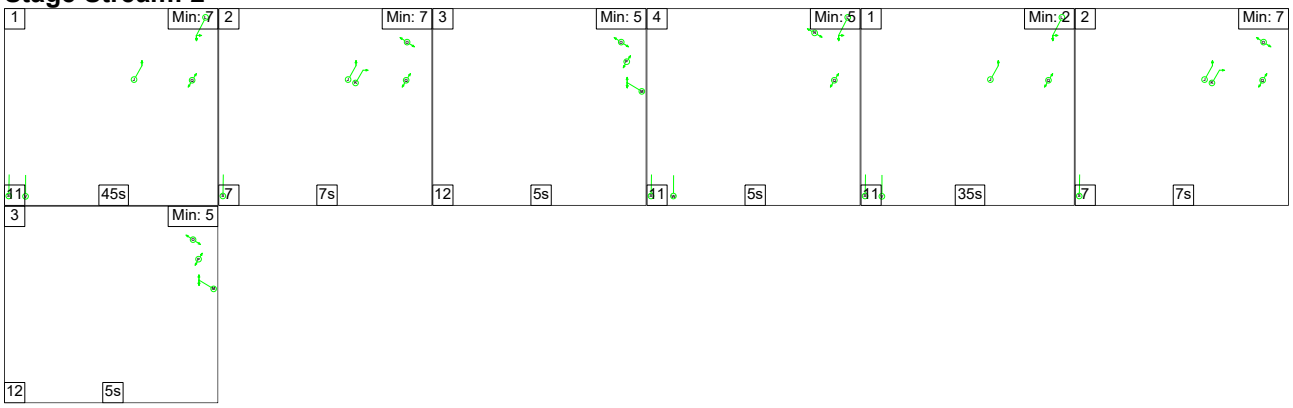
Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

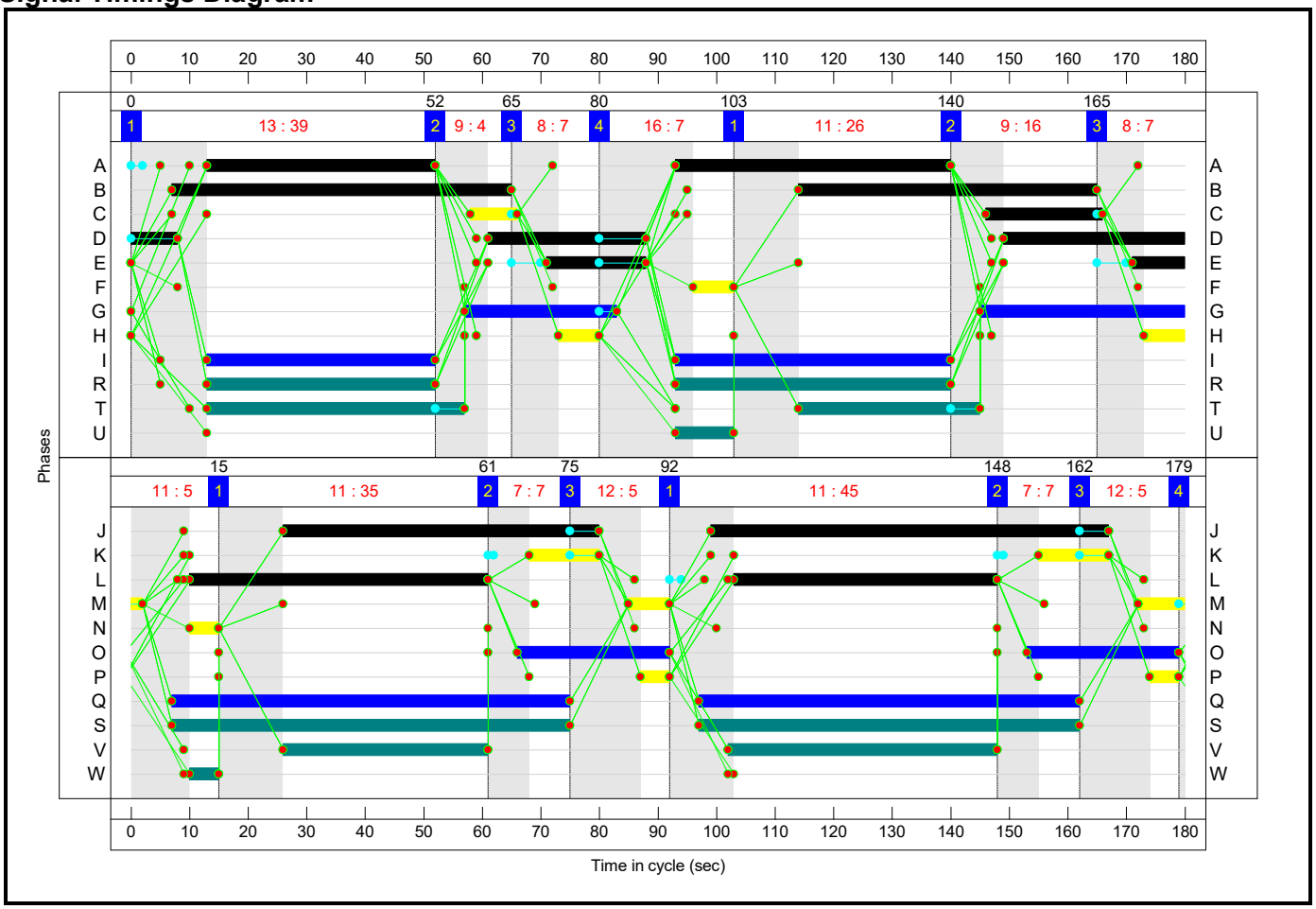
Stage	1	2	3	4	1	2	3
Duration	39	4	7	7	26	16	7
Change Point	0	52	65	80	103	140	165

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	45	7	5	5	35	7	5
Change Point	92	148	162	179	15	61	75

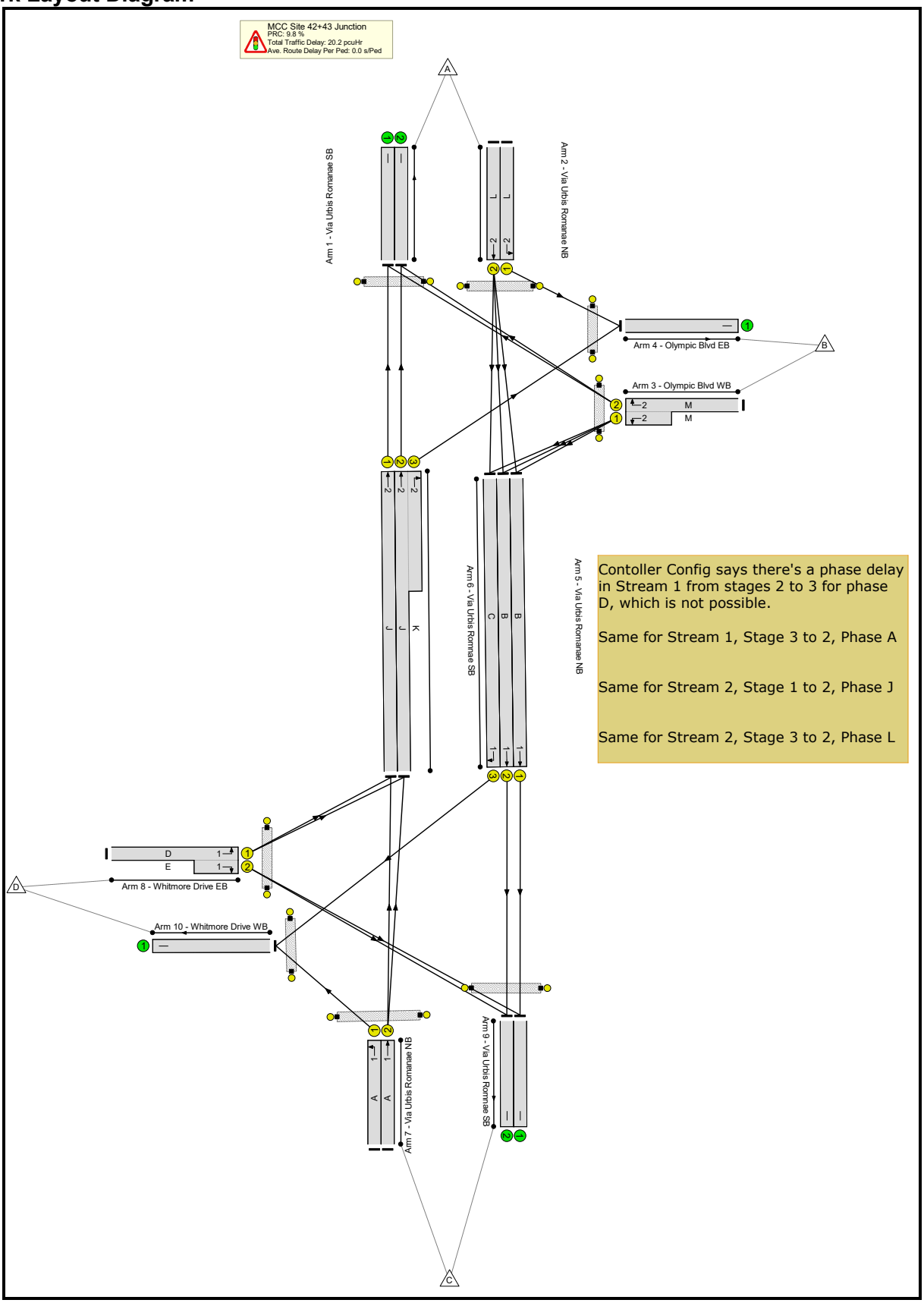
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.0%**
MCC Site 42+43 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.0%**
1/1	Via Urbis Romanae SB Left	U	2	N/A	L		2	96	-	8	1800	980	0.8%
1/2	Via Urbis Romanae SB Ahead	U	2	N/A	L		2	96	-	916	2052	1117	82.0%
2/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	182	Inf	Inf	0.0%
2/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
3/2+3/1	Olympic Blvd WB Right Left	U	2	N/A	M		2	17	-	98	1800:1800	92+190	34.8 : 34.8%
4/1	Olympic Blvd EB	U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%
5/1	Via Urbis Romanae NB Ahead	U	2	N/A	J		2	122	-	166	1800	1240	13.4%
5/2+5/3	Via Urbis Romanae NB Ahead Right	U	2	N/A	J K		2	122:24	-	670	1939:1800	1297+85	48.5 : 48.5%
6/1	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	109	-	20	1800	1110	1.8%
6/2	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	109	-	821	1800	1110	74.0%
6/3	Via Urbis Romnae SB Right	U	1	N/A	C		2	28	-	141	1800	300	47.0%
7/1	Via Urbis Romanae NB Left	U	1	N/A	A		2	86	-	49	1800	880	5.6%
7/2	Via Urbis Romanae NB Ahead	U	1	N/A	A		2	86	-	640	1800	880	72.7%

Full Input Data And Results

8/1+8/2	Whitmore Drive EB Left Right	U	1	N/A	D E		2	66:26	-	303	1800:1800	418+228	46.9 : 46.9%
9/1	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	73	Inf	Inf	0.0%
9/2	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%
10/1	Whitmore Drive WB	U	N/A	N/A	-		-	-	-	190	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	O		2	52	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	Q		2	133	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		2	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	N		1	5	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	I		2	86	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	H		2	14	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	G		2	61	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**13.6**	**6.7**	**0.0**	**20.2**	**-**	**-**	**-**	**-**
MCC Site 42+43 Junction	**-**	**-**	**0**	**0**	**0**	**13.6**	**6.7**	**0.0**	**20.2**	**-**	**-**	**-**	**-**
1/1	8	8	-	-	-	0.0	0.0	-	0.0	11.4	0.1	0.0	0.1
1/2	916	916	-	-	-	4.3	2.2	-	6.5	25.6	18.8	2.2	21.1
2/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	98	98	-	-	-	1.0	0.3	-	1.3	46.9	1.6	0.3	1.8
4/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	166	166	-	-	-	0.4	0.1	-	0.5	10.4	2.2	0.1	2.3
5/2+5/3	670	670	-	-	-	0.4	0.5	-	0.9	4.6	4.4	0.5	4.8
6/1	20	20	-	-	-	0.0	0.0	-	0.0	7.2	0.3	0.0	0.3
6/2	821	821	-	-	-	1.0	1.4	-	2.4	10.5	20.0	1.4	21.4
6/3	141	141	-	-	-	0.9	0.4	-	1.3	33.3	3.3	0.4	3.8
7/1	49	49	-	-	-	0.2	0.0	-	0.2	14.5	0.7	0.0	0.8
7/2	640	640	-	-	-	3.3	1.3	-	4.6	26.0	14.2	1.3	15.5
8/1+8/2	303	303	-	-	-	2.1	0.4	-	2.5	30.1	3.6	0.4	4.1
9/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	190	190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

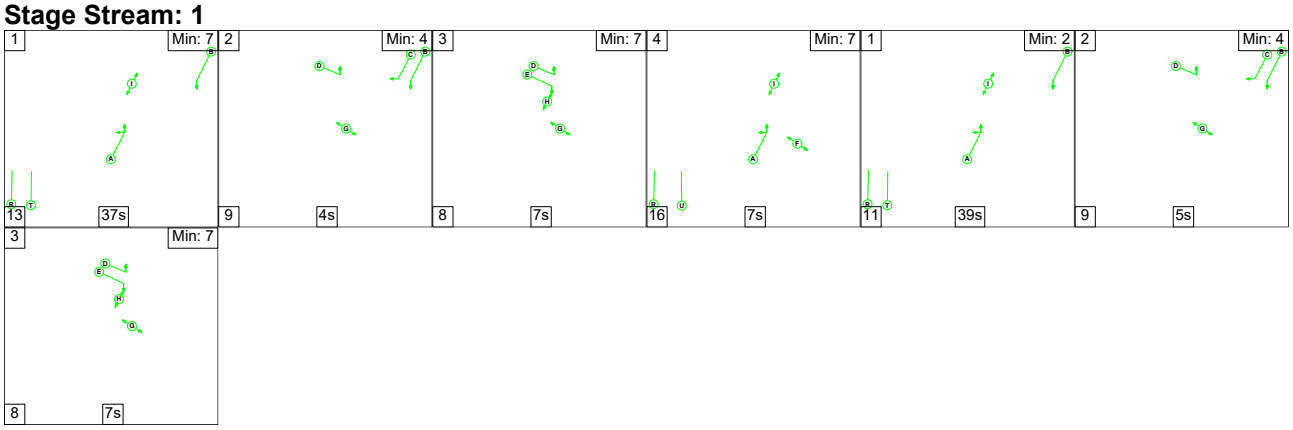
C1 - MCC Site 42+43 Junction	Stream: 1 PRC for Signalled Lanes (%):	21.7	Total Delay for Signalled Lanes (pcuHr):	11.08	Cycle Time (s):	180		
C1 - MCC Site 42+43 Junction	Stream: 2 PRC for Signalled Lanes (%):	9.8	Total Delay for Signalled Lanes (pcuHr):	9.16	Cycle Time (s):	180		
	PRC Over All Lanes (%):	9.8	Total Delay Over All Lanes(pcuHr):	20.24				

Full Input Data And Results

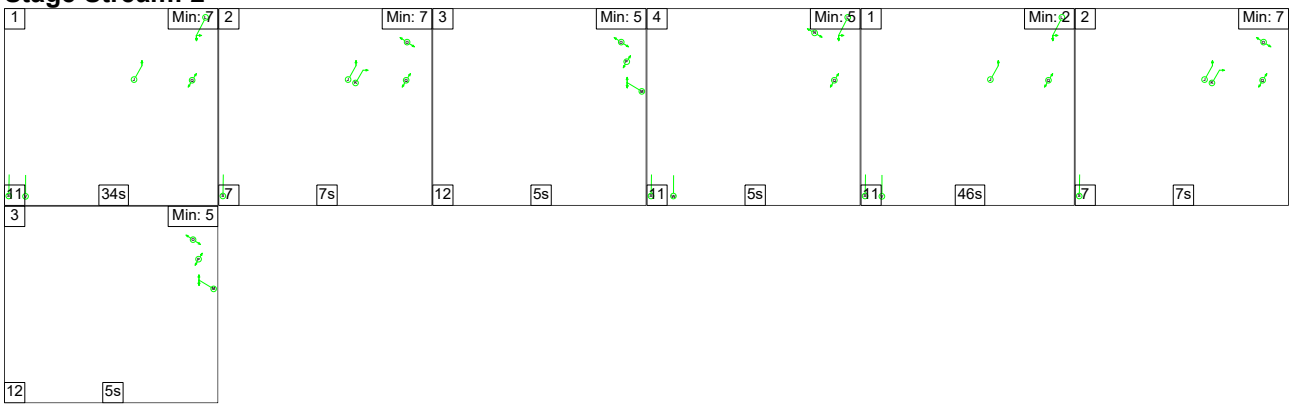
Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

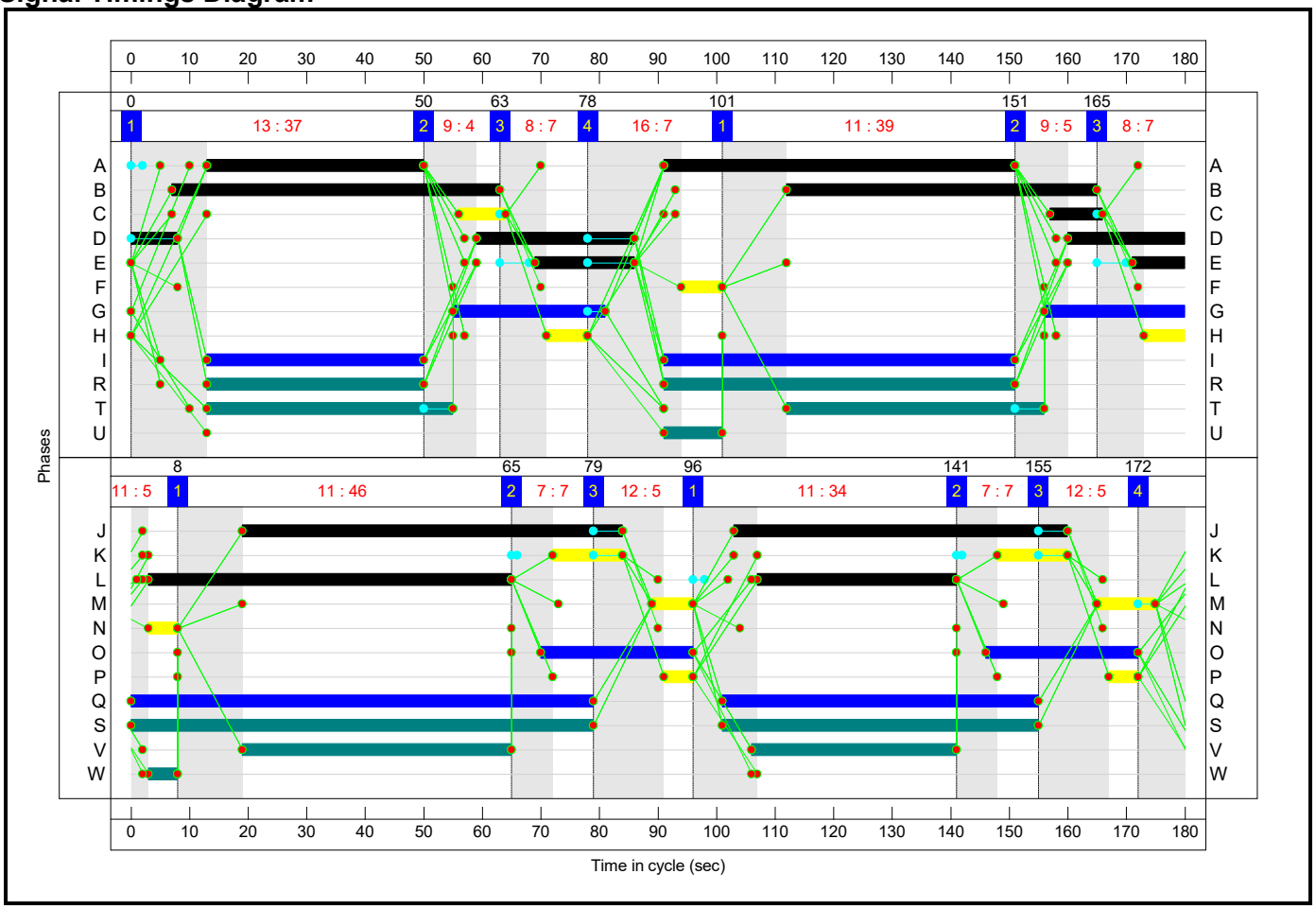
Stage	1	2	3	4	1	2	3
Duration	37	4	7	7	39	5	7
Change Point	0	50	63	78	101	151	165

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	34	7	5	5	46	7	5
Change Point	96	141	155	172	8	65	79

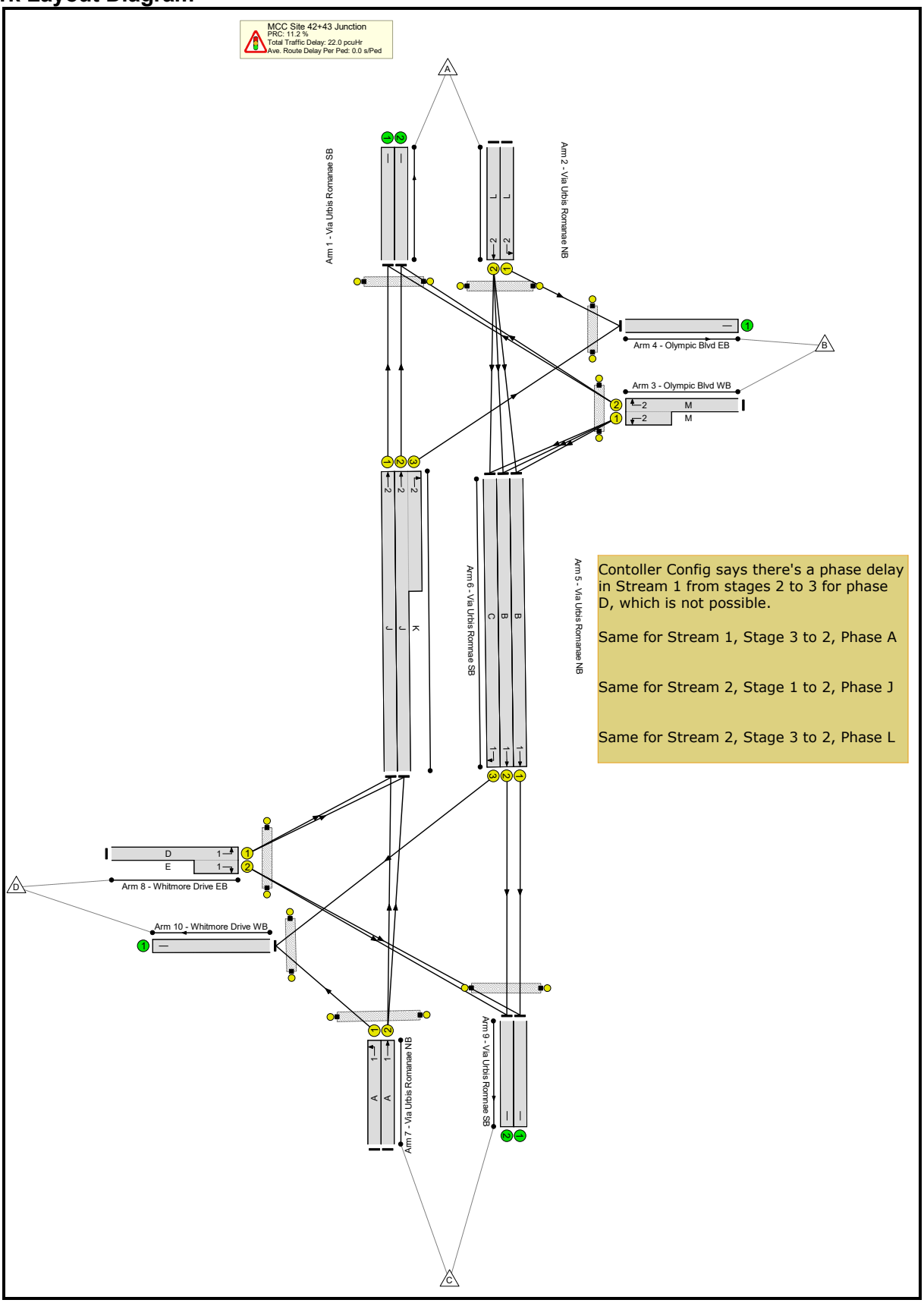
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.9%**
MCC Site 42+43 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.9%**
1/1	Via Urbis Romanae SB Left	U	2	N/A	L		2	96	-	62	1800	980	6.3%
1/2	Via Urbis Romanae SB Ahead	U	2	N/A	L		2	96	-	901	2052	1117	80.6%
2/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	34	Inf	Inf	0.0%
2/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	865	Inf	Inf	0.0%
3/2+3/1	Olympic Blvd WB Right Left	U	2	N/A	M		2	17	-	80	1800:1800	102+190	27.4 : 27.4%
4/1	Olympic Blvd EB	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
5/1	Via Urbis Romanae NB Ahead	U	2	N/A	J		2	122	-	20	1800	1240	1.6%
5/2+5/3	Via Urbis Romanae NB Ahead Right	U	2	N/A	J K		2	122:24	-	892	1939:1800	1310+63	64.9 : 64.9%
6/1	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	109	-	20	1800	1110	1.8%
6/2	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	109	-	783	1800	1110	70.5%
6/3	Via Urbis Romnae SB Right	U	1	N/A	C		2	17	-	150	1800	190	78.9%
7/1	Via Urbis Romanae NB Left	U	1	N/A	A		2	97	-	65	1800	990	6.6%
7/2	Via Urbis Romanae NB Ahead	U	1	N/A	A		2	97	-	801	1800	990	80.9%

Full Input Data And Results

8/1+8/2	Whitmore Drive EB Left Right	U	1	N/A	D E		2	55:26	-	185	1800:1800	348+232	31.9 : 31.9%
9/1	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	57	Inf	Inf	0.0%
9/2	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
10/1	Whitmore Drive WB	U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	O		2	52	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	Q		2	133	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		2	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	N		1	5	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	I		2	97	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	H		2	14	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	G		2	50	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**13.5**	**8.5**	**0.0**	**22.0**	**-**	**-**	**-**	**-**
MCC Site 42+43 Junction	**-**	**-**	**0**	**0**	**0**	**13.5**	**8.5**	**0.0**	**22.0**	**-**	**-**	**-**	**-**
1/1	62	62	-	-	-	0.2	0.0	-	0.2	11.7	0.7	0.0	0.8
1/2	901	901	-	-	-	4.2	2.0	-	6.2	24.8	18.3	2.0	20.3
2/1	34	34	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	865	865	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	80	80	-	-	-	0.8	0.2	-	1.0	46.3	1.4	0.2	1.6
4/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	20	20	-	-	-	0.0	0.0	-	0.0	8.2	0.3	0.0	0.3
5/2+5/3	892	892	-	-	-	0.9	0.9	-	1.8	7.3	3.8	0.9	4.7
6/1	20	20	-	-	-	0.0	0.0	-	0.0	8.0	0.3	0.0	0.3
6/2	783	783	-	-	-	0.9	1.2	-	2.1	9.4	10.0	1.2	11.2
6/3	150	150	-	-	-	1.3	1.7	-	3.0	72.1	3.7	1.7	5.5
7/1	65	65	-	-	-	0.2	0.0	-	0.2	11.4	0.8	0.0	0.8
7/2	801	801	-	-	-	3.7	2.1	-	5.7	25.7	16.2	2.1	18.3
8/1+8/2	185	185	-	-	-	1.4	0.2	-	1.6	32.0	2.4	0.2	2.6
9/1	57	57	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-	-

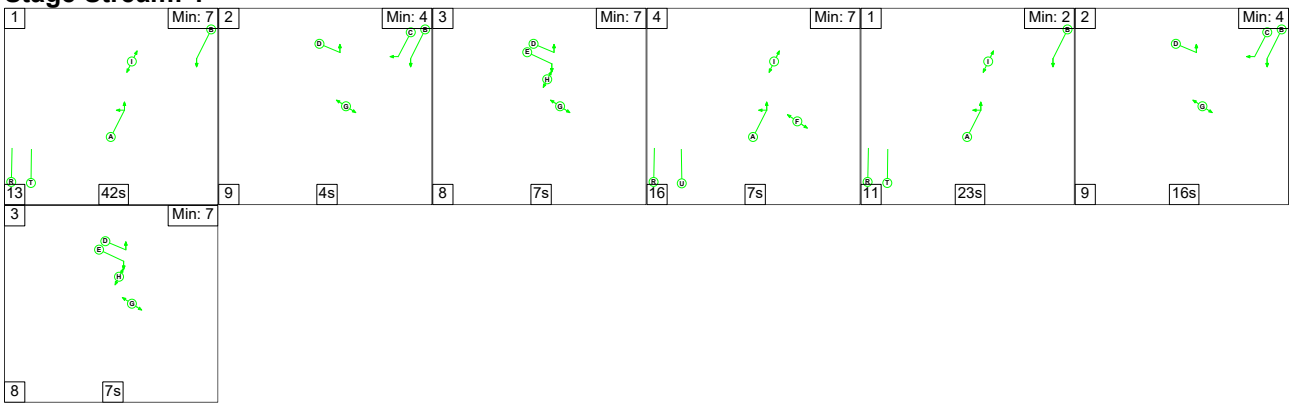
C1 - MCC Site 42+43 Junction	Stream: 1 PRC for Signalled Lanes (%):	11.2	Total Delay for Signalled Lanes (pcuHr):	12.68	Cycle Time (s):	180		
C1 - MCC Site 42+43 Junction	Stream: 2 PRC for Signalled Lanes (%):	11.6	Total Delay for Signalled Lanes (pcuHr):	9.29	Cycle Time (s):	180		
	PRC Over All Lanes (%):	11.2	Total Delay Over All Lanes(pcuHr):	21.96				

Full Input Data And Results

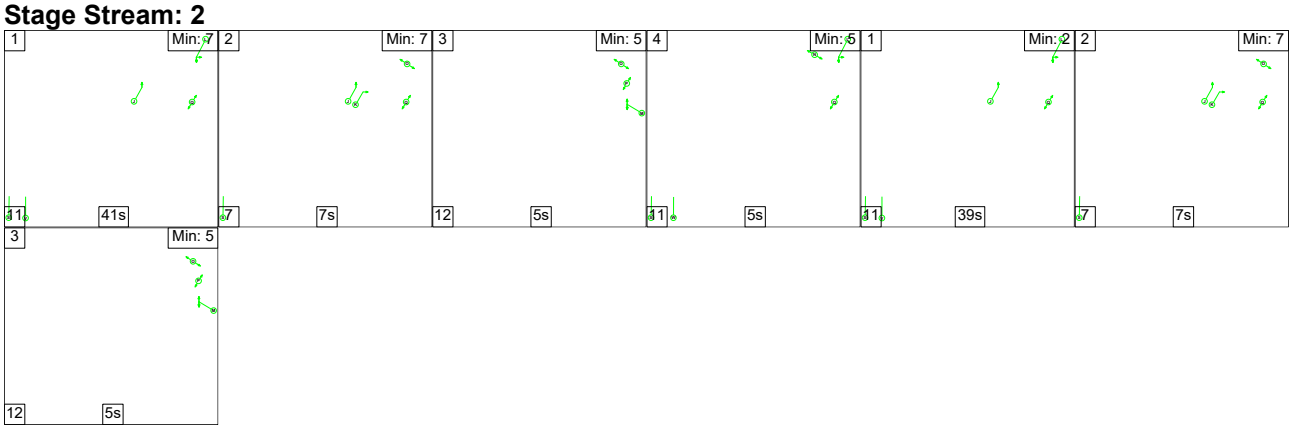
Scenario 9: '85th Percentile - FB+CD+N2T WD AM' (FG9: '85th Percentile - FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

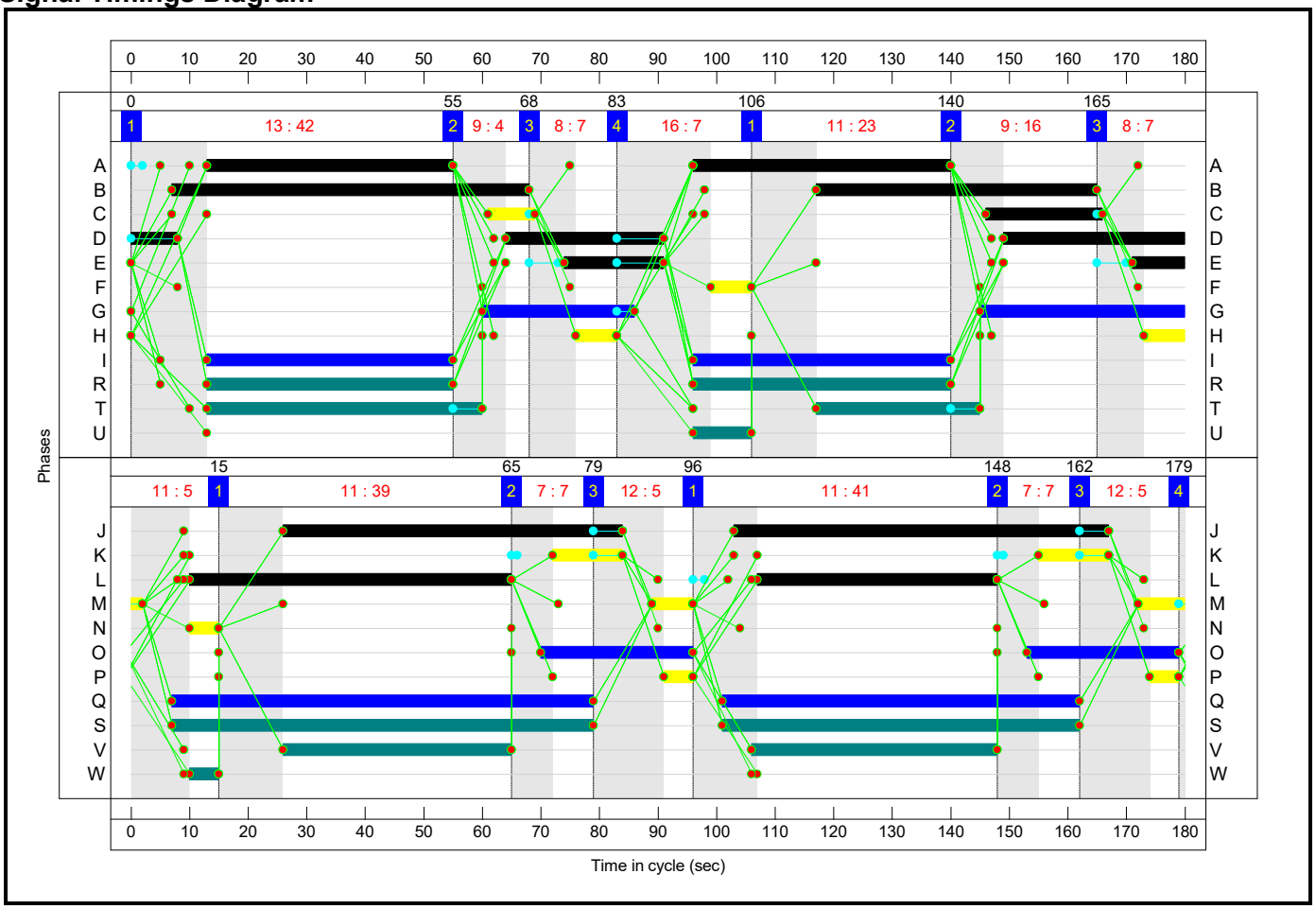
Stage	1	2	3	4	1	2	3
Duration	42	4	7	7	23	16	7
Change Point	0	55	68	83	106	140	165

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	41	7	5	5	39	7	5
Change Point	96	148	162	179	15	65	79

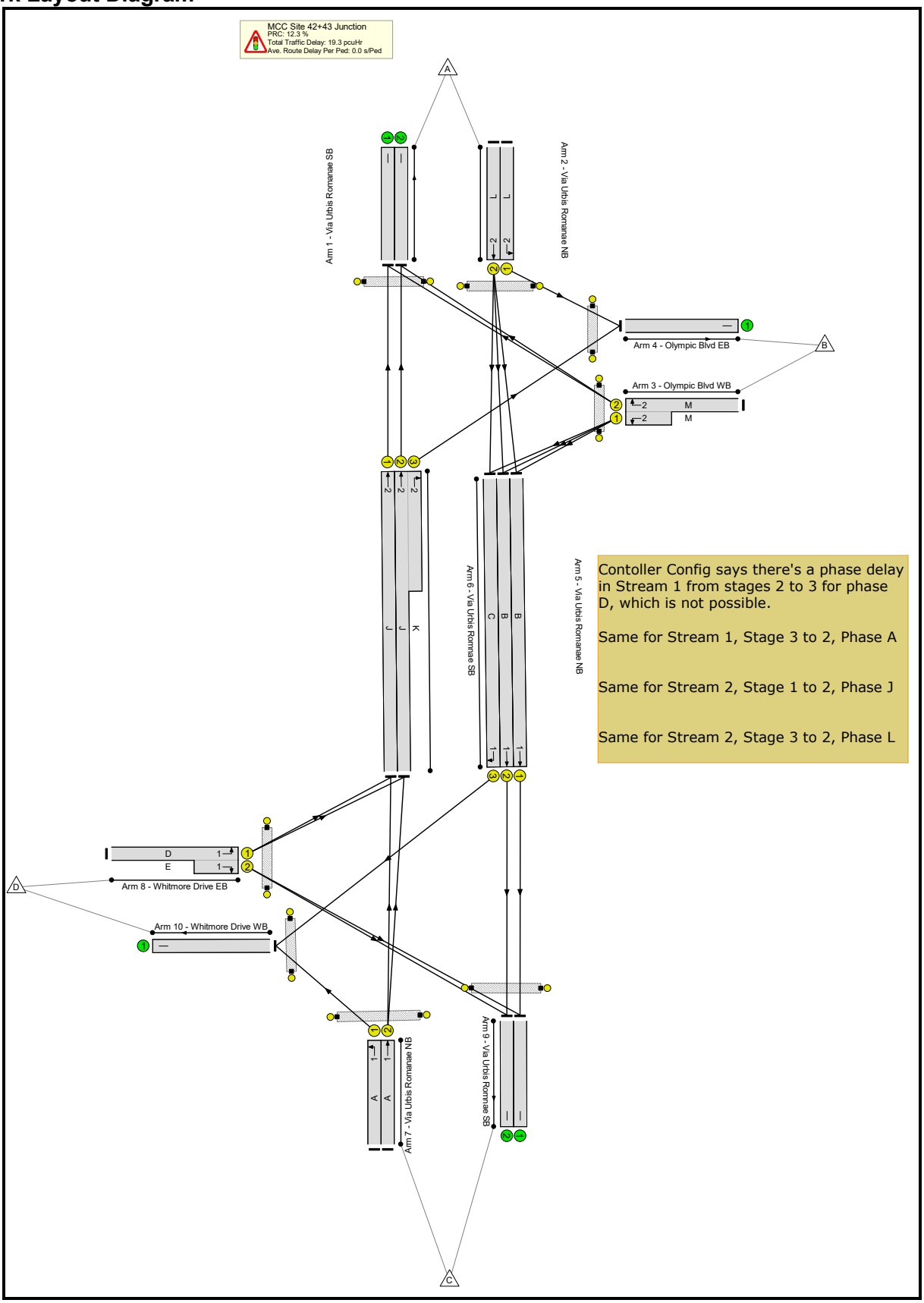
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.1%**
MCC Site 42+43 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.1%**
1/1	Via Urbis Romanae SB Left	U	2	N/A	L		2	96	-	7	1800	980	0.7%
1/2	Via Urbis Romanae SB Ahead	U	2	N/A	L		2	96	-	895	2052	1117	80.1%
2/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	36	Inf	Inf	0.0%
2/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	763	Inf	Inf	0.0%
3/2+3/1	Olympic Blvd WB Right Left	U	2	N/A	M		2	17	-	97	1800:1800	93+190	34.3 : 34.3%
4/1	Olympic Blvd EB	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%
5/1	Via Urbis Romanae NB Ahead	U	2	N/A	J		2	122	-	20	1800	1240	1.6%
5/2+5/3	Via Urbis Romanae NB Ahead Right	U	2	N/A	J K		2	122:24	-	787	1939:1800	1306+70	57.2 : 57.2%
6/1	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	109	-	20	1800	1110	1.8%
6/2	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	109	-	800	1800	1110	72.1%
6/3	Via Urbis Romnae SB Right	U	1	N/A	C		2	28	-	140	1800	300	46.7%
7/1	Via Urbis Romanae NB Left	U	1	N/A	A		2	86	-	49	1800	880	5.6%
7/2	Via Urbis Romanae NB Ahead	U	1	N/A	A		2	86	-	612	1800	880	69.5%

Full Input Data And Results

8/1+8/2	Whitmore Drive EB Left Right	U	1	N/A	D E		2	66:26	-	301	1800:1800	420+228	46.5 : 46.5%
9/1	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	73	Inf	Inf	0.0%
9/2	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	853	Inf	Inf	0.0%
10/1	Whitmore Drive WB	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	O		2	52	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	Q		2	133	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		2	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	N		1	5	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	I		2	86	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	H		2	14	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	G		2	61	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**13.1**	**6.2**	**0.0**	**19.3**	**-**	**-**	**-**	**-**
MCC Site 42+43 Junction	**-**	**-**	**0**	**0**	**0**	**13.1**	**6.2**	**0.0**	**19.3**	**-**	**-**	**-**	**-**
1/1	7	7	-	-	-	0.0	0.0	-	0.0	11.4	0.1	0.0	0.1
1/2	895	895	-	-	-	4.1	2.0	-	6.1	24.5	17.9	2.0	19.9
2/1	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	763	763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	97	97	-	-	-	1.0	0.3	-	1.3	47.0	1.6	0.3	1.9
4/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	20	20	-	-	-	0.0	0.0	-	0.0	5.6	0.1	0.0	0.2
5/2+5/3	787	787	-	-	-	0.8	0.7	-	1.4	6.5	14.1	0.7	14.8
6/1	20	20	-	-	-	0.0	0.0	-	0.0	7.2	0.3	0.0	0.3
6/2	800	800	-	-	-	0.9	1.3	-	2.2	10.0	19.1	1.3	20.4
6/3	140	140	-	-	-	0.9	0.4	-	1.3	33.5	3.3	0.4	3.8
7/1	49	49	-	-	-	0.2	0.0	-	0.2	14.5	0.7	0.0	0.8
7/2	612	612	-	-	-	3.1	1.1	-	4.2	24.8	13.3	1.1	14.4
8/1+8/2	301	301	-	-	-	2.1	0.4	-	2.5	29.9	3.4	0.4	3.8
9/1	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	189	189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-	-

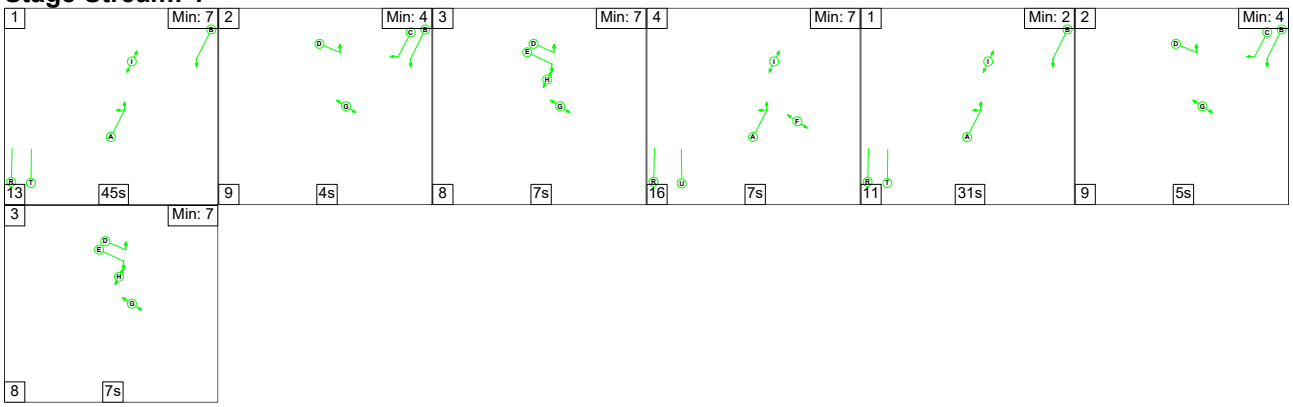
C1 - MCC Site 42+43 Junction	Stream: 1 PRC for Signalled Lanes (%):	24.9	Total Delay for Signalled Lanes (pcuHr):	10.47	Cycle Time (s):	180		
C1 - MCC Site 42+43 Junction	Stream: 2 PRC for Signalled Lanes (%):	12.3	Total Delay for Signalled Lanes (pcuHr):	8.83	Cycle Time (s):	180		
	PRC Over All Lanes (%):	12.3	Total Delay Over All Lanes(pcuHr):	19.30				

Full Input Data And Results

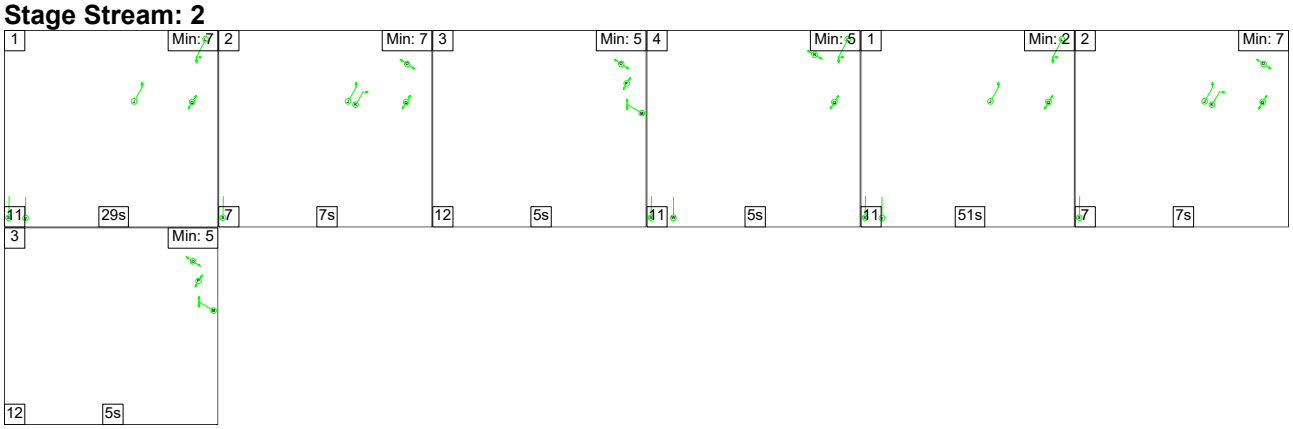
Scenario 10: '85th Percentile - FB+CD+N2T WD PM' (FG10: '85th Percentile - FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

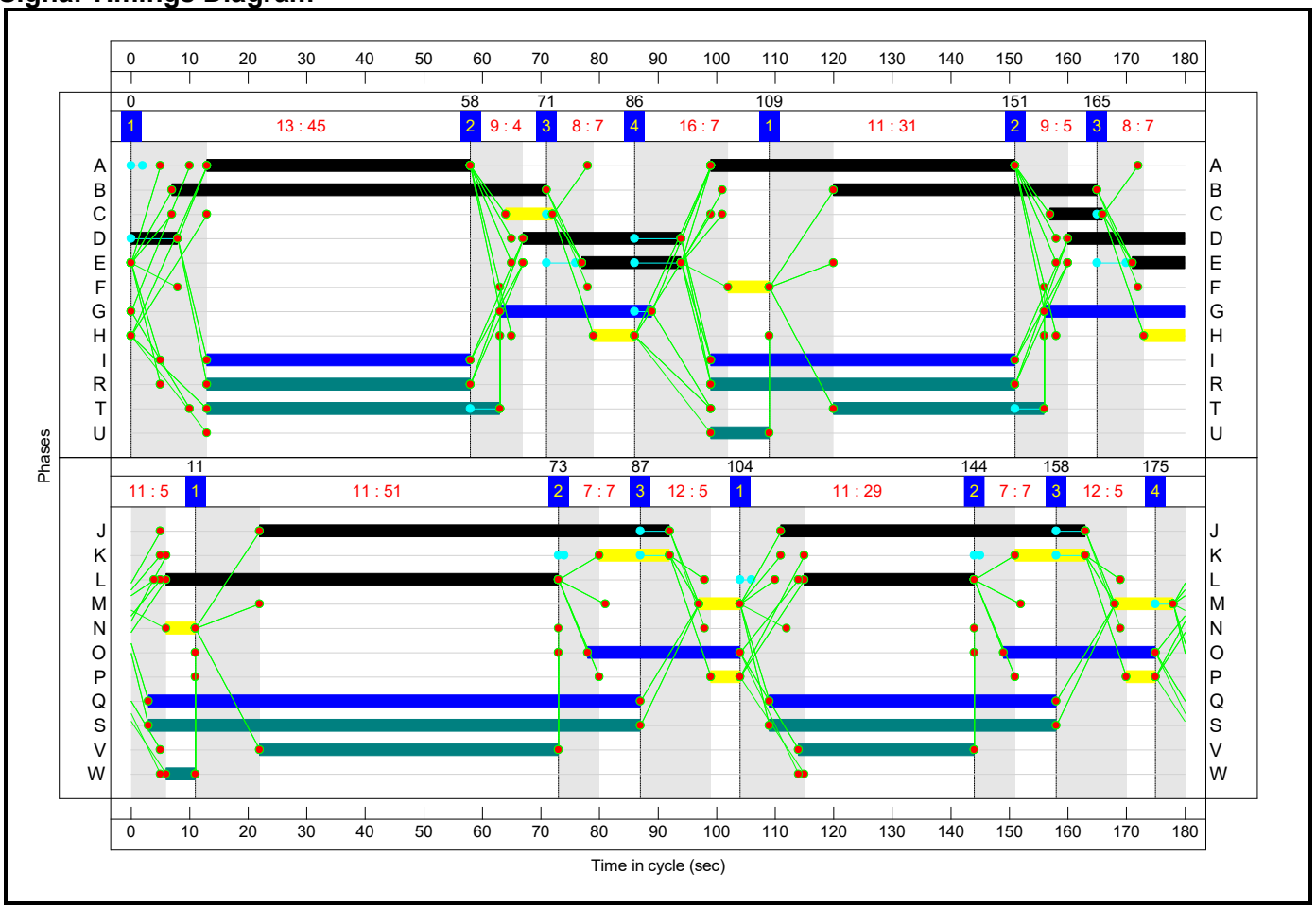
Stage	1	2	3	4	1	2	3
Duration	45	4	7	7	31	5	7
Change Point	0	58	71	86	109	151	165

Stage Stream: 2

Stage	1	2	3	4	1	2	3
Duration	29	7	5	5	51	7	5
Change Point	104	144	158	175	11	73	87

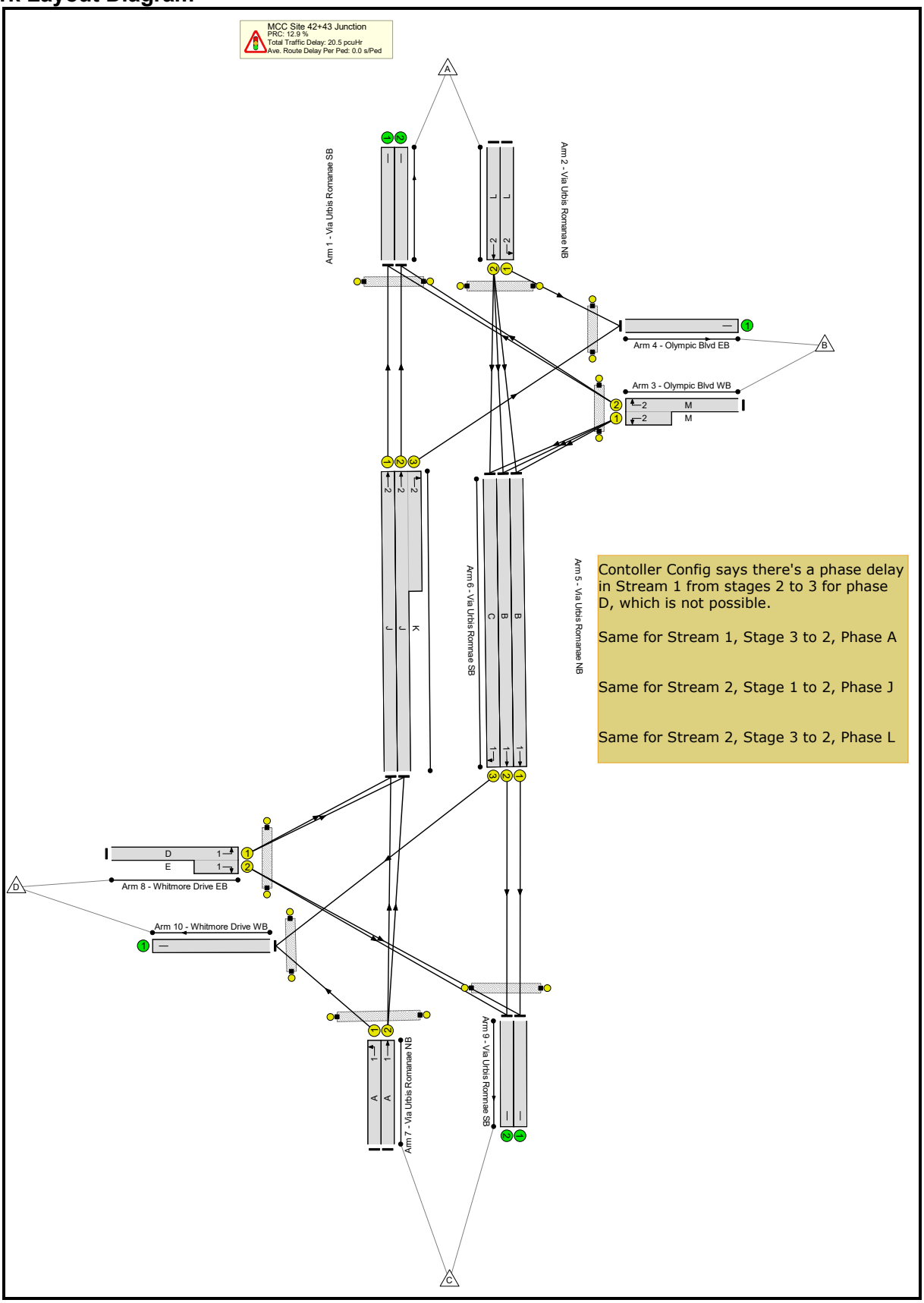
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.7%**
MCC Site 42+43 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.7%**
1/1	Via Urbis Romanae SB Left	U	2	N/A	L		2	96	-	59	1800	980	6.0%
1/2	Via Urbis Romanae SB Ahead	U	2	N/A	L		2	96	-	866	2052	1117	77.5%
2/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	33	Inf	Inf	0.0%
2/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	845	Inf	Inf	0.0%
3/2+3/1	Olympic Blvd WB Right Left	U	2	N/A	M		2	17	-	79	1800:1800	93+190	27.9 : 27.9%
4/1	Olympic Blvd EB	U	N/A	N/A	-		-	-	-	101	Inf	Inf	0.0%
5/1	Via Urbis Romanae NB Ahead	U	2	N/A	J		2	122	-	20	1800	1240	1.6%
5/2+5/3	Via Urbis Romanae NB Ahead Right	U	2	N/A	J K		2	122:24	-	874	1939:1800	1308+66	63.6 : 63.6%
6/1	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	109	-	20	1800	1110	1.8%
6/2	Via Urbis Romnae SB Ahead	U	1	N/A	B		2	109	-	752	1800	1110	67.7%
6/3	Via Urbis Romnae SB Right	U	1	N/A	C		2	17	-	147	1800	190	77.4%
7/1	Via Urbis Romanae NB Left	U	1	N/A	A		2	97	-	67	1800	990	6.8%
7/2	Via Urbis Romanae NB Ahead	U	1	N/A	A		2	97	-	789	1800	990	79.7%

Full Input Data And Results

8/1+8/2	Whitmore Drive EB Left Right	U	1	N/A	D E		2	55:26	-	181	1800:1800	323+234	32.5 : 32.5%
9/1	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
9/2	Via Urbis Romnae SB	U	N/A	N/A	-		-	-	-	790	Inf	Inf	0.0%
10/1	Whitmore Drive WB	U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	O		2	52	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	Q		2	133	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		2	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	N		1	5	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	I		2	97	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	H		2	14	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	G		2	50	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**12.8**	**7.7**	**0.0**	**20.5**	**-**	**-**	**-**	**-**
MCC Site 42+43 Junction	**-**	**-**	**0**	**0**	**0**	**12.8**	**7.7**	**0.0**	**20.5**	**-**	**-**	**-**	**-**
1/1	59	59	-	-	-	0.2	0.0	-	0.2	11.6	0.7	0.0	0.7
1/2	866	866	-	-	-	3.9	1.7	-	5.6	23.2	16.8	1.7	18.5
2/1	33	33	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	79	79	-	-	-	0.8	0.2	-	1.0	47.5	1.5	0.2	1.7
4/1	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	20	20	-	-	-	0.0	0.0	-	0.0	8.2	0.3	0.0	0.3
5/2+5/3	874	874	-	-	-	0.7	0.9	-	1.6	6.6	6.5	0.9	7.4
6/1	20	20	-	-	-	0.0	0.0	-	0.0	7.4	0.3	0.0	0.3
6/2	752	752	-	-	-	0.8	1.0	-	1.9	8.9	9.0	1.0	10.0
6/3	147	147	-	-	-	1.2	1.6	-	2.8	68.5	3.8	1.6	5.4
7/1	67	67	-	-	-	0.2	0.0	-	0.2	11.5	0.8	0.0	0.8
7/2	789	789	-	-	-	3.6	1.9	-	5.5	25.0	15.8	1.9	17.7
8/1+8/2	181	181	-	-	-	1.4	0.2	-	1.6	31.9	2.0	0.2	2.3
9/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-

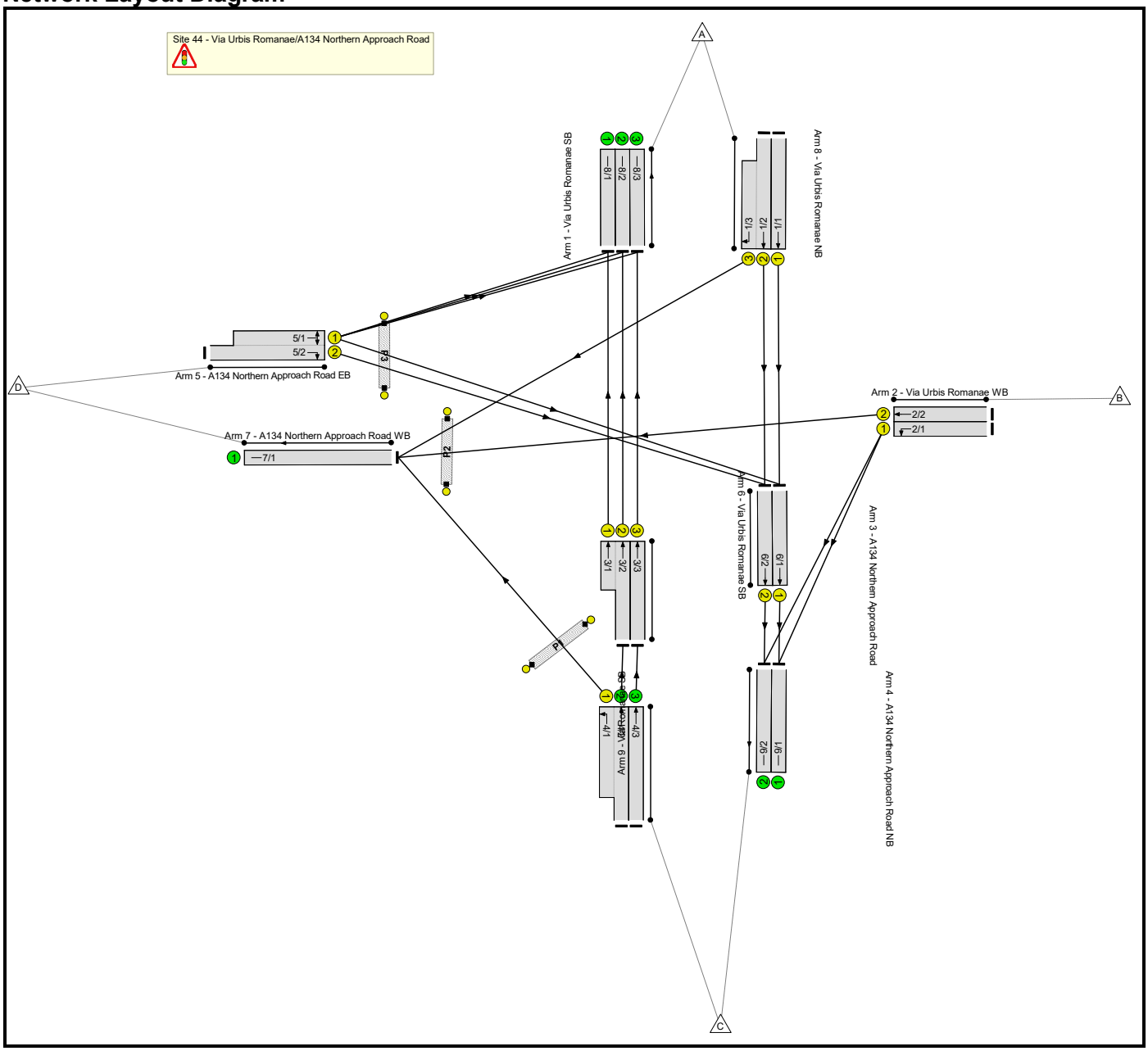
C1 - MCC Site 42+43 Junction	Stream: 1 PRC for Signalled Lanes (%):	12.9	Total Delay for Signalled Lanes (pcuHr):	12.00	Cycle Time (s):	180		
C1 - MCC Site 42+43 Junction	Stream: 2 PRC for Signalled Lanes (%):	16.1	Total Delay for Signalled Lanes (pcuHr):	8.48	Cycle Time (s):	180		
	PRC Over All Lanes (%):	12.9	Total Delay Over All Lanes(pcuHr):	20.48				

Full Input Data And Results

User and Project Details

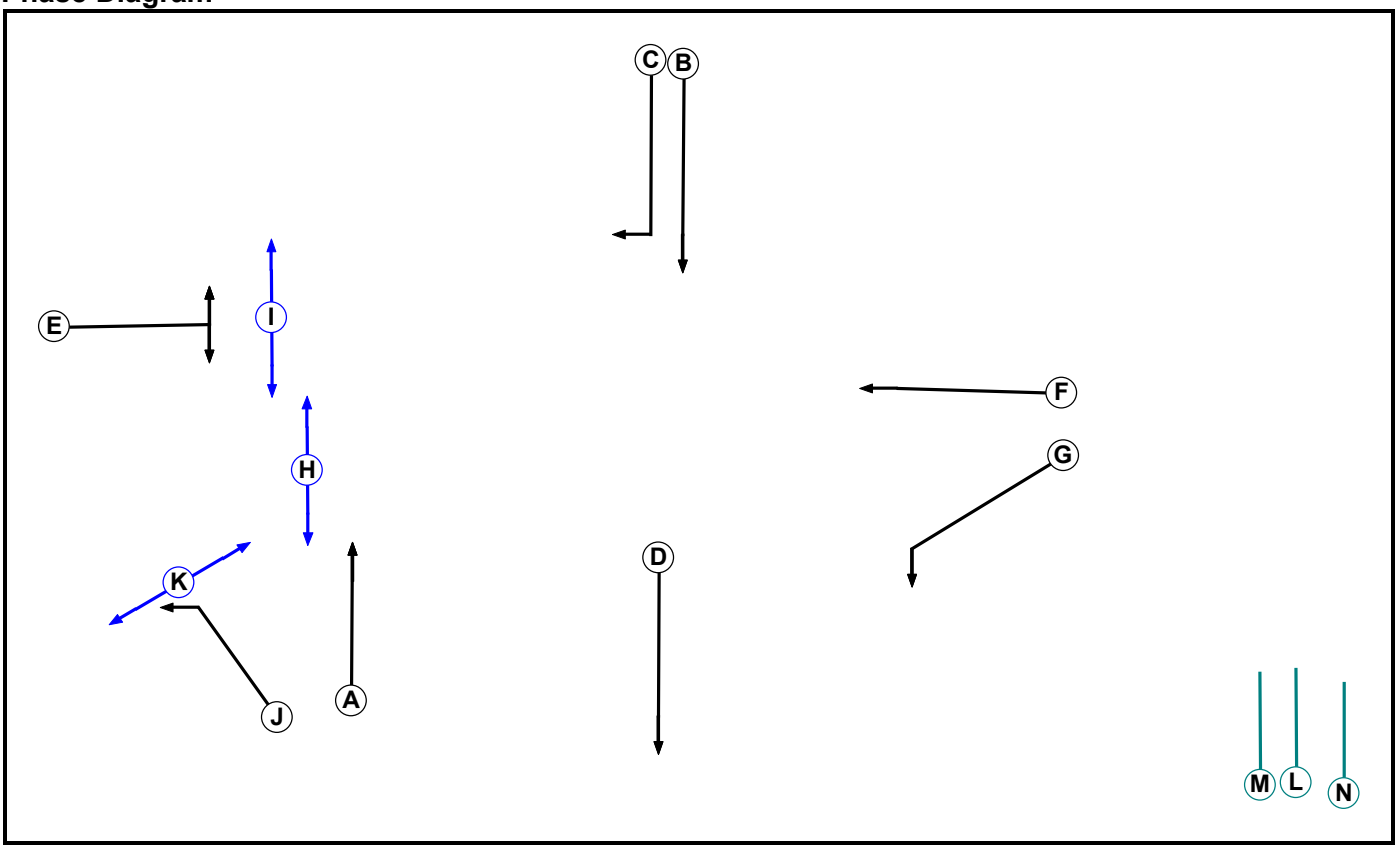
Project:	
Title:	
Location:	
Additional detail:	
File name:	Site 44_DM.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	7
F	Traffic		-9999	7
G	Traffic		-9999	7
H	Pedestrian		-9999	5
I	Pedestrian		-9999	5
J	Traffic		-9999	7
K	Pedestrian		-9999	5
L	Dummy		-9999	5
M	Dummy		-9999	2
N	Dummy		-9999	2

Full Input Data And Results

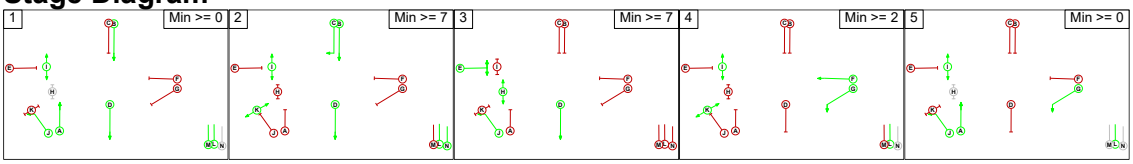
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N
A		-	7	-	8	7	-	-	-	-	-	-	-	-
B	-		-	-	5	5	-	-	-	-	-	-	-	-
C	7	-		-	5	5	-	10	-	8	-	-	7	-
D	-	-	-		-	-	5	-	-	-	-	-	-	-
E	6	7	7	-		9	-	-	5	-	-	5	7	-
F	7	5	5	-	5		-	9	-	8	-	-	5	-
G	-	-	-	5	-	-		-	-	-	-	-	-	-
H	-	-	11	-	-	11	-		-	-	-	-	-	11
I	-	-	-	-	10	-	-	-		-	-	-	-	-
J	-	-	5	-	-	5	-	-	-		5	-	-	-
K	-	-	-	-	-	-	-	-	-	8		-	-	-
L	-	-	-	-	10	-	-	-	-	-	-		-	-
M	-	-	0	-	0	0	-	-	-	-	-	-		-
N	-	-	-	-	-	-	-	0	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B D I J L M
2	B C D I K L N
3	D E H J
4	F G I K L
5	A G I J L

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	B	Losing	5	5
1	4	D	Losing	5	5
1	5	D	Losing	5	5
2	3	B	Losing	5	5
2	4	D	Losing	5	5
2	5	D	Losing	5	5
3	4	D	Losing	4	4
3	5	D	Losing	4	4
5	1	B	Gaining absolute	3	3
5	2	B	Gaining absolute	3	3

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1		7	10	10	10
	2	8		10	10	10
	3	7	11		11	9
	4	8	5	10		8
	5	5	7	10	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Site 44 - Via Urbis Romanae/A134 Northern Approach Road
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Site 44 - Via Urbis Romanae/A134 Northern Approach Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Via Urbis Romanae SB)	U	B	2	3	60.0	User	1800	-	-	-	-	-
1/2 (Via Urbis Romanae SB)	U	B	2	3	60.0	User	1800	-	-	-	-	-
1/3 (Via Urbis Romanae SB)	U	C	2	3	9.7	User	1800	-	-	-	-	-
2/1 (Via Urbis Romanae WB)	U	G	2	3	60.0	User	1800	-	-	-	-	-
2/2 (Via Urbis Romanae WB)	U	F	2	3	60.0	User	1800	-	-	-	-	-
3/1 (A134 Northern Approach Road)	U	A	2	3	5.0	User	1800	-	-	-	-	-
3/2 (A134 Northern Approach Road)	U	A	2	3	5.0	User	1800	-	-	-	-	-
3/3 (A134 Northern Approach Road)	U	A	2	3	5.0	User	1800	-	-	-	-	-
4/1 (A134 Northern Approach Road NB)	U	J	2	3	18.3	User	1800	-	-	-	-	-
4/2 (A134 Northern Approach Road NB)	U		2	3	60.0	User	1800	-	-	-	-	-
4/3 (A134 Northern Approach Road NB)	U		2	3	60.0	User	1800	-	-	-	-	-
5/1 (A134 Northern Approach Road EB)	U	E	2	3	14.8	User	1800	-	-	-	-	-
5/2 (A134 Northern Approach Road EB)	U	E	2	3	60.0	User	1800	-	-	-	-	-
6/1 (Via Urbis Romanae SB)	U	D	2	3	60.0	User	1800	-	-	-	-	-
6/2 (Via Urbis Romanae SB)	U	D	2	3	60.0	User	1800	-	-	-	-	-

7/1 (A134 Northern Approach Road WB)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Via Urbis Romanae NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (Via Urbis Romanae NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/3 (Via Urbis Romanae NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Via Romanae SB)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (Via Romanae SB)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Base Peak'	07:30	08:30	01:00	
2: 'PM Base Peak'	17:00	18:00	01:00	
3: 'FB WD AM '	07:30	08:30	01:00	
4: 'FB WD PM '	17:00	18:00	01:00	
5: 'FB+CD WD AM '	07:30	08:30	01:00	
6: 'FB+CD WD PM '	17:00	18:00	01:00	
7: 'FB+CD+N2T WD AM'	07:30	08:30	01:00	
8: 'FB+CD+N2T WD PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	607	199	806
	B	0	0	15	0	15
	C	365	0	0	329	694
	D	236	0	491	0	727
	Tot.	601	0	1113	528	2242

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Base Peak
Junction: Site 44 - Via Urbis Romanae/A134 Northern Approach Road	
1/1	346
1/2 (with short)	460(In) 261(Out)
1/3 (short)	199
2/1	15
2/2	0
3/1 (short)	10
3/2 (with short)	183(In) 173(Out)
3/3	182
4/1 (short)	329
4/2 (with short)	512(In) 183(Out)
4/3	182
5/1 (short)	406
5/2 (with short)	727(In) 321(Out)
6/1	516
6/2	582
7/1	528
8/1	246
8/2	173
8/3	182
9/1	524
9/2	589

Full Input Data And Results

Lane Saturation Flows

Junction: Site 44 - Via Urbis Romanae/A134 Northern Approach Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (Via Urbis Romanae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Via Urbis Romanae WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Via Urbis Romanae WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A134 Northern Approach Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A134 Northern Approach Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A134 Northern Approach Road Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A134 Northern Approach Road NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A134 Northern Approach Road NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A134 Northern Approach Road NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A134 Northern Approach Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A134 Northern Approach Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A134 Northern Approach Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (Via Urbis Romanae NB Lane 3)	Infinite Saturation Flow						Inf	Inf
9/1 (Via Romanae SB Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (Via Romanae SB Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 2: 'PM Base Peak' (FG2: 'PM Base Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	498	258	756
	B	0	0	23	0	23
	C	515	0	0	393	908
	D	208	0	374	0	582
	Tot.	723	0	895	651	2269

Traffic Lane Flows

Lane	Scenario 2: PM Base Peak
Junction: Site 44 - Via Urbis Romanae/A134 Northern Approach Road	
1/1	396
1/2 (with short)	360(In) 102(Out)
1/3 (short)	258
2/1	23
2/2	0
3/1 (short)	10
3/2 (with short)	256(In) 246(Out)
3/3	259
4/1 (short)	393
4/2 (with short)	649(In) 256(Out)
4/3	259
5/1 (short)	347
5/2 (with short)	582(In) 235(Out)
6/1	535
6/2	337
7/1	651
8/1	218
8/2	246
8/3	259
9/1	547
9/2	348

Full Input Data And Results

Lane Saturation Flows

Junction: Site 44 - Via Urbis Romanae/A134 Northern Approach Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (Via Urbis Romanae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Via Urbis Romanae WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Via Urbis Romanae WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A134 Northern Approach Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A134 Northern Approach Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A134 Northern Approach Road Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A134 Northern Approach Road NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A134 Northern Approach Road NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A134 Northern Approach Road NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A134 Northern Approach Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A134 Northern Approach Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A134 Northern Approach Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (Via Urbis Romanae NB Lane 3)	Infinite Saturation Flow						Inf	Inf
9/1 (Via Romanae SB Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (Via Romanae SB Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 3: 'FB WD AM ' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	627	206	833
	B	0	0	16	0	16
	C	378	0	0	341	719
	D	244	0	508	0	752
	Tot.	622	0	1151	547	2320

Traffic Lane Flows

Lane	Scenario 3: FB WD AM
Junction: Site 44 - Via Urbis Romanae/A134 Northern Approach Road	
1/1	373
1/2 (with short)	460(In) 254(Out)
1/3 (short)	206
2/1	16
2/2	0
3/1 (short)	10
3/2 (with short)	189(In) 179(Out)
3/3	189
4/1 (short)	341
4/2 (with short)	530(In) 189(Out)
4/3	189
5/1 (short)	427
5/2 (with short)	752(In) 325(Out)
6/1	556
6/2	579
7/1	547
8/1	254
8/2	179
8/3	189
9/1	564
9/2	587

Full Input Data And Results

Lane Saturation Flows

Junction: Site 44 - Via Urbis Romanae/A134 Northern Approach Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (Via Urbis Romanae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Via Urbis Romanae WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Via Urbis Romanae WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A134 Northern Approach Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A134 Northern Approach Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A134 Northern Approach Road Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A134 Northern Approach Road NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A134 Northern Approach Road NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A134 Northern Approach Road NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A134 Northern Approach Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A134 Northern Approach Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A134 Northern Approach Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (Via Urbis Romanae NB Lane 3)	Infinite Saturation Flow						Inf	Inf
9/1 (Via Romanae SB Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (Via Romanae SB Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 4: 'FB WD PM ' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	516	267	783
	B	0	0	25	0	25
	C	533	0	0	407	940
	D	216	0	387	0	603
	Tot.	749	0	928	674	2351

Traffic Lane Flows

Lane	Scenario 4: FB WD PM
Junction: Site 44 - Via Urbis Romanae/A134 Northern Approach Road	
1/1	415
1/2 (with short)	368(In) 101(Out)
1/3 (short)	267
2/1	25
2/2	0
3/1 (short)	10
3/2 (with short)	265(In) 255(Out)
3/3	268
4/1 (short)	407
4/2 (with short)	672(In) 265(Out)
4/3	268
5/1 (short)	359
5/2 (with short)	603(In) 244(Out)
6/1	558
6/2	345
7/1	674
8/1	226
8/2	255
8/3	268
9/1	571
9/2	357

Full Input Data And Results

Lane Saturation Flows

Junction: Site 44 - Via Urbis Romanae/A134 Northern Approach Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (Via Urbis Romanae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Via Urbis Romanae WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Via Urbis Romanae WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A134 Northern Approach Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A134 Northern Approach Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A134 Northern Approach Road Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A134 Northern Approach Road NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A134 Northern Approach Road NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A134 Northern Approach Road NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A134 Northern Approach Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A134 Northern Approach Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A134 Northern Approach Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (Via Urbis Romanae NB Lane 3)	Infinite Saturation Flow						Inf	Inf
9/1 (Via Romanae SB Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (Via Romanae SB Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 5: 'FB+CD WD AM ' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	627	206	833
	B	0	0	16	0	16
	C	378	0	0	341	719
	D	244	0	508	0	752
	Tot.	622	0	1151	547	2320

Traffic Lane Flows

Lane	Scenario 5: FB+CD WD AM
Junction: Site 44 - Via Urbis Romanae/A134 Northern Approach Road	
1/1	373
1/2 (with short)	460(In) 254(Out)
1/3 (short)	206
2/1	16
2/2	0
3/1 (short)	10
3/2 (with short)	189(In) 179(Out)
3/3	189
4/1 (short)	341
4/2 (with short)	530(In) 189(Out)
4/3	189
5/1 (short)	427
5/2 (with short)	752(In) 325(Out)
6/1	556
6/2	579
7/1	547
8/1	254
8/2	179
8/3	189
9/1	564
9/2	587

Full Input Data And Results

Lane Saturation Flows

Junction: Site 44 - Via Urbis Romanae/A134 Northern Approach Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (Via Urbis Romanae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Via Urbis Romanae WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Via Urbis Romanae WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A134 Northern Approach Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A134 Northern Approach Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A134 Northern Approach Road Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A134 Northern Approach Road NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A134 Northern Approach Road NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A134 Northern Approach Road NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A134 Northern Approach Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A134 Northern Approach Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A134 Northern Approach Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (Via Urbis Romanae NB Lane 3)	Infinite Saturation Flow						Inf	Inf
9/1 (Via Romanae SB Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (Via Romanae SB Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 6: 'FB+CD WD PM ' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	516	267	783
	B	0	0	25	0	25
	C	533	0	0	407	940
	D	216	0	387	0	603
	Tot.	749	0	928	674	2351

Traffic Lane Flows

Lane	Scenario 6: FB+CD WD PM
Junction: Site 44 - Via Urbis Romanae/A134 Northern Approach Road	
1/1	415
1/2 (with short)	368(In) 101(Out)
1/3 (short)	267
2/1	25
2/2	0
3/1 (short)	10
3/2 (with short)	265(In) 255(Out)
3/3	268
4/1 (short)	407
4/2 (with short)	672(In) 265(Out)
4/3	268
5/1 (short)	359
5/2 (with short)	603(In) 244(Out)
6/1	558
6/2	345
7/1	674
8/1	226
8/2	255
8/3	268
9/1	571
9/2	357

Full Input Data And Results

Lane Saturation Flows

Junction: Site 44 - Via Urbis Romanae/A134 Northern Approach Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (Via Urbis Romanae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Via Urbis Romanae WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Via Urbis Romanae WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A134 Northern Approach Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A134 Northern Approach Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A134 Northern Approach Road Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A134 Northern Approach Road NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A134 Northern Approach Road NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A134 Northern Approach Road NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A134 Northern Approach Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A134 Northern Approach Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A134 Northern Approach Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (Via Urbis Romanae NB Lane 3)	Infinite Saturation Flow						Inf	Inf
9/1 (Via Romanae SB Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (Via Romanae SB Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	627	307	934
	B	0	0	16	0	16
	C	378	0	0	341	719
	D	308	0	508	0	816
	Tot.	686	0	1151	648	2485

Traffic Lane Flows

Lane	Scenario 7: FB+CD+N2T WD AM
Junction: Site 44 - Via Urbis Romanae/A134 Northern Approach Road	
1/1	470
1/2 (with short)	464(In) 157(Out)
1/3 (short)	307
2/1	16
2/2	0
3/1 (short)	10
3/2 (with short)	188(In) 178(Out)
3/3	190
4/1 (short)	341
4/2 (with short)	529(In) 188(Out)
4/3	190
5/1 (short)	493
5/2 (with short)	816(In) 323(Out)
6/1	655
6/2	480
7/1	648
8/1	318
8/2	178
8/3	190
9/1	663
9/2	488

Full Input Data And Results

Lane Saturation Flows

Junction: Site 44 - Via Urbis Romanae/A134 Northern Approach Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (Via Urbis Romanae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Via Urbis Romanae WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Via Urbis Romanae WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A134 Northern Approach Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A134 Northern Approach Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A134 Northern Approach Road Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A134 Northern Approach Road NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A134 Northern Approach Road NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A134 Northern Approach Road NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A134 Northern Approach Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A134 Northern Approach Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A134 Northern Approach Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (Via Urbis Romanae NB Lane 3)	Infinite Saturation Flow						Inf	Inf
9/1 (Via Romanae SB Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (Via Romanae SB Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	516	332	848
	B	0	0	25	0	25
	C	533	0	0	407	940
	D	280	0	387	0	667
	Tot.	813	0	928	739	2480

Traffic Lane Flows

Lane	Scenario 8: FB+CD+N2T WD PM
Junction: Site 44 - Via Urbis Romanae/A134 Northern Approach Road	
1/1	498
1/2 (with short)	350(In) 18(Out)
1/3 (short)	332
2/1	25
2/2	0
3/1 (short)	10
3/2 (with short)	268(In) 258(Out)
3/3	265
4/1 (short)	407
4/2 (with short)	675(In) 268(Out)
4/3	265
5/1 (short)	399
5/2 (with short)	667(In) 268(Out)
6/1	617
6/2	286
7/1	739
8/1	290
8/2	258
8/3	265
9/1	630
9/2	298

Full Input Data And Results

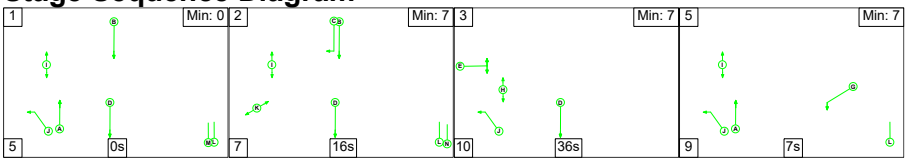
Lane Saturation Flows

Junction: Site 44 - Via Urbis Romanae/A134 Northern Approach Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (Via Urbis Romanae SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Via Urbis Romanae WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Via Urbis Romanae WB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A134 Northern Approach Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A134 Northern Approach Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A134 Northern Approach Road Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A134 Northern Approach Road NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A134 Northern Approach Road NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A134 Northern Approach Road NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A134 Northern Approach Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A134 Northern Approach Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Via Urbis Romanae SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Via Urbis Romanae SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A134 Northern Approach Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Via Urbis Romanae NB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Via Urbis Romanae NB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (Via Urbis Romanae NB Lane 3)	Infinite Saturation Flow						Inf	Inf
9/1 (Via Romanae SB Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (Via Romanae SB Lane 2)	Infinite Saturation Flow	Inf	Inf

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

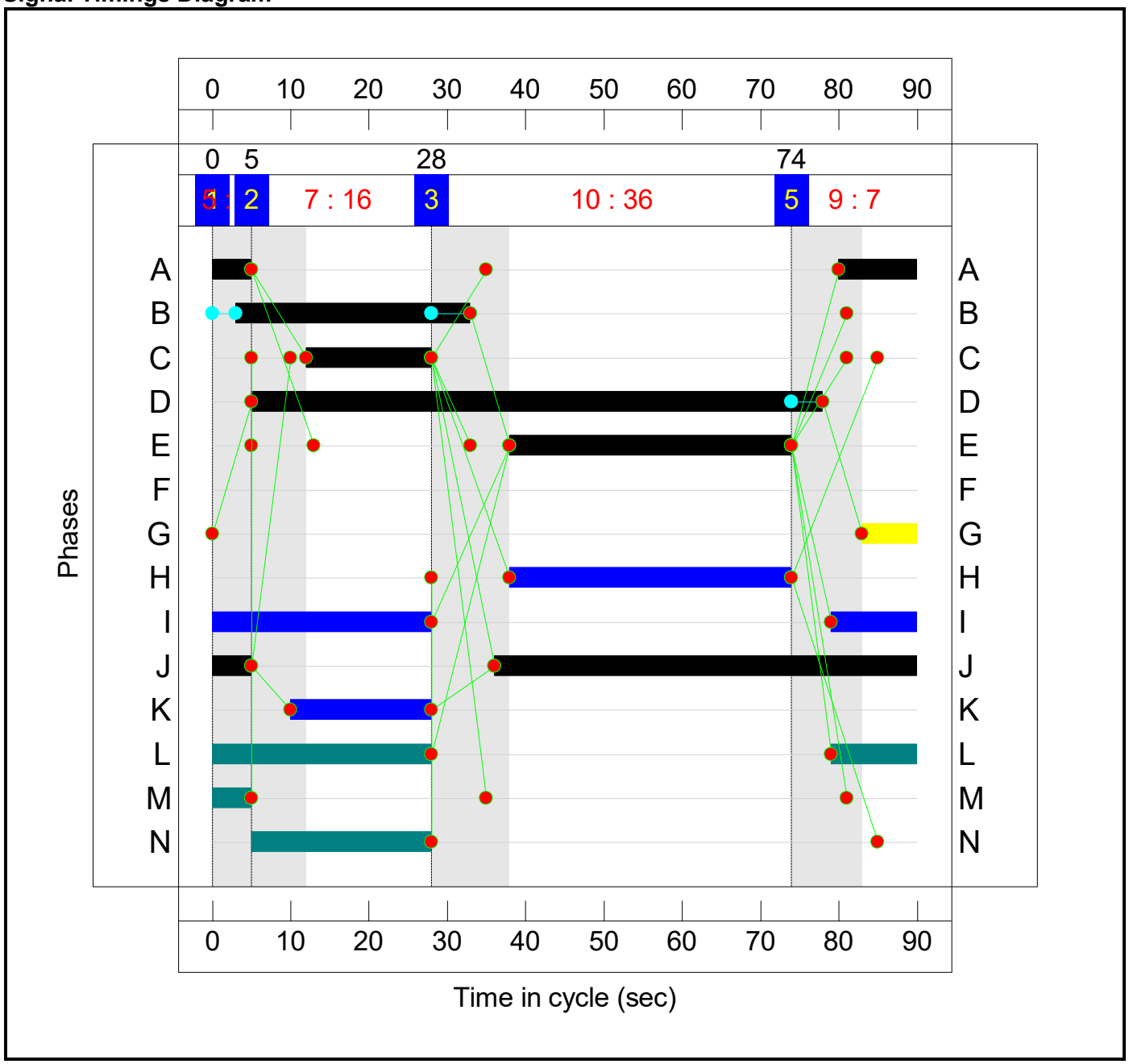
Stage Sequence Diagram



Stage Timings

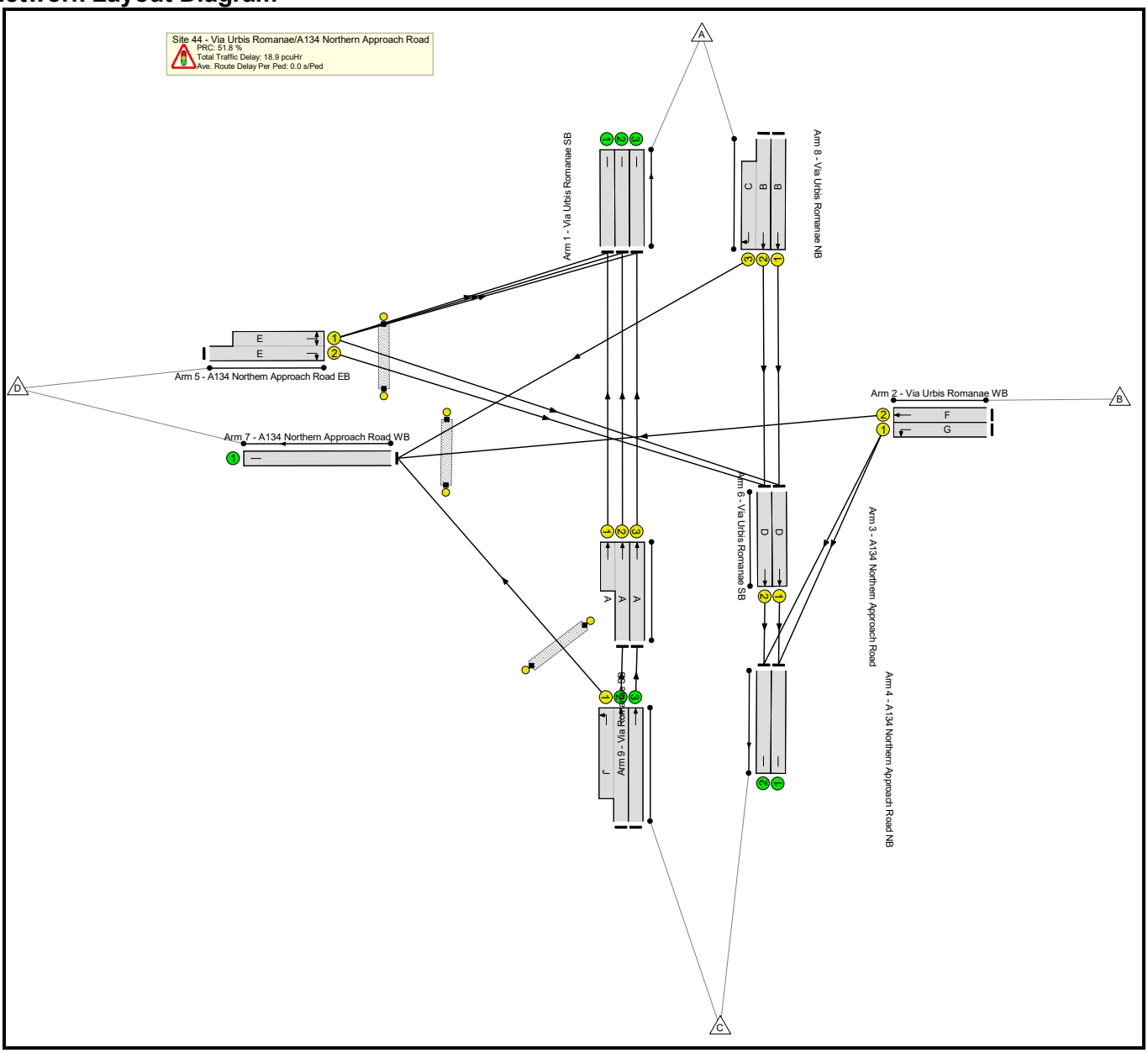
Stage	1	2	3	5
Duration	0	16	36	7
Change Point	0	5	28	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**59.3%**
Site 44 - Via Urbis Romanae/A134 Northern Approach Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**59.3%**
1/1	Via Urbis Romanae SB Ahead	U	N/A	N/A	B		1	30	-	346	1800	620	55.8%
1/2+1/3	Via Urbis Romanae SB Ahead Right	U	N/A	N/A	B C		1	30:16	-	460	1800:1800	446+340	58.5 : 58.5%
2/1	Via Urbis Romanae WB Left	U	N/A	N/A	G		1	7	-	15	1800	160	9.4%
2/2	Via Urbis Romanae WB Ahead	U	N/A	N/A	F		0	0	-	0	1800	0	0.0%
3/2+3/1	A134 Northern Approach Road Ahead	U	N/A	N/A	A		1	15	-	183	1800:1800	313+18	55.2 : 55.2%
3/3	A134 Northern Approach Road Ahead	U	N/A	N/A	A		1	15	-	182	1800	320	56.9%
4/2+4/1	A134 Northern Approach Road NB Ahead Left	U	N/A	N/A	- J		-	-	-	512	1800:1800	577+1038	31.7 : 31.7%
4/3	A134 Northern Approach Road NB Ahead	U	N/A	N/A	-		-	-	-	182	1800	1800	10.1%
5/2+5/1	A134 Northern Approach Road EB Right Left	U	N/A	N/A	E		1	36	-	727	1800:1800	541+685	59.3 : 59.3%
6/1	Via Urbis Romanae SB Ahead	U	N/A	N/A	D		1	73	-	516	1800	1480	34.9%
6/2	Via Urbis Romanae SB Ahead	U	N/A	N/A	D		1	73	-	582	1800	1480	39.3%

Full Input Data And Results

7/1	A134 Northern Approach Road WB	U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
8/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
8/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%
8/3	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	182	Inf	Inf	0.0%
9/1	Via Romanae SB	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
9/2	Via Romanae SB	U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	18	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	36	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	39	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**14.6**	**4.3**	**0.0**	**18.9**	**-**	**-**	**-**	**-**
Site 44 - Via Urbis Romanae/A134 Northern Approach Road	**-**	**-**	**0**	**0**	**0**	**14.6**	**4.3**	**0.0**	**18.9**	**-**	**-**	**-**	**-**
1/1	346	346	-	-	-	2.3	0.6	-	2.9	30.5	7.0	0.6	7.6
1/2+1/3	460	460	-	-	-	3.5	0.7	-	4.2	32.7	5.0	0.7	5.7
2/1	15	15	-	-	-	0.2	0.1	-	0.2	50.2	0.3	0.1	0.4
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	183	183	-	-	-	1.7	0.6	-	2.3	45.5	3.9	0.6	4.5
3/3	182	182	-	-	-	1.7	0.7	-	2.4	46.8	4.1	0.7	4.8
4/2+4/1	512	512	-	-	-	0.6	0.2	-	0.8	5.6	3.3	0.2	3.5
4/3	182	182	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2+5/1	727	727	-	-	-	4.0	0.7	-	4.7	23.2	7.7	0.7	8.4
6/1	516	516	-	-	-	0.3	0.3	-	0.5	3.7	2.4	0.3	2.7
6/2	582	582	-	-	-	0.5	0.3	-	0.8	5.0	4.2	0.3	4.5
7/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

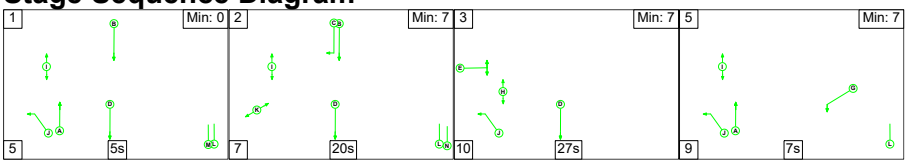
C1 - Site 44 - Via Urbis Romanae/A134 Northern Approach Road PRC for Signalled Lanes (%): 51.8 Total Delay for Signalled Lanes (pcuHr): 18.04 Cycle Time (s): 90

PRC Over All Lanes (%): 51.8 Total Delay Over All Lanes(pcuHr): 18.89

Full Input Data And Results

Scenario 2: 'PM Base Peak' (FG2: 'PM Base Peak', Plan 1: 'Network Control Plan 1')

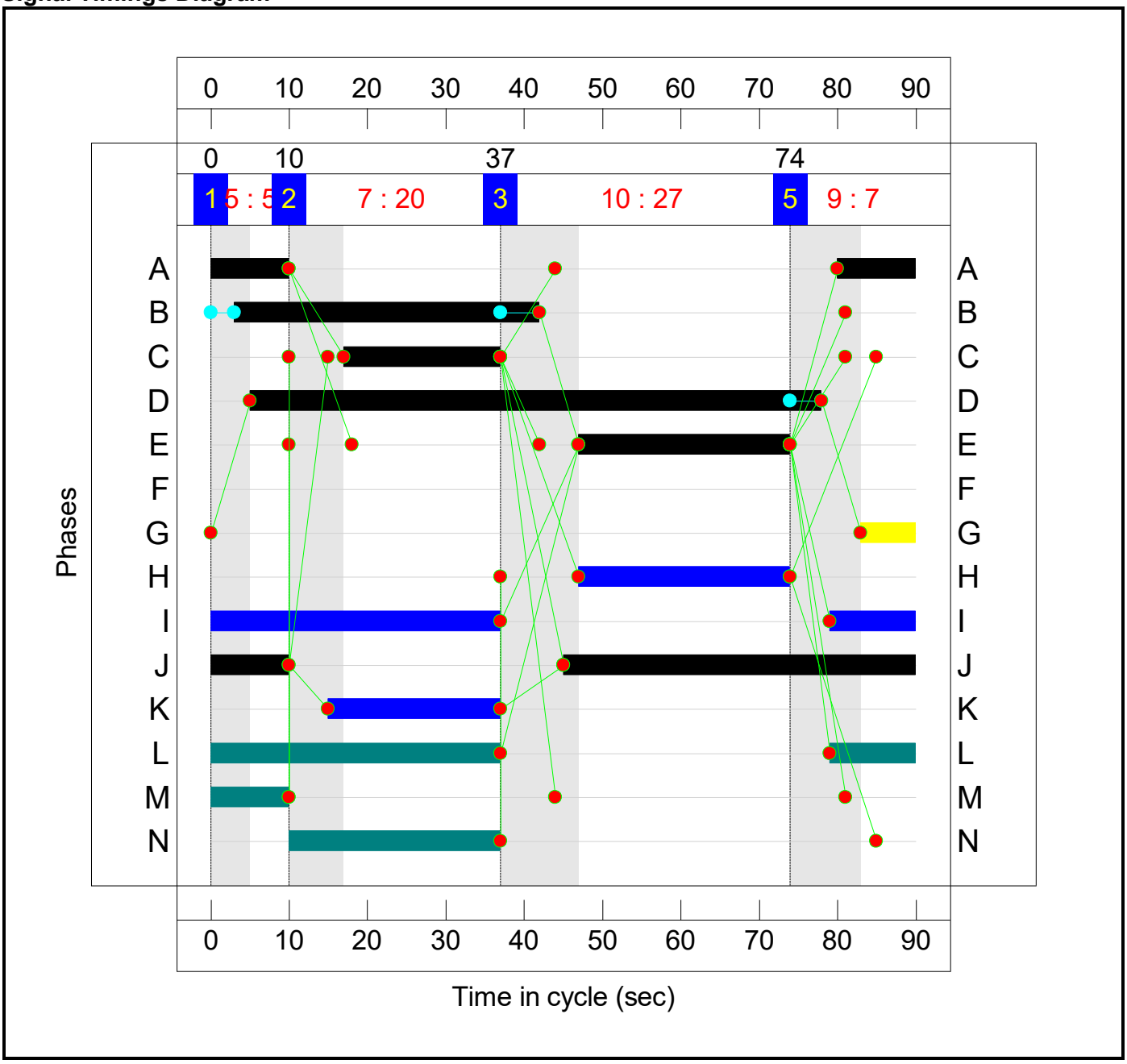
Stage Sequence Diagram



Stage Timings

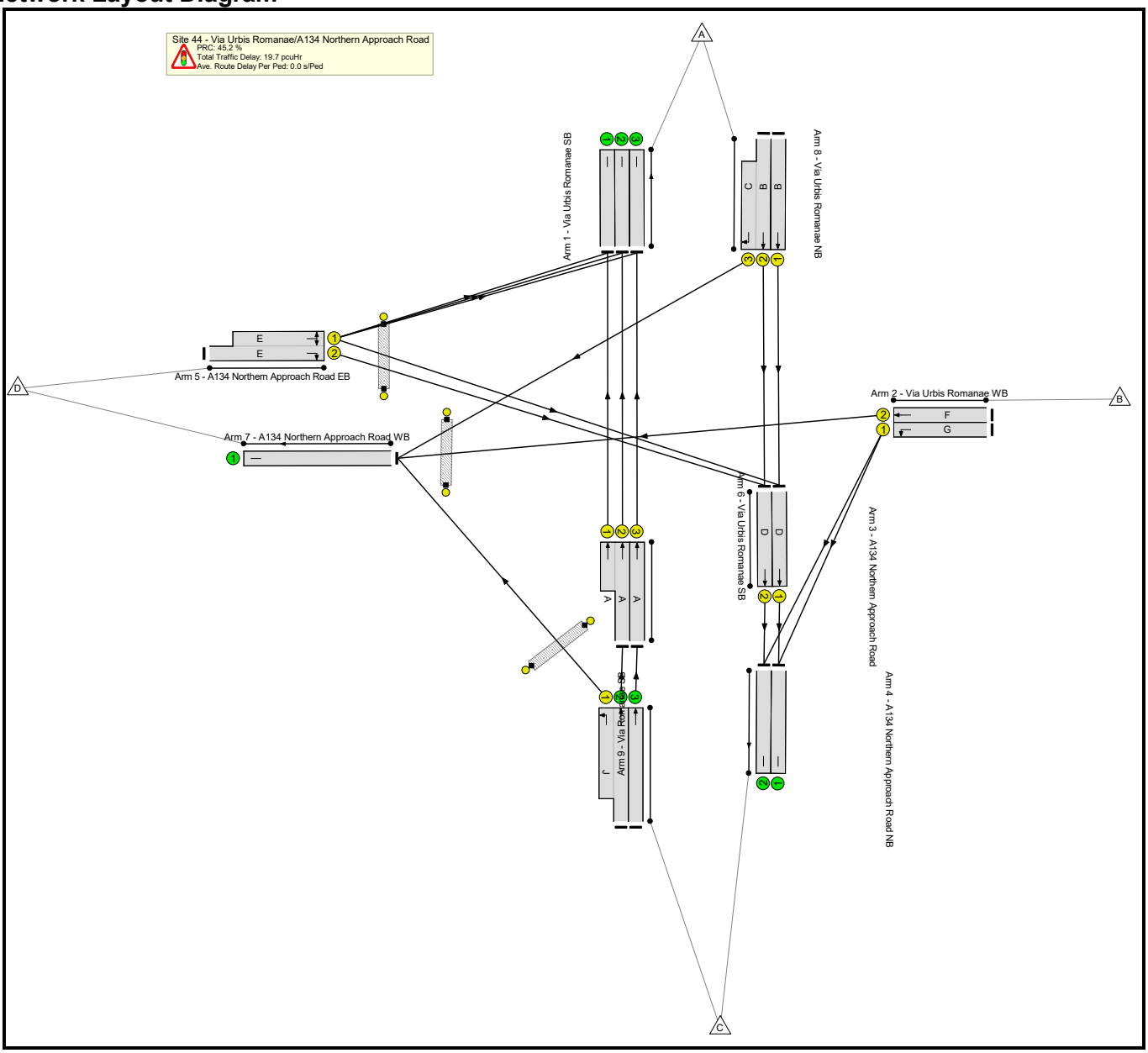
Stage	1	2	3	5
Duration	5	20	27	7
Change Point	0	10	37	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.0%**
Site 44 - Via Urbis Romanae/A134 Northern Approach Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.0%**
1/1	Via Urbis Romanae SB Ahead	U	N/A	N/A	B		1	39	-	396	1800	800	49.5%
1/2+1/3	Via Urbis Romanae SB Ahead Right	U	N/A	N/A	B C		1	39:20	-	360	1800:1800	166+420	61.4 : 61.4%
2/1	Via Urbis Romanae WB Left	U	N/A	N/A	G		1	7	-	23	1800	160	14.4%
2/2	Via Urbis Romanae WB Ahead	U	N/A	N/A	F		0	0	-	0	1800	0	0.0%
3/2+3/1	A134 Northern Approach Road Ahead	U	N/A	N/A	A		1	20	-	256	1800:1800	411+17	59.8 : 59.8%
3/3	A134 Northern Approach Road Ahead	U	N/A	N/A	A		1	20	-	259	1800	420	61.7%
4/2+4/1	A134 Northern Approach Road NB Ahead Left	U	N/A	N/A	- J		-	-	-	649	1800:1800	633+972	40.4 : 40.4%
4/3	A134 Northern Approach Road NB Ahead	U	N/A	N/A	-		-	-	-	259	1800	1800	14.4%
5/2+5/1	A134 Northern Approach Road EB Right Left	U	N/A	N/A	E		1	27	-	582	1800:1800	379+560	62.0 : 62.0%
6/1	Via Urbis Romanae SB Ahead	U	N/A	N/A	D		1	73	-	535	1800	1480	36.1%
6/2	Via Urbis Romanae SB Ahead	U	N/A	N/A	D		1	73	-	337	1800	1480	22.8%

Full Input Data And Results

7/1	A134 Northern Approach Road WB	U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
8/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
8/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
8/3	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
9/1	Via Romanae SB	U	N/A	N/A	-		-	-	-	547	Inf	Inf	0.0%
9/2	Via Romanae SB	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	22	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	27	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	48	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**15.1**	**4.6**	**0.0**	**19.7**	**-**	**-**	**-**	**-**
Site 44 - Via Urbis Romanae/A134 Northern Approach Road	**-**	**-**	**0**	**0**	**0**	**15.1**	**4.6**	**0.0**	**19.7**	**-**	**-**	**-**	**-**
1/1	396	396	-	-	-	2.0	0.5	-	2.4	22.3	7.0	0.5	7.5
1/2+1/3	360	360	-	-	-	2.6	0.8	-	3.4	34.2	5.7	0.8	6.5
2/1	23	23	-	-	-	0.2	0.1	-	0.3	51.0	0.5	0.1	0.6
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	256	256	-	-	-	2.2	0.7	-	2.9	40.9	5.4	0.7	6.2
3/3	259	259	-	-	-	2.2	0.8	-	3.0	42.0	5.8	0.8	6.6
4/2+4/1	649	649	-	-	-	0.9	0.3	-	1.2	6.9	4.7	0.3	5.0
4/3	259	259	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2+5/1	582	582	-	-	-	4.2	0.8	-	5.0	30.7	7.3	0.8	8.1
6/1	535	535	-	-	-	0.3	0.3	-	0.6	3.9	2.9	0.3	3.2
6/2	337	337	-	-	-	0.5	0.1	-	0.7	7.3	4.7	0.1	4.8
7/1	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

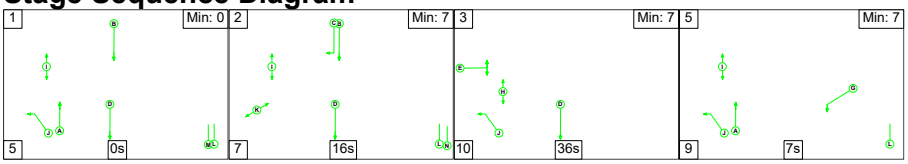
C1 - Site 44 - Via Urbis Romanae/A134 Northern Approach Road PRC for Signalled Lanes (%): 45.2 Total Delay for Signalled Lanes (pcuHr): 18.35 Cycle Time (s): 90

PRC Over All Lanes (%): 45.2 Total Delay Over All Lanes(pcuHr): 19.67

Full Input Data And Results

Scenario 3: 'FB WD AM ' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

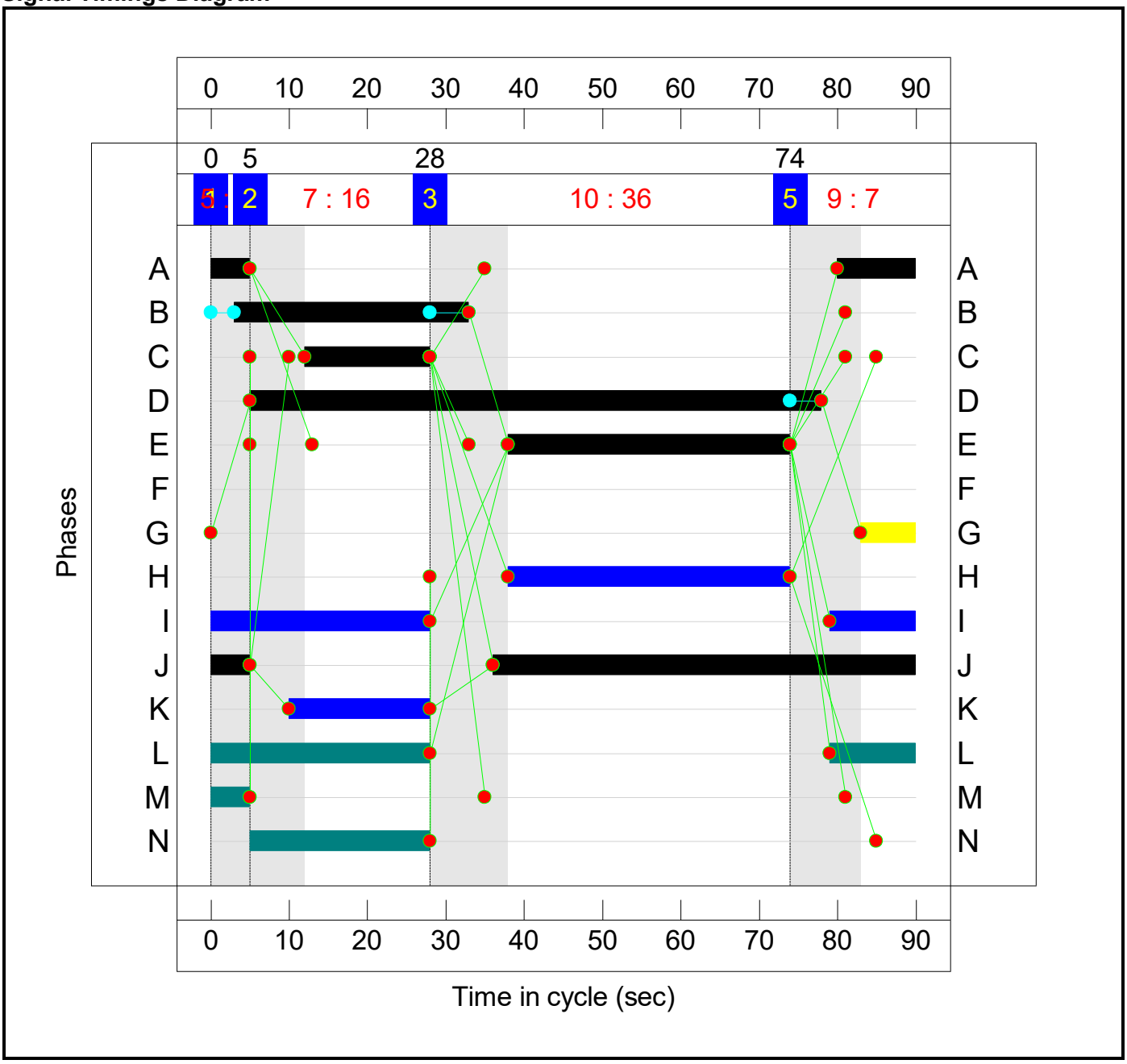
Stage Sequence Diagram



Stage Timings

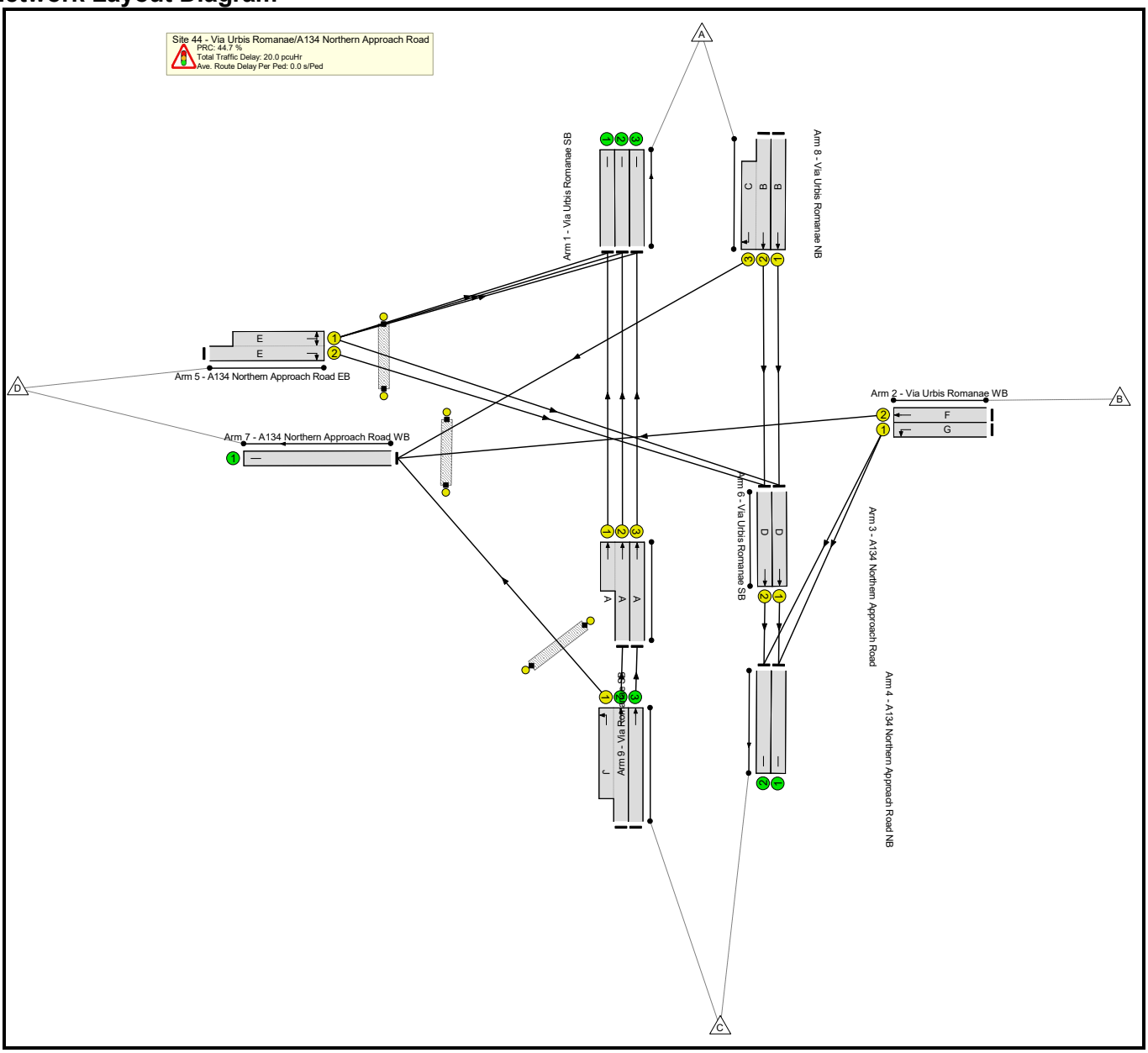
Stage	1	2	3	5
Duration	0	16	36	7
Change Point	0	5	28	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.2%**
Site 44 - Via Urbis Romanae/A134 Northern Approach Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.2%**
1/1	Via Urbis Romanae SB Ahead	U	N/A	N/A	B		1	30	-	373	1800	620	60.2%
1/2+1/3	Via Urbis Romanae SB Ahead Right	U	N/A	N/A	B C		1	30:16	-	460	1800:1800	419+340	60.6 : 60.6%
2/1	Via Urbis Romanae WB Left	U	N/A	N/A	G		1	7	-	16	1800	160	10.0%
2/2	Via Urbis Romanae WB Ahead	U	N/A	N/A	F		0	0	-	0	1800	0	0.0%
3/2+3/1	A134 Northern Approach Road Ahead	U	N/A	N/A	A		1	15	-	189	1800:1800	314+18	57.1 : 57.1%
3/3	A134 Northern Approach Road Ahead	U	N/A	N/A	A		1	15	-	189	1800	320	59.1%
4/2+4/1	A134 Northern Approach Road NB Ahead Left	U	N/A	N/A	- J		-	-	-	530	1800:1800	575+1038	32.9 : 32.9%
4/3	A134 Northern Approach Road NB Ahead	U	N/A	N/A	-		-	-	-	189	1800	1800	10.5%
5/2+5/1	A134 Northern Approach Road EB Right Left	U	N/A	N/A	E		1	36	-	752	1800:1800	522+686	62.2 : 62.2%
6/1	Via Urbis Romanae SB Ahead	U	N/A	N/A	D		1	73	-	556	1800	1480	37.6%
6/2	Via Urbis Romanae SB Ahead	U	N/A	N/A	D		1	73	-	579	1800	1480	39.1%

Full Input Data And Results

7/1	A134 Northern Approach Road WB	U	N/A	N/A	-		-	-	-	547	Inf	Inf	0.0%
8/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
8/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
8/3	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
9/1	Via Romanae SB	U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
9/2	Via Romanae SB	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	18	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	36	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	39	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**15.3**	**4.7**	**0.0**	**20.0**	**-**	**-**	**-**	**-**
Site 44 - Via Urbis Romanae/A134 Northern Approach Road	**-**	**-**	**0**	**0**	**0**	**15.3**	**4.7**	**0.0**	**20.0**	**-**	**-**	**-**	**-**
1/1	373	373	-	-	-	2.5	0.8	-	3.3	31.6	7.7	0.8	8.4
1/2+1/3	460	460	-	-	-	3.5	0.8	-	4.3	33.4	4.8	0.8	5.6
2/1	16	16	-	-	-	0.2	0.1	-	0.2	50.3	0.4	0.1	0.4
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	189	189	-	-	-	1.8	0.7	-	2.4	46.2	4.1	0.7	4.7
3/3	189	189	-	-	-	1.8	0.7	-	2.5	47.6	4.3	0.7	5.0
4/2+4/1	530	530	-	-	-	0.6	0.2	-	0.8	5.6	3.5	0.2	3.7
4/3	189	189	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2+5/1	752	752	-	-	-	4.1	0.8	-	5.0	23.8	8.2	0.8	9.0
6/1	556	556	-	-	-	0.3	0.3	-	0.6	3.9	2.7	0.3	3.0
6/2	579	579	-	-	-	0.5	0.3	-	0.8	5.1	4.3	0.3	4.6
7/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	189	189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

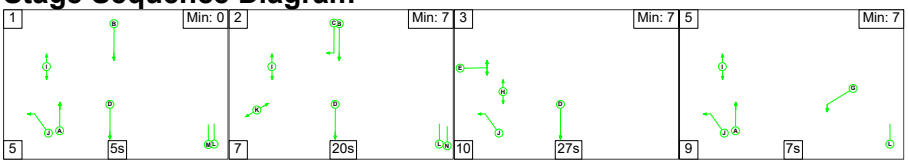
C1 - Site 44 - Via Urbis Romanae/A134 Northern Approach Road PRC for Signalled Lanes (%): 44.7 Total Delay for Signalled Lanes (pcuHr): 19.08 Cycle Time (s): 90

PRC Over All Lanes (%): 44.7 Total Delay Over All Lanes(pcuHr): 19.97

Full Input Data And Results

Scenario 4: 'FB WD PM ' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

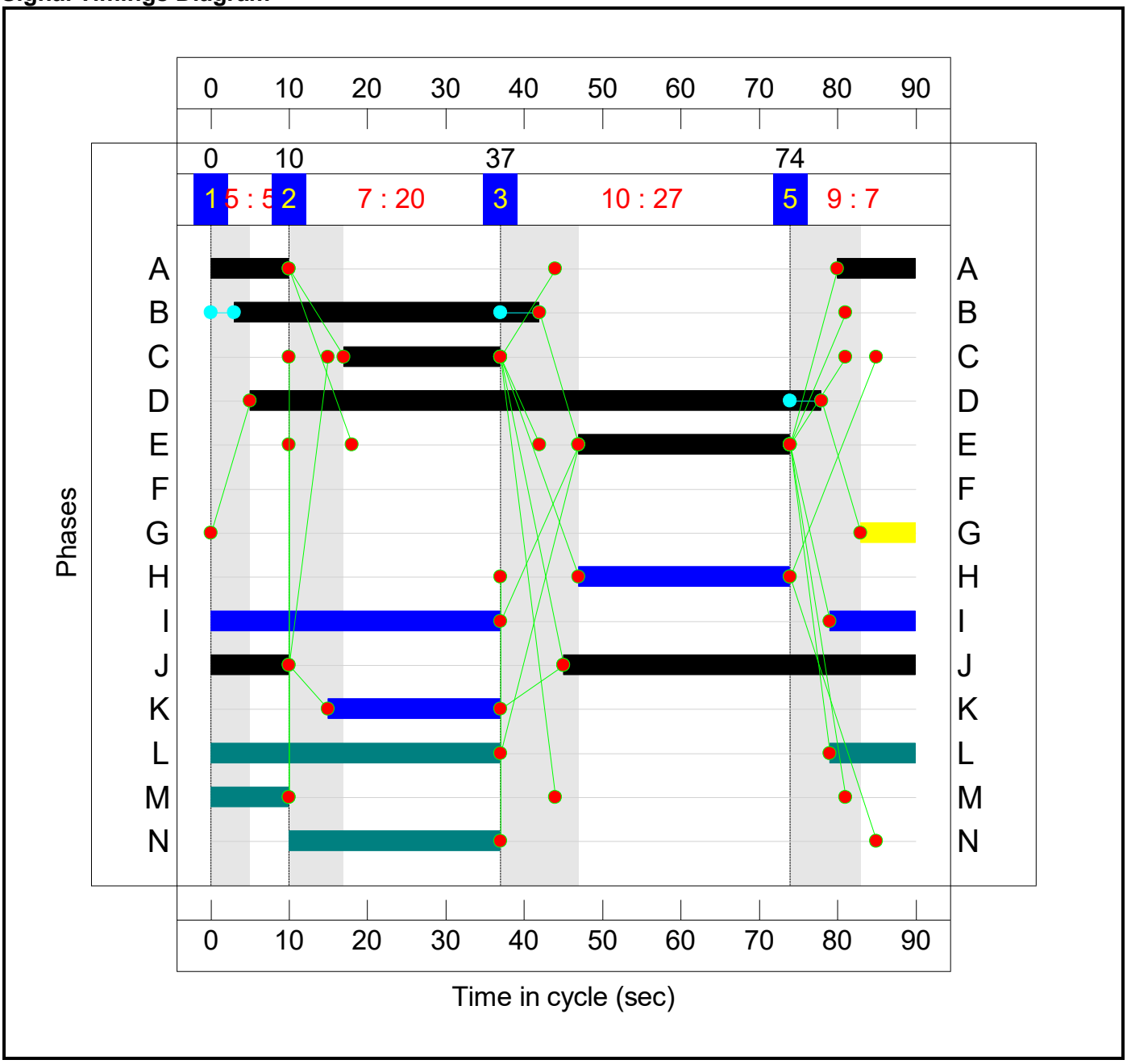
Stage Sequence Diagram



Stage Timings

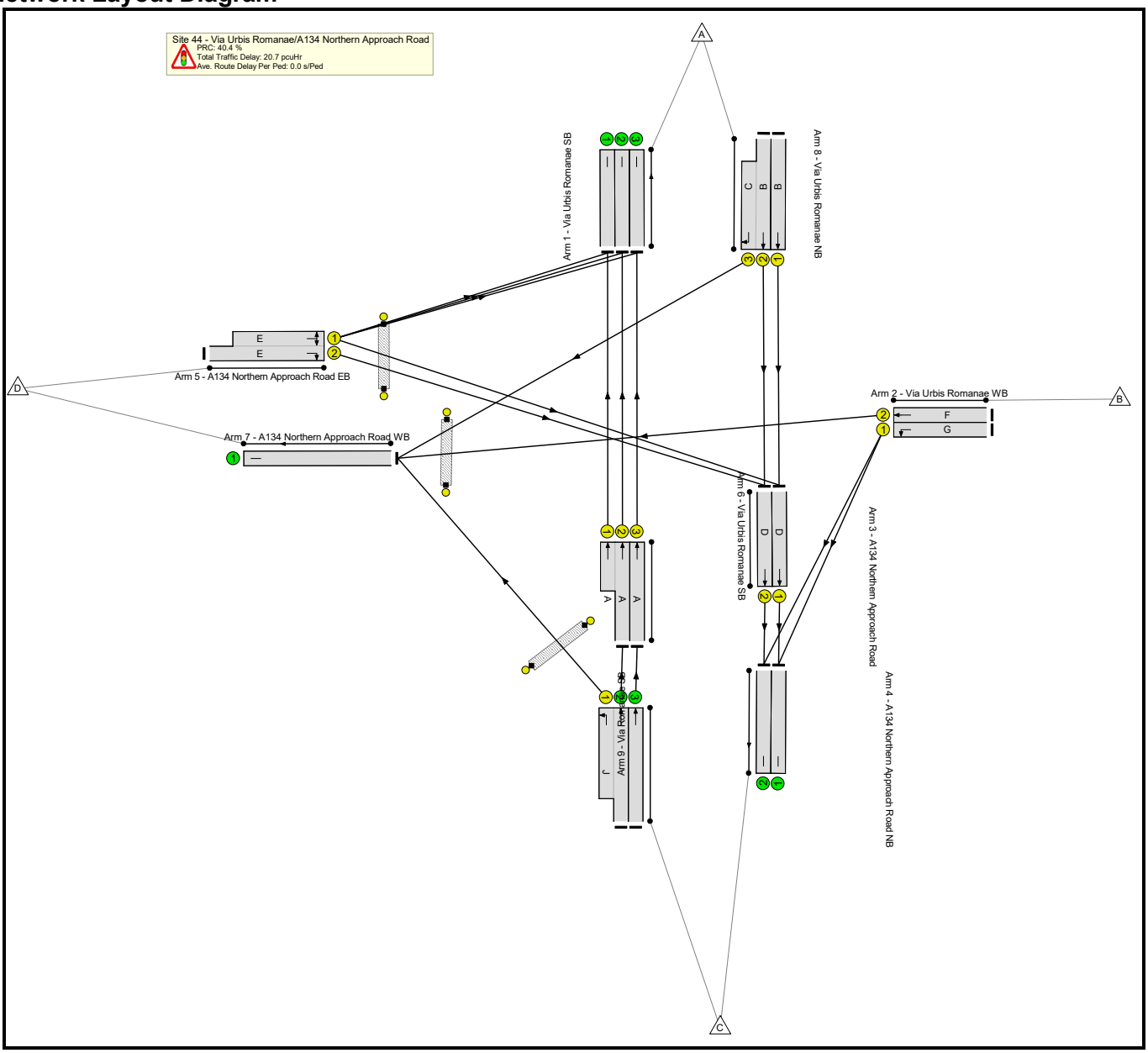
Stage	1	2	3	5
Duration	5	20	27	7
Change Point	0	10	37	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**64.1%**
Site 44 - Via Urbis Romanae/A134 Northern Approach Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**64.1%**
1/1	Via Urbis Romanae SB Ahead	U	N/A	N/A	B		1	39	-	415	1800	800	51.9%
1/2+1/3	Via Urbis Romanae SB Ahead Right	U	N/A	N/A	B C		1	39:20	-	368	1800:1800	159+420	63.6 : 63.6%
2/1	Via Urbis Romanae WB Left	U	N/A	N/A	G		1	7	-	25	1800	160	15.6%
2/2	Via Urbis Romanae WB Ahead	U	N/A	N/A	F		0	0	-	0	1800	0	0.0%
3/2+3/1	A134 Northern Approach Road Ahead	U	N/A	N/A	A		1	20	-	265	1800:1800	412+16	61.9 : 61.9%
3/3	A134 Northern Approach Road Ahead	U	N/A	N/A	A		1	20	-	268	1800	420	63.8%
4/2+4/1	A134 Northern Approach Road NB Ahead Left	U	N/A	N/A	- J		-	-	-	672	1800:1800	633+972	41.9 : 41.9%
4/3	A134 Northern Approach Road NB Ahead	U	N/A	N/A	-		-	-	-	268	1800	1800	14.9%
5/2+5/1	A134 Northern Approach Road EB Right Left	U	N/A	N/A	E		1	27	-	603	1800:1800	381+560	64.1 : 64.1%
6/1	Via Urbis Romanae SB Ahead	U	N/A	N/A	D		1	73	-	558	1800	1480	37.7%
6/2	Via Urbis Romanae SB Ahead	U	N/A	N/A	D		1	73	-	345	1800	1480	23.3%

Full Input Data And Results

7/1	A134 Northern Approach Road WB	U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
8/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
8/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
8/3	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
9/1	Via Romanae SB	U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
9/2	Via Romanae SB	U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	22	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	27	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	48	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**15.8**	**5.0**	**0.0**	**20.7**	**-**	**-**	**-**	**-**
Site 44 - Via Urbis Romanae/A134 Northern Approach Road	**-**	**-**	**0**	**0**	**0**	**15.8**	**5.0**	**0.0**	**20.7**	**-**	**-**	**-**	**-**
1/1	415	415	-	-	-	2.1	0.5	-	2.6	22.7	7.4	0.5	7.9
1/2+1/3	368	368	-	-	-	2.7	0.9	-	3.6	35.0	6.0	0.9	6.9
2/1	25	25	-	-	-	0.3	0.1	-	0.4	51.2	0.6	0.1	0.7
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	265	265	-	-	-	2.3	0.8	-	3.1	41.6	5.7	0.8	6.5
3/3	268	268	-	-	-	2.3	0.9	-	3.2	42.8	6.0	0.9	6.9
4/2+4/1	672	672	-	-	-	0.9	0.4	-	1.3	7.0	4.9	0.4	5.2
4/3	268	268	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2+5/1	603	603	-	-	-	4.3	0.9	-	5.2	31.2	7.7	0.9	8.6
6/1	558	558	-	-	-	0.3	0.3	-	0.6	3.9	3.1	0.3	3.4
6/2	345	345	-	-	-	0.6	0.2	-	0.7	7.5	4.8	0.2	5.0
7/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

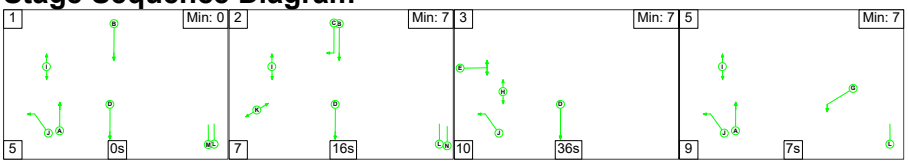
C1 - Site 44 - Via Urbis Romanae/A134 Northern Approach Road PRC for Signalled Lanes (%): 40.4 Total Delay for Signalled Lanes (pcuHr): 19.36 Cycle Time (s): 90

PRC Over All Lanes (%): 40.4 Total Delay Over All Lanes(pcuHr): 20.74

Full Input Data And Results

Scenario 5: 'FB+CD WD AM ' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

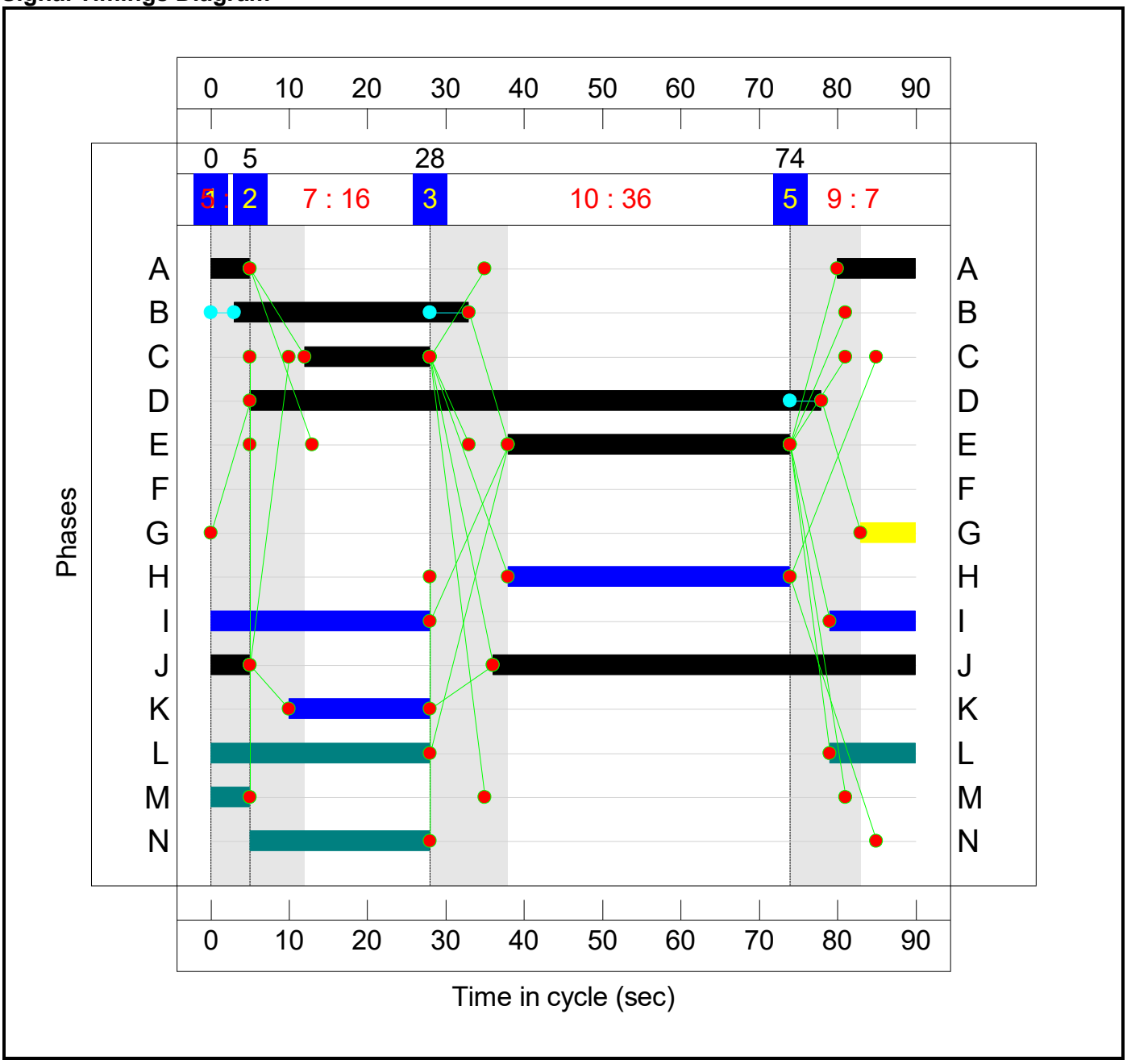
Stage Sequence Diagram



Stage Timings

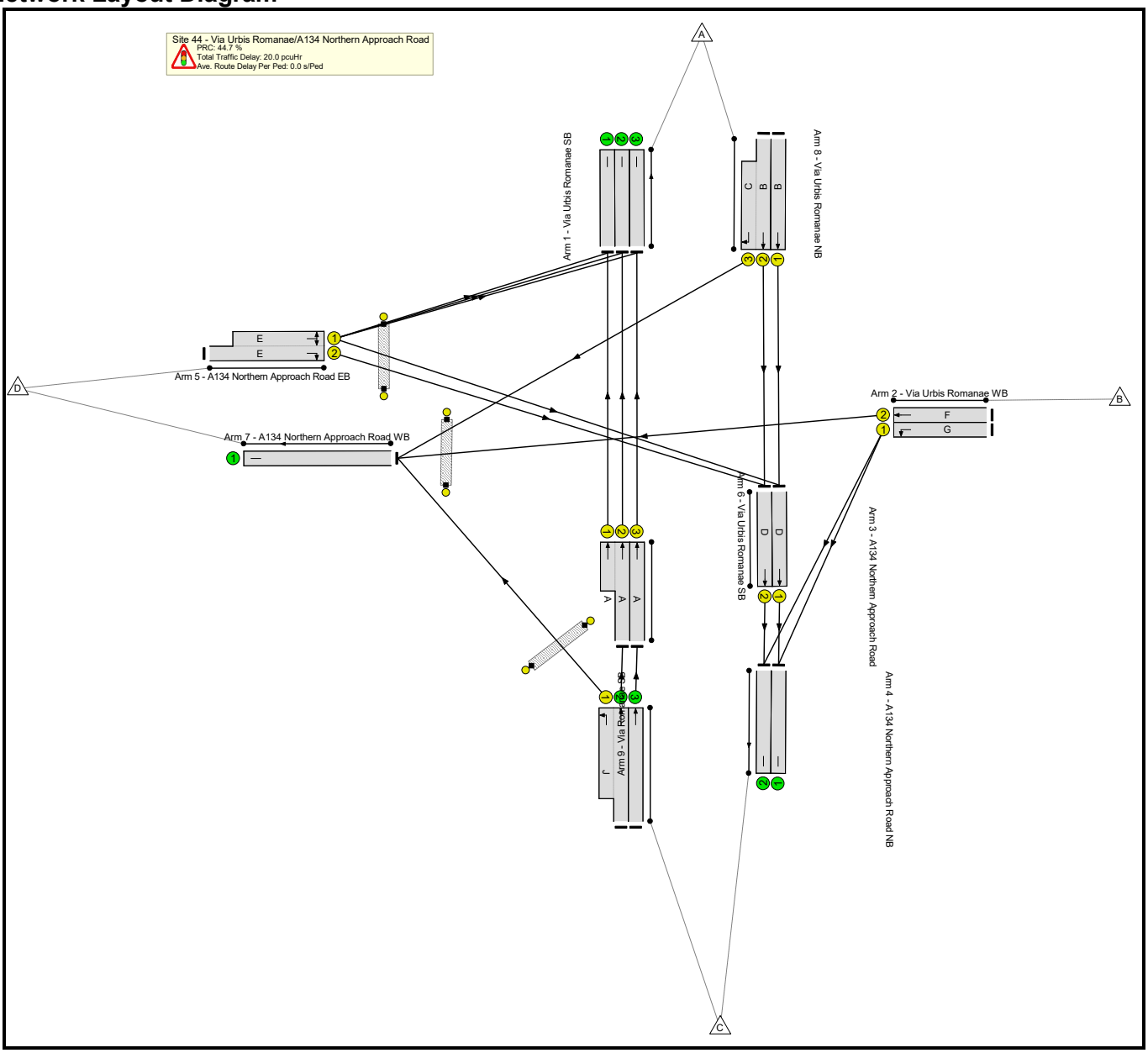
Stage	1	2	3	5
Duration	0	16	36	7
Change Point	0	5	28	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.2%**
Site 44 - Via Urbis Romanae/A134 Northern Approach Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.2%**
1/1	Via Urbis Romanae SB Ahead	U	N/A	N/A	B		1	30	-	373	1800	620	60.2%
1/2+1/3	Via Urbis Romanae SB Ahead Right	U	N/A	N/A	B C		1	30:16	-	460	1800:1800	419+340	60.6 : 60.6%
2/1	Via Urbis Romanae WB Left	U	N/A	N/A	G		1	7	-	16	1800	160	10.0%
2/2	Via Urbis Romanae WB Ahead	U	N/A	N/A	F		0	0	-	0	1800	0	0.0%
3/2+3/1	A134 Northern Approach Road Ahead	U	N/A	N/A	A		1	15	-	189	1800:1800	314+18	57.1 : 57.1%
3/3	A134 Northern Approach Road Ahead	U	N/A	N/A	A		1	15	-	189	1800	320	59.1%
4/2+4/1	A134 Northern Approach Road NB Ahead Left	U	N/A	N/A	- J		-	-	-	530	1800:1800	575+1038	32.9 : 32.9%
4/3	A134 Northern Approach Road NB Ahead	U	N/A	N/A	-		-	-	-	189	1800	1800	10.5%
5/2+5/1	A134 Northern Approach Road EB Right Left	U	N/A	N/A	E		1	36	-	752	1800:1800	522+686	62.2 : 62.2%
6/1	Via Urbis Romanae SB Ahead	U	N/A	N/A	D		1	73	-	556	1800	1480	37.6%
6/2	Via Urbis Romanae SB Ahead	U	N/A	N/A	D		1	73	-	579	1800	1480	39.1%

Full Input Data And Results

7/1	A134 Northern Approach Road WB	U	N/A	N/A	-		-	-	-	547	Inf	Inf	0.0%
8/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
8/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
8/3	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	189	Inf	Inf	0.0%
9/1	Via Romanae SB	U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%
9/2	Via Romanae SB	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	18	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	36	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	39	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**15.3**	**4.7**	**0.0**	**20.0**	**-**	**-**	**-**	**-**
Site 44 - Via Urbis Romanae/A134 Northern Approach Road	**-**	**-**	**0**	**0**	**0**	**15.3**	**4.7**	**0.0**	**20.0**	**-**	**-**	**-**	**-**
1/1	373	373	-	-	-	2.5	0.8	-	3.3	31.6	7.7	0.8	8.4
1/2+1/3	460	460	-	-	-	3.5	0.8	-	4.3	33.4	4.8	0.8	5.6
2/1	16	16	-	-	-	0.2	0.1	-	0.2	50.3	0.4	0.1	0.4
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	189	189	-	-	-	1.8	0.7	-	2.4	46.2	4.1	0.7	4.7
3/3	189	189	-	-	-	1.8	0.7	-	2.5	47.6	4.3	0.7	5.0
4/2+4/1	530	530	-	-	-	0.6	0.2	-	0.8	5.6	3.5	0.2	3.7
4/3	189	189	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2+5/1	752	752	-	-	-	4.1	0.8	-	5.0	23.8	8.2	0.8	9.0
6/1	556	556	-	-	-	0.3	0.3	-	0.6	3.9	2.7	0.3	3.0
6/2	579	579	-	-	-	0.5	0.3	-	0.8	5.1	4.3	0.3	4.6
7/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	189	189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

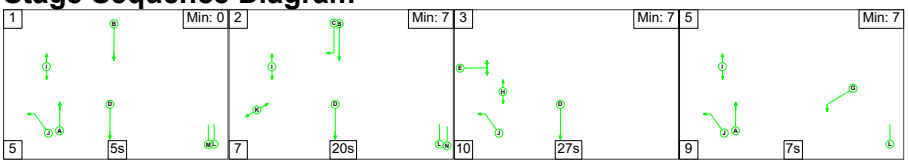
C1 - Site 44 - Via Urbis Romanae/A134 Northern Approach Road PRC for Signalled Lanes (%): 44.7 Total Delay for Signalled Lanes (pcuHr): 19.08 Cycle Time (s): 90

PRC Over All Lanes (%): 44.7 Total Delay Over All Lanes(pcuHr): 19.97

Full Input Data And Results

Scenario 6: 'FB+CD WD PM ' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

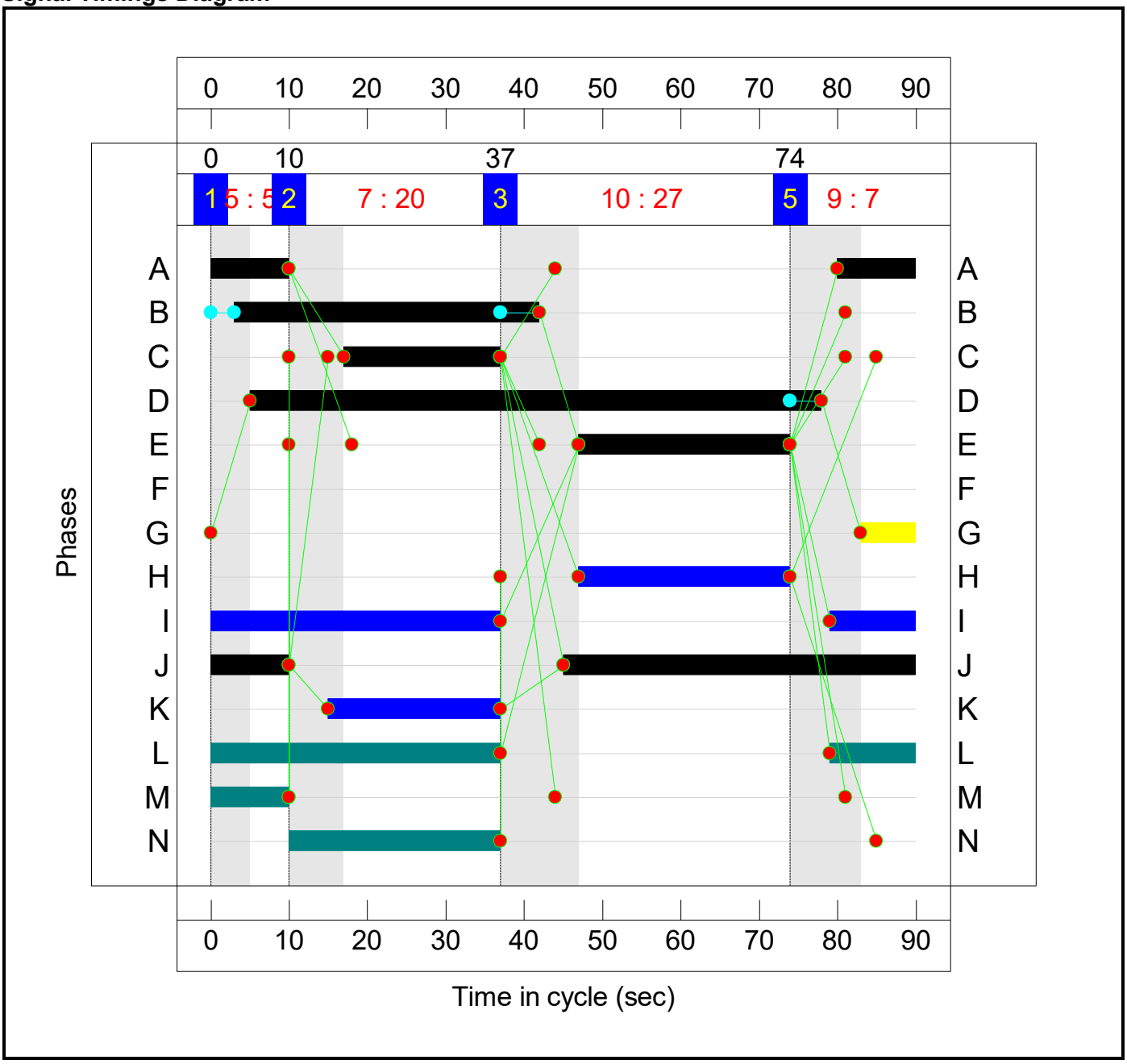
Stage Sequence Diagram



Stage Timings

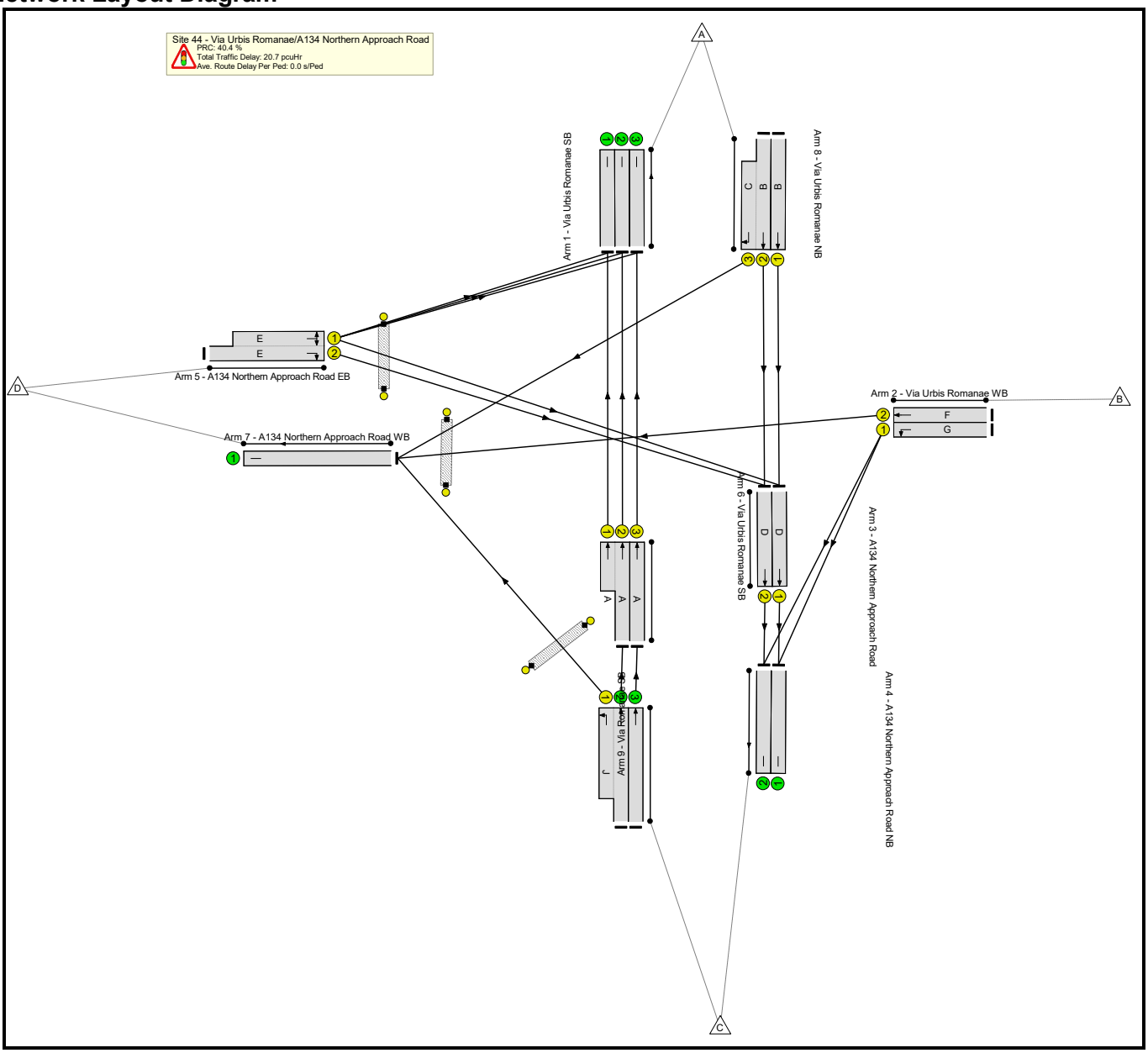
Stage	1	2	3	5
Duration	5	20	27	7
Change Point	0	10	37	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**64.1%**
Site 44 - Via Urbis Romanae/A134 Northern Approach Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**64.1%**
1/1	Via Urbis Romanae SB Ahead	U	N/A	N/A	B		1	39	-	415	1800	800	51.9%
1/2+1/3	Via Urbis Romanae SB Ahead Right	U	N/A	N/A	B C		1	39:20	-	368	1800:1800	159+420	63.6 : 63.6%
2/1	Via Urbis Romanae WB Left	U	N/A	N/A	G		1	7	-	25	1800	160	15.6%
2/2	Via Urbis Romanae WB Ahead	U	N/A	N/A	F		0	0	-	0	1800	0	0.0%
3/2+3/1	A134 Northern Approach Road Ahead	U	N/A	N/A	A		1	20	-	265	1800:1800	412+16	61.9 : 61.9%
3/3	A134 Northern Approach Road Ahead	U	N/A	N/A	A		1	20	-	268	1800	420	63.8%
4/2+4/1	A134 Northern Approach Road NB Ahead Left	U	N/A	N/A	- J		-	-	-	672	1800:1800	633+972	41.9 : 41.9%
4/3	A134 Northern Approach Road NB Ahead	U	N/A	N/A	-		-	-	-	268	1800	1800	14.9%
5/2+5/1	A134 Northern Approach Road EB Right Left	U	N/A	N/A	E		1	27	-	603	1800:1800	381+560	64.1 : 64.1%
6/1	Via Urbis Romanae SB Ahead	U	N/A	N/A	D		1	73	-	558	1800	1480	37.7%
6/2	Via Urbis Romanae SB Ahead	U	N/A	N/A	D		1	73	-	345	1800	1480	23.3%

Full Input Data And Results

7/1	A134 Northern Approach Road WB	U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
8/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
8/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
8/3	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
9/1	Via Romanae SB	U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
9/2	Via Romanae SB	U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	22	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	27	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	48	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**15.8**	**5.0**	**0.0**	**20.7**	**-**	**-**	**-**	**-**
Site 44 - Via Urbis Romanae/A134 Northern Approach Road	**-**	**-**	**0**	**0**	**0**	**15.8**	**5.0**	**0.0**	**20.7**	**-**	**-**	**-**	**-**
1/1	415	415	-	-	-	2.1	0.5	-	2.6	22.7	7.4	0.5	7.9
1/2+1/3	368	368	-	-	-	2.7	0.9	-	3.6	35.0	6.0	0.9	6.9
2/1	25	25	-	-	-	0.3	0.1	-	0.4	51.2	0.6	0.1	0.7
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	265	265	-	-	-	2.3	0.8	-	3.1	41.6	5.7	0.8	6.5
3/3	268	268	-	-	-	2.3	0.9	-	3.2	42.8	6.0	0.9	6.9
4/2+4/1	672	672	-	-	-	0.9	0.4	-	1.3	7.0	4.9	0.4	5.2
4/3	268	268	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2+5/1	603	603	-	-	-	4.3	0.9	-	5.2	31.2	7.7	0.9	8.6
6/1	558	558	-	-	-	0.3	0.3	-	0.6	3.9	3.1	0.3	3.4
6/2	345	345	-	-	-	0.6	0.2	-	0.7	7.5	4.8	0.2	5.0
7/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

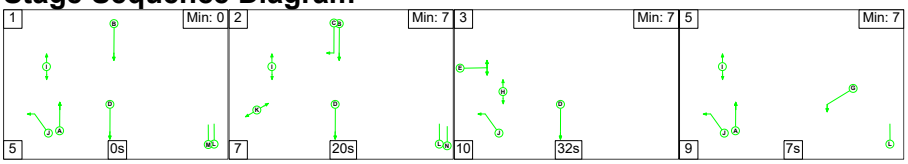
C1 - Site 44 - Via Urbis Romanae/A134 Northern Approach Road PRC for Signalled Lanes (%): 40.4 Total Delay for Signalled Lanes (pcuHr): 19.36 Cycle Time (s): 90

PRC Over All Lanes (%): 40.4 Total Delay Over All Lanes(pcuHr): 20.74

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

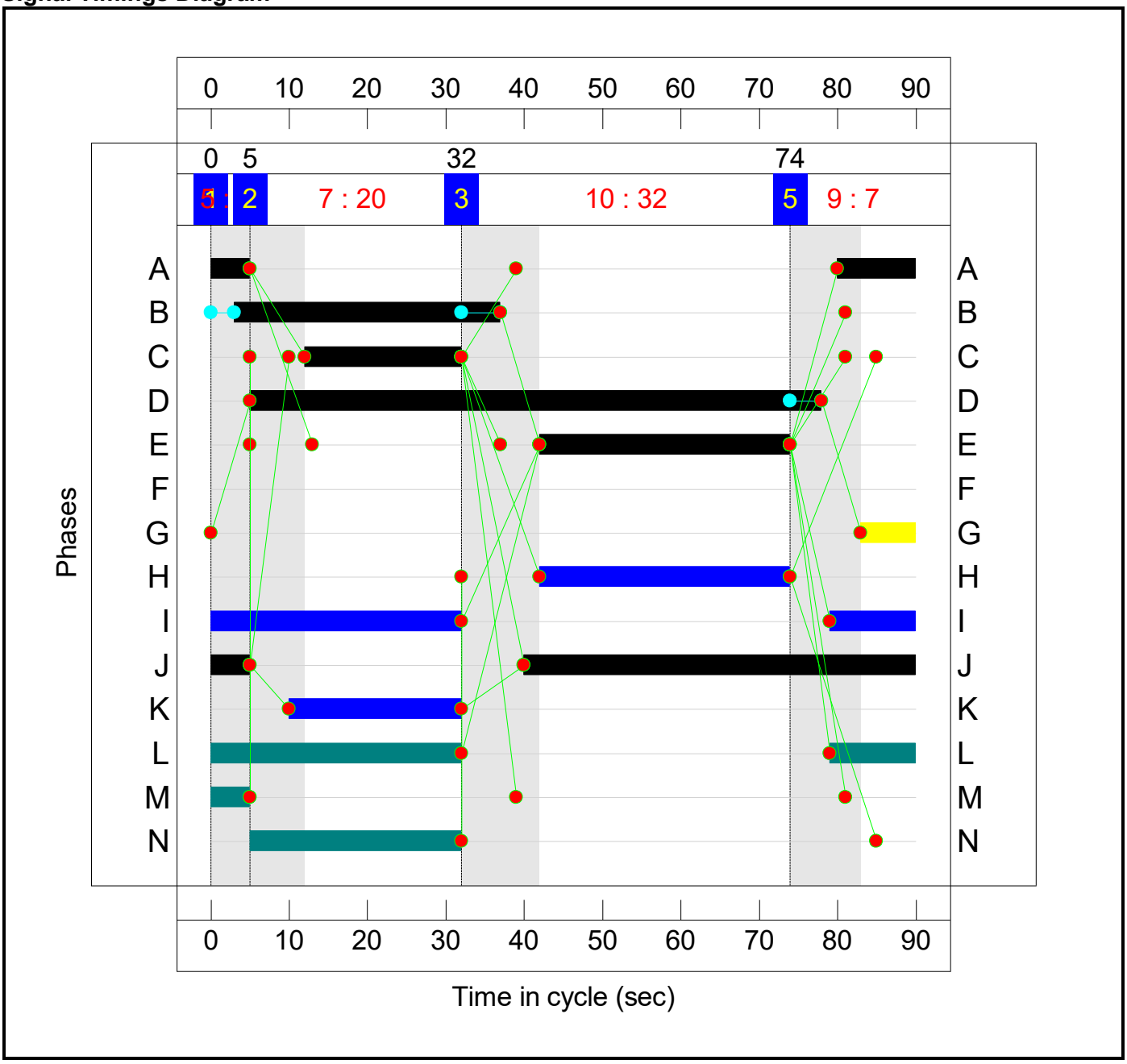
Stage Sequence Diagram



Stage Timings

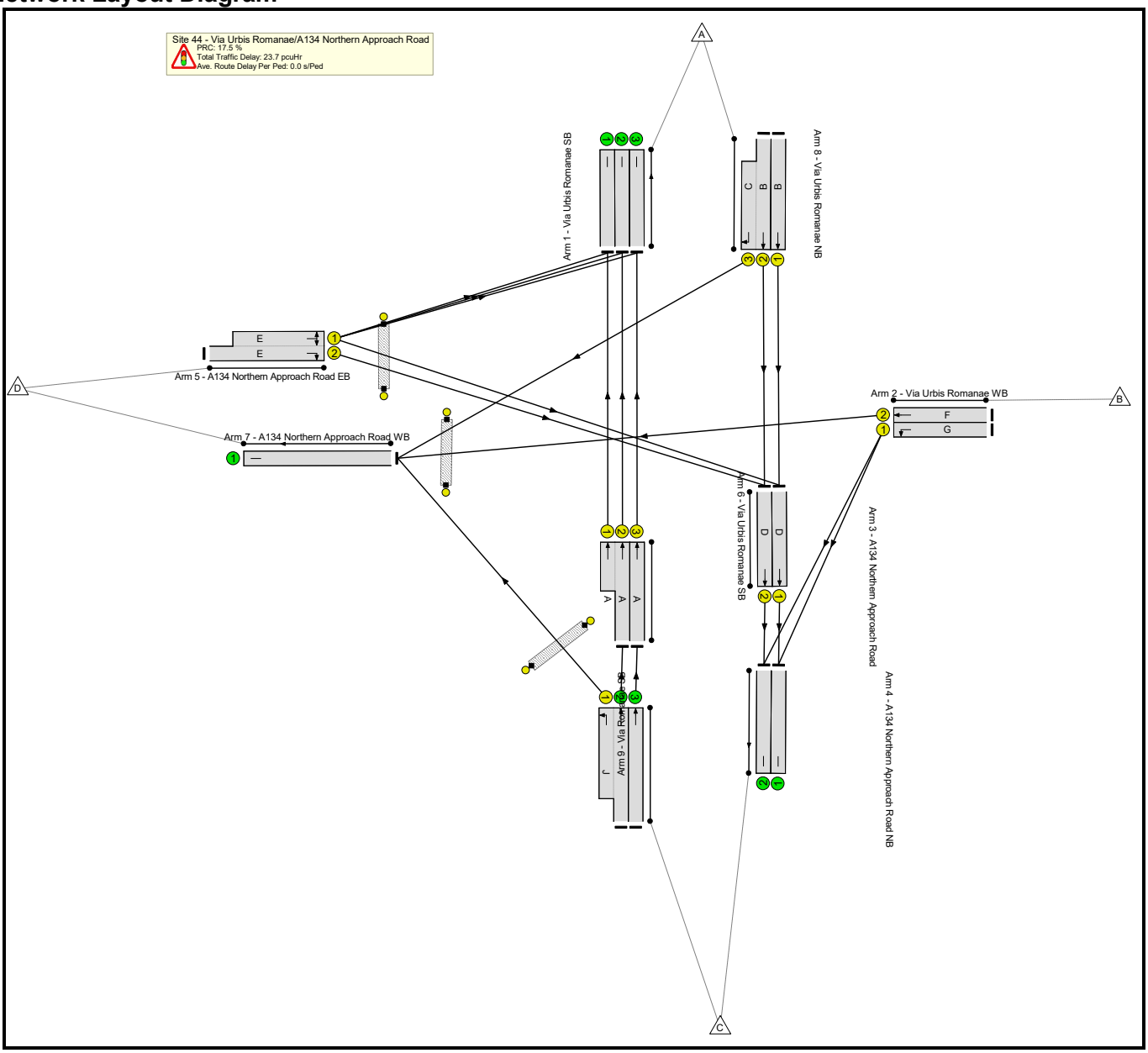
Stage	1	2	3	5
Duration	0	20	32	7
Change Point	0	5	32	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.6%**
Site 44 - Via Urbis Romanae/A134 Northern Approach Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.6%**
1/1	Via Urbis Romanae SB Ahead	U	N/A	N/A	B		1	34	-	470	1800	700	67.1%
1/2+1/3	Via Urbis Romanae SB Ahead Right	U	N/A	N/A	B C		1	34:20	-	464	1800:1800	215+420	73.2 : 73.2%
2/1	Via Urbis Romanae WB Left	U	N/A	N/A	G		1	7	-	16	1800	160	10.0%
2/2	Via Urbis Romanae WB Ahead	U	N/A	N/A	F		0	0	-	0	1800	0	0.0%
3/2+3/1	A134 Northern Approach Road Ahead	U	N/A	N/A	A		1	15	-	188	1800:1800	314+18	56.8 : 56.8%
3/3	A134 Northern Approach Road Ahead	U	N/A	N/A	A		1	15	-	190	1800	320	59.4%
4/2+4/1	A134 Northern Approach Road NB Ahead Left	U	N/A	N/A	- J		-	-	-	529	1800:1800	544+987	34.5 : 34.5%
4/3	A134 Northern Approach Road NB Ahead	U	N/A	N/A	-		-	-	-	190	1800	1800	10.6%
5/2+5/1	A134 Northern Approach Road EB Right Left	U	N/A	N/A	E		1	32	-	816	1800:1800	422+644	76.6 : 76.6%
6/1	Via Urbis Romanae SB Ahead	U	N/A	N/A	D		1	73	-	655	1800	1480	44.3%
6/2	Via Urbis Romanae SB Ahead	U	N/A	N/A	D		1	73	-	480	1800	1480	32.4%

Full Input Data And Results

7/1	A134 Northern Approach Road WB	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
8/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
8/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	178	Inf	Inf	0.0%
8/3	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	190	Inf	Inf	0.0%
9/1	Via Romanae SB	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
9/2	Via Romanae SB	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	22	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	32	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	43	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**17.4**	**6.4**	**0.0**	**23.7**	**-**	**-**	**-**	**-**
Site 44 - Via Urbis Romanae/A134 Northern Approach Road	**-**	**-**	**0**	**0**	**0**	**17.4**	**6.4**	**0.0**	**23.7**	**-**	**-**	**-**	**-**
1/1	470	470	-	-	-	3.0	1.0	-	4.0	30.5	9.7	1.0	10.7
1/2+1/3	464	464	-	-	-	3.5	1.3	-	4.9	37.7	7.1	1.3	8.4
2/1	16	16	-	-	-	0.2	0.1	-	0.2	50.3	0.4	0.1	0.4
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	188	188	-	-	-	1.8	0.7	-	2.4	46.1	4.1	0.7	4.7
3/3	190	190	-	-	-	1.8	0.7	-	2.5	47.7	4.3	0.7	5.1
4/2+4/1	529	529	-	-	-	0.8	0.3	-	1.0	6.9	3.9	0.3	4.1
4/3	190	190	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2+5/1	816	816	-	-	-	5.4	1.6	-	7.0	30.8	10.7	1.6	12.3
6/1	655	655	-	-	-	0.4	0.4	-	0.8	4.1	3.5	0.4	3.9
6/2	480	480	-	-	-	0.7	0.2	-	0.9	7.0	5.7	0.2	5.9
7/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	178	178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	190	190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

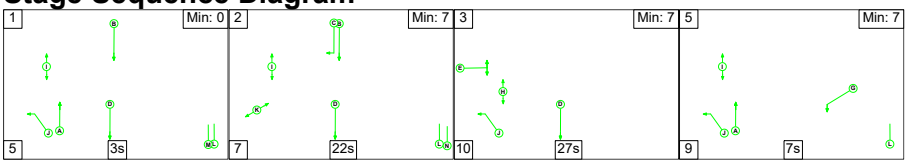
C1 - Site 44 - Via Urbis Romanae/A134 Northern Approach Road PRC for Signalled Lanes (%): 17.5 Total Delay for Signalled Lanes (pcuHr): 22.68 Cycle Time (s): 90

PRC Over All Lanes (%): 17.5 Total Delay Over All Lanes(pcuHr): 23.75

Full Input Data And Results

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

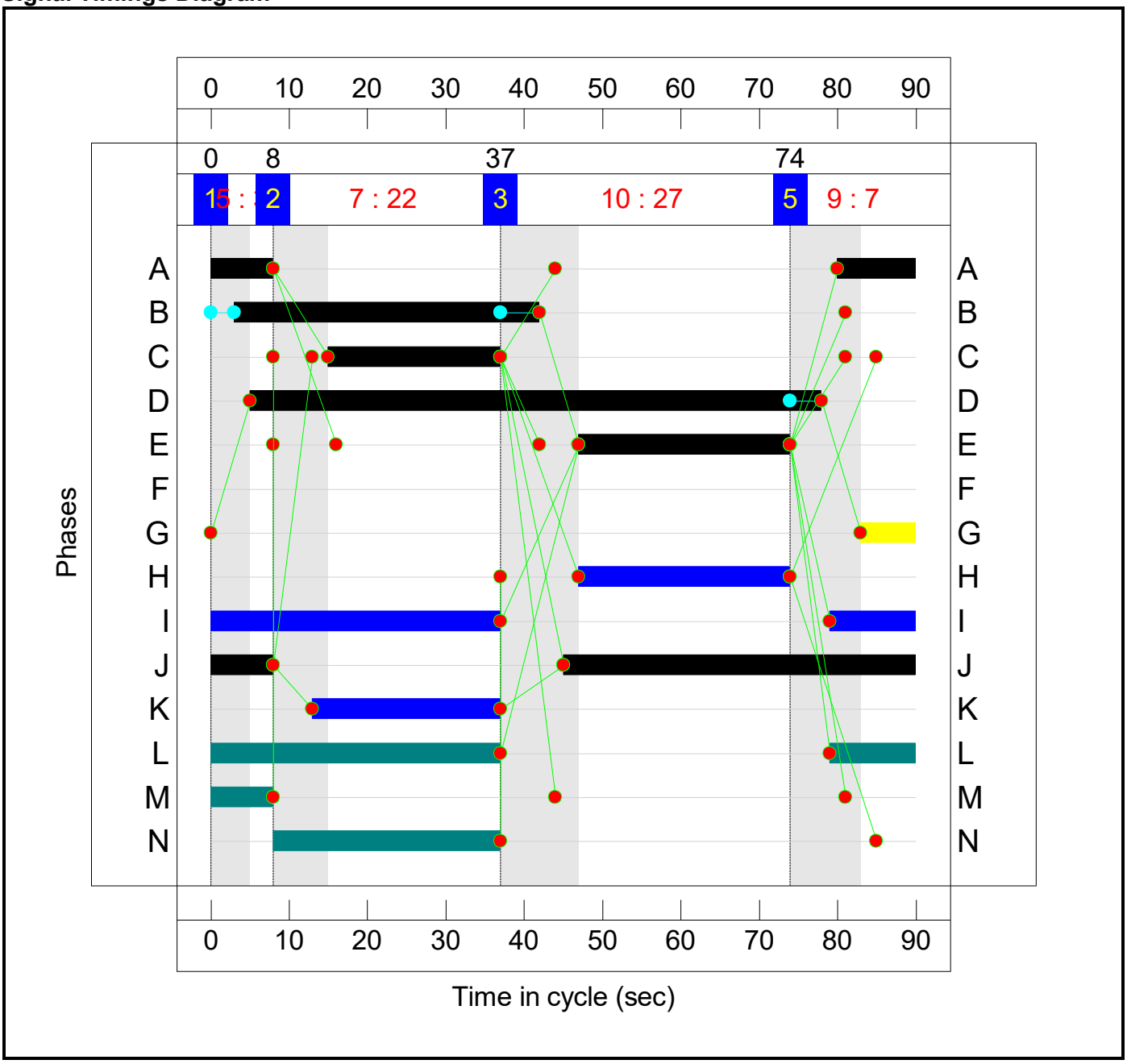
Stage Sequence Diagram



Stage Timings

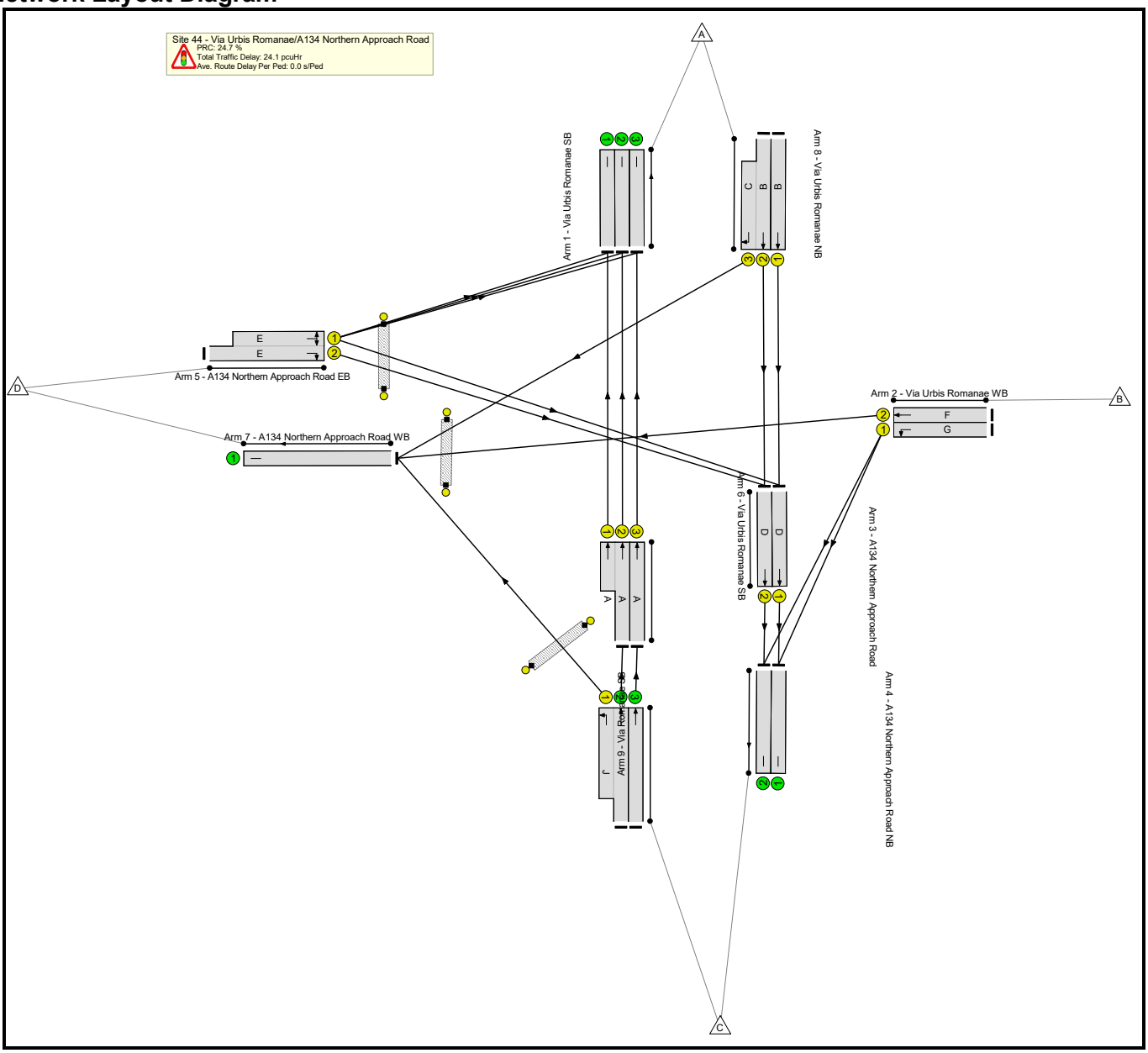
Stage	1	2	3	5
Duration	3	22	27	7
Change Point	0	8	37	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.2%**
Site 44 - Via Urbis Romanae/A134 Northern Approach Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.2%**
1/1	Via Urbis Romanae SB Ahead	U	N/A	N/A	B		1	39	-	498	1800	800	62.3%
1/2+1/3	Via Urbis Romanae SB Ahead Right	U	N/A	N/A	B C		1	39:22	-	350	1800:1800	25+460	72.2 : 72.2%
2/1	Via Urbis Romanae WB Left	U	N/A	N/A	G		1	7	-	25	1800	160	15.6%
2/2	Via Urbis Romanae WB Ahead	U	N/A	N/A	F		0	0	-	0	1800	0	0.0%
3/2+3/1	A134 Northern Approach Road Ahead	U	N/A	N/A	A		1	18	-	268	1800:1800	373+14	69.1 : 69.1%
3/3	A134 Northern Approach Road Ahead	U	N/A	N/A	A		1	18	-	265	1800	380	69.7%
4/2+4/1	A134 Northern Approach Road NB Ahead Left	U	N/A	N/A	- J		-	-	-	675	1800:1800	623+947	43.0 : 43.0%
4/3	A134 Northern Approach Road NB Ahead	U	N/A	N/A	-		-	-	-	265	1800	1800	14.7%
5/2+5/1	A134 Northern Approach Road EB Right Left	U	N/A	N/A	E		1	27	-	667	1800:1800	376+560	71.3 : 71.3%
6/1	Via Urbis Romanae SB Ahead	U	N/A	N/A	D		1	73	-	617	1800	1480	41.7%
6/2	Via Urbis Romanae SB Ahead	U	N/A	N/A	D		1	73	-	286	1800	1480	19.3%

Full Input Data And Results

7/1	A134 Northern Approach Road WB	U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%
8/1	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
8/2	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	258	Inf	Inf	0.0%
8/3	Via Urbis Romanae NB	U	N/A	N/A	-		-	-	-	265	Inf	Inf	0.0%
9/1	Via Romanae SB	U	N/A	N/A	-		-	-	-	630	Inf	Inf	0.0%
9/2	Via Romanae SB	U	N/A	N/A	-		-	-	-	298	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	24	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	27	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	48	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**17.5**	**6.6**	**0.0**	**24.1**	**-**	**-**	**-**	**-**
Site 44 - Via Urbis Romanae/A134 Northern Approach Road	**-**	**-**	**0**	**0**	**0**	**17.5**	**6.6**	**0.0**	**24.1**	**-**	**-**	**-**	**-**
1/1	498	498	-	-	-	2.7	0.8	-	3.5	25.1	9.5	0.8	10.4
1/2+1/3	350	350	-	-	-	2.9	1.3	-	4.2	42.8	7.6	1.3	8.8
2/1	25	25	-	-	-	0.3	0.1	-	0.4	51.2	0.6	0.1	0.7
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	268	268	-	-	-	2.4	1.1	-	3.5	47.3	5.9	1.1	7.0
3/3	265	265	-	-	-	2.4	1.1	-	3.5	48.2	6.1	1.1	7.2
4/2+4/1	675	675	-	-	-	1.1	0.4	-	1.4	7.6	5.2	0.4	5.6
4/3	265	265	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2+5/1	667	667	-	-	-	4.9	1.2	-	6.1	33.1	8.8	1.2	10.0
6/1	617	617	-	-	-	0.3	0.4	-	0.6	3.6	2.7	0.4	3.0
6/2	286	286	-	-	-	0.6	0.1	-	0.7	9.2	5.3	0.1	5.4
7/1	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 44 - Via Urbis Romanae/A134 Northern Approach Road PRC for Signalled Lanes (%): 24.7 Total Delay for Signalled Lanes (pcuHr): 22.56 Cycle Time (s): 90

PRC Over All Lanes (%): 24.7 Total Delay Over All Lanes(pcuHr): 24.07

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 45 (four_arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 21/03/2025 15:17:37

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Arm 1	D1	0.3	4.97	0.21	A	12.46	B	D2	0.2	4.61	0.17	A	9.01	A
Arm 2		1.6	9.74	0.61	A				1.8	10.38	0.65	B		
Arm 3		0.1	9.39	0.07	A				0.1	9.10	0.09	A		
Arm 4		3.6	16.09	0.79	C				1.4	8.35	0.59	A		
	FB WD													
Arm 1	D3	0.3	5.09	0.21	A	13.64	B	D4	0.2	4.71	0.18	A	9.54	A
Arm 2		1.7	10.29	0.63	B				2.0	11.08	0.67	B		
Arm 3		0.1	9.53	0.07	A				0.1	9.30	0.09	A		
Arm 4		4.1	18.01	0.81	C				1.5	8.79	0.61	A		
	FB+CD WD													
Arm 1	D5	0.3	5.09	0.21	A	13.64	B	D6	0.2	4.71	0.18	A	9.54	A
Arm 2		1.7	10.29	0.63	B				2.0	11.08	0.67	B		
Arm 3		0.1	9.53	0.07	A				0.1	9.30	0.09	A		
Arm 4		4.1	18.01	0.81	C				1.5	8.79	0.61	A		
	FB+CD+N2T WD													
Arm 1	D7	0.3	5.34	0.22	A	19.49	C	D8	0.2	4.99	0.18	A	12.67	B
Arm 2		3.4	16.57	0.77	C				2.8	14.19	0.74	B		
Arm 3		0.1	10.23	0.08	B				0.1	9.90	0.10	A		
Arm 4		6.2	24.83	0.87	C				2.5	12.51	0.71	B		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

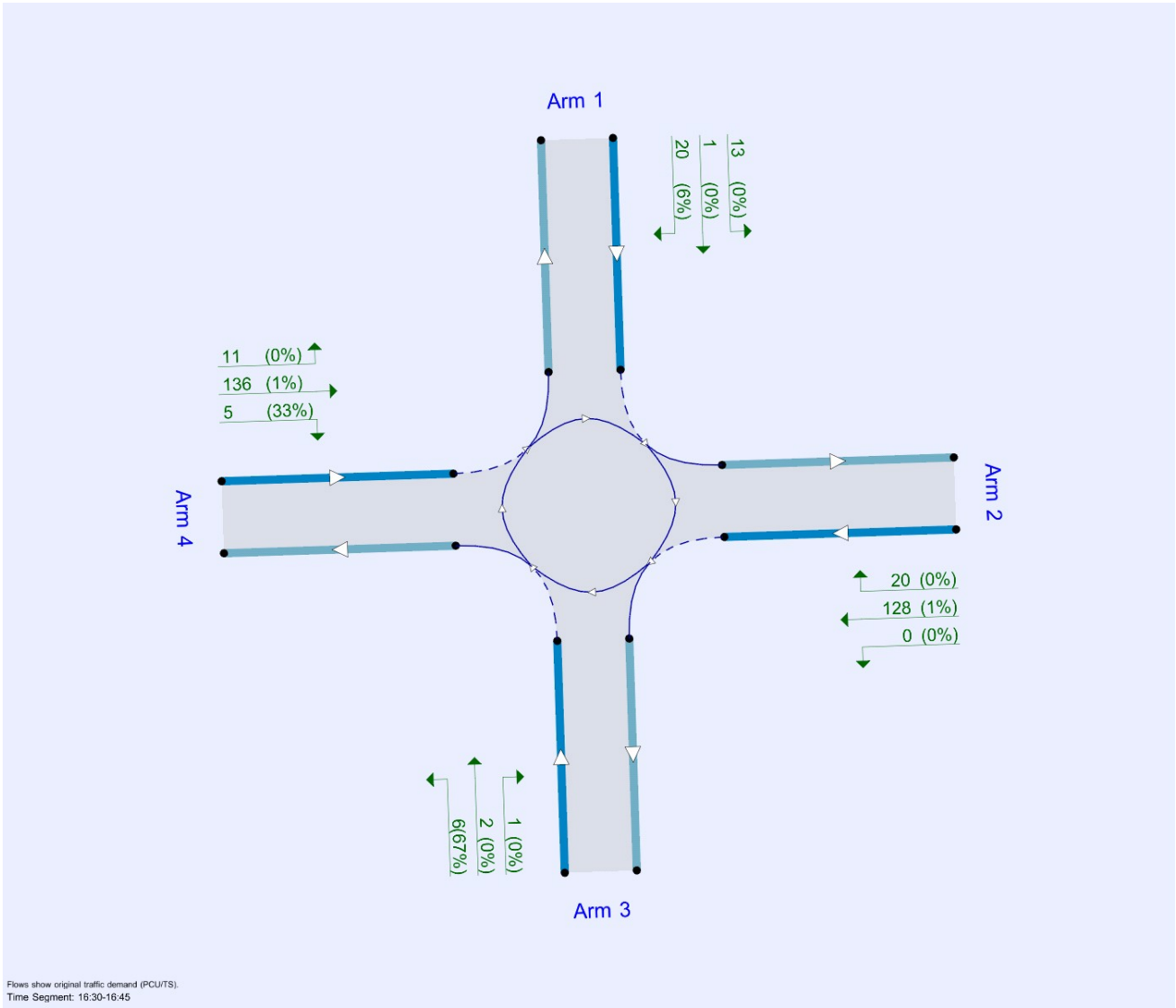
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	12.46	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Boxted Road (N)	
2	A134 Northern Approach Road (E)	
3	Nayland Road (S)	
4	A134 Wildeve Avenue (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.09	4.47	45.0	8.5	27.5	21.0	
2	3.29	4.41	1.1	9.6	27.5	26.0	
3	2.43	3.75	3.7	6.3	27.5	16.0	
4	3.32	3.58	0.8	20.5	27.5	15.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.561	317.760
2	0.511	258.619
3	0.472	217.433
4	0.553	274.595

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	24.90	2.00	9.00
	2	13.00	2.00	0.00	111.70
	3	2.20	0.00	0.00	5.00
	4	4.40	147.20	1.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	18.20	3.00	11.00
	2	10.00	0.00	0.00	126.50
	3	3.60	1.00	0.00	1.00
	4	15.00	158.80	5.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	17.00	1.60	7.00
	2	8.00	1.00	0.00	115.40
	3	1.40	0.00	0.00	6.00
	4	21.00	143.20	5.90	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	13.00	2.00	21.00
	2	24.00	1.00	0.00	123.50
	3	2.20	0.20	0.00	6.50
	4	24.00	172.50	7.40	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	9.00	0.00	20.00
	2	16.00	0.00	0.00	101.60
	3	0.00	0.20	0.00	1.00
	4	34.00	142.10	6.30	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	23.00	2.00	24.00
	2	19.00	0.00	0.00	92.90
	3	3.70	1.20	0.00	5.50
	4	8.00	136.00	2.80	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	0
	2	0	0	0	3
	3	0	0	0	100
	4	0	1	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	4
	3	0	0	0	0
	4	0	1	100	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	6
	3	0	0	0	67
	4	0	1	20	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	4
	3	0	0	0	20
	4	0	6	40	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	6
	3	0	0	0	0
	4	0	2	17	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	6
	3	33	0	0	25
	4	0	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.21	4.97	0.3	A	34.62	207.70
2	0.61	9.74	1.6	A	127.60	765.60
3	0.07	9.39	0.1	A	6.78	40.70
4	0.79	16.09	3.6	C	172.43	1034.60

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	35.90	35.90	148.88	234.21	0.153	35.71	19.43	0.0	0.2	4.660	A
2	126.70	126.70	11.93	252.52	0.502	125.68	172.66	0.0	1.0	7.212	A
3	7.20	7.20	134.64	153.92	0.047	7.13	2.98	0.0	0.1	9.387	A
4	152.60	152.60	17.06	265.17	0.575	151.25	124.71	0.0	1.3	7.916	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	32.20	32.20	164.26	225.58	0.143	32.22	28.48	0.2	0.2	4.655	A
2	136.50	136.50	18.94	248.94	0.548	136.28	177.54	1.0	1.2	8.283	A
3	5.60	5.60	147.27	147.97	0.038	5.63	7.95	0.1	0.0	6.340	A
4	178.80	178.80	14.62	266.52	0.671	178.12	138.28	1.3	2.0	10.361	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	25.60	25.60	150.38	233.37	0.110	25.64	30.38	0.2	0.1	4.333	A
2	124.40	124.40	14.53	251.19	0.495	124.59	161.50	1.2	1.0	7.488	A
3	7.40	7.40	131.61	155.35	0.048	7.37	7.50	0.0	0.1	8.967	A
4	170.10	170.10	10.43	268.83	0.633	170.33	128.55	2.0	1.8	9.330	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	36.00	36.00	179.51	217.02	0.166	35.93	49.81	0.1	0.2	4.967	A
2	148.50	148.50	30.25	243.15	0.611	147.96	185.18	1.0	1.6	9.736	A
3	8.90	8.90	168.88	137.77	0.065	8.89	9.33	0.1	0.1	7.969	A
4	203.90	203.90	27.20	259.56	0.786	202.11	150.58	1.8	3.6	16.094	C

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	29.00	29.00	149.88	233.65	0.124	29.06	50.13	0.2	0.1	4.399	A
2	117.60	117.60	26.38	245.13	0.480	118.20	152.56	1.6	1.0	7.514	A
3	1.20	1.20	138.21	152.24	0.008	1.27	6.36	0.1	0.0	6.023	A
4	182.40	182.40	16.35	265.56	0.687	183.66	123.13	3.6	2.3	11.394	B

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	49.00	49.00	140.58	238.87	0.205	48.89	31.01	0.1	0.3	4.734	A
2	111.90	111.90	28.82	243.88	0.459	111.99	160.65	1.0	0.9	7.158	A
3	10.40	10.40	135.96	153.30	0.068	10.32	4.84	0.0	0.1	7.811	A
4	146.80	146.80	23.84	261.42	0.562	147.75	122.44	2.3	1.4	8.446	A

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	13.00	1.00	18.90
	2	19.00	1.00	0.00	123.90
	3	2.20	1.40	0.00	6.00
	4	11.00	131.30	4.50	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	10.00	1.20	11.00
	2	17.00	0.00	0.00	146.30
	3	3.00	1.00	0.00	6.40
	4	14.90	128.70	3.30	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	24.00	1.80	14.00
	2	13.00	1.00	0.00	145.20
	3	1.60	1.00	0.00	1.40
	4	10.00	142.20	3.50	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.00	1.40	12.00
	2	19.00	0.00	0.00	143.30
	3	2.00	0.60	0.00	1.40
	4	15.00	88.00	3.90	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	14.00	1.40	7.00
	2	21.20	1.00	0.00	132.90
	3	0.60	3.00	0.00	8.80
	4	11.00	136.90	3.90	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.40	1.00	12.00
	2	20.40	2.00	1.00	132.30
	3	2.00	0.00	0.00	7.80
	4	9.00	122.00	3.30	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	6
	2	0	0	0	1
	3	0	0	0	67
	4	0	1	33	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	0	0	50
	4	7	2	33	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	1
	3	0	0	0	0
	4	0	1	50	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	1
	3	0	0	0	0
	4	0	0	33	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	1
	3	0	0	0	29
	4	0	1	50	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	1
	3	0	0	0	33
	4	0	0	33	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.17	4.61	0.2	A	27.68	166.10
2	0.65	10.38	1.8	B	156.58	939.50
3	0.09	9.10	0.1	A	8.37	50.20
4	0.59	8.35	1.4	A	140.40	842.40

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	32.90	32.90	137.00	240.88	0.137	32.74	31.90	0.0	0.2	4.459	A
2	143.90	143.90	24.26	246.21	0.584	142.52	145.48	0.0	1.4	8.627	A
3	9.60	9.60	161.32	141.34	0.068	9.50	5.46	0.0	0.1	9.096	A
4	146.80	146.80	23.37	261.68	0.561	145.53	147.46	0.0	1.3	7.781	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	22.20	22.20	133.02	243.11	0.091	22.26	34.85	0.2	0.1	4.076	A
2	163.30	163.30	15.55	250.67	0.651	162.84	139.73	1.4	1.8	10.381	B
3	10.40	10.40	173.88	135.41	0.077	10.39	4.51	0.1	0.1	9.060	A
4	146.90	146.90	21.00	262.99	0.559	146.87	163.28	1.3	1.3	8.012	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	39.80	39.80	147.53	234.97	0.169	39.70	24.70	0.1	0.2	4.607	A
2	159.20	159.20	19.27	248.76	0.640	159.22	167.95	1.8	1.8	10.188	B
3	4.00	4.00	173.20	135.73	0.029	4.07	5.29	0.1	0.0	6.868	A
4	155.70	155.70	16.65	265.39	0.587	155.58	160.62	1.3	1.4	8.354	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	24.40	24.40	93.24	265.43	0.092	24.50	35.92	0.2	0.1	3.736	A
2	162.30	162.30	17.33	249.76	0.650	162.28	100.41	1.8	1.8	10.343	B
3	4.00	4.00	174.31	135.21	0.030	4.00	5.31	0.0	0.0	6.860	A
4	106.90	106.90	21.55	262.69	0.407	107.62	156.76	1.4	0.7	5.883	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	22.40	22.40	144.08	236.90	0.095	22.40	32.80	0.1	0.1	4.195	A
2	155.10	155.10	12.31	252.33	0.615	155.30	154.17	1.8	1.6	9.359	A
3	12.40	12.40	162.31	140.87	0.088	12.32	5.29	0.0	0.1	8.300	A
4	151.80	151.80	25.77	260.36	0.583	151.11	148.86	0.7	1.4	8.314	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	24.40	24.40	127.60	246.15	0.099	24.39	31.42	0.1	0.1	4.058	A
2	155.70	155.70	16.29	250.29	0.622	155.70	135.70	1.6	1.6	9.574	A
3	9.80	9.80	166.69	138.81	0.071	9.82	5.30	0.1	0.1	8.706	A
4	134.30	134.30	24.41	261.10	0.514	134.61	152.09	1.4	1.1	7.176	A

FB WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	13.64	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:30 - 07:45

		To			
		1	2	3	4
From	1	0.00	25.70	2.06	9.29
	2	13.42	2.06	0.00	115.28
	3	2.27	0.00	0.00	5.16
	4	4.54	151.92	1.03	0.00

Demand (PCU/TS)

07:45 - 08:00

		To			
		1	2	3	4
From	1	0.00	18.78	3.10	11.35
	2	10.32	0.00	0.00	130.56
	3	3.72	1.03	0.00	1.03
	4	15.48	163.89	5.16	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	17.55	1.65	7.22
	2	8.26	1.03	0.00	119.10
	3	1.44	0.00	0.00	6.19
	4	21.67	147.79	6.09	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	13.42	2.06	21.67
	2	24.77	1.03	0.00	127.46
	3	2.27	0.21	0.00	6.71
	4	24.77	178.03	7.64	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	9.29	0.00	20.64
	2	16.51	0.00	0.00	104.86
	3	0.00	0.21	0.00	1.03
	4	35.09	146.66	6.50	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	23.74	2.06	24.77
	2	19.61	0.00	0.00	95.88
	3	3.82	1.24	0.00	5.68
	4	8.26	140.36	2.89	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	0
	2	0	0	0	3
	3	0	0	0	100
	4	0	1	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	4
	3	0	0	0	0
	4	0	1	100	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	6
	3	0	0	0	67
	4	0	1	20	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	4
	3	0	0	0	20
	4	0	6	40	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	6
	3	0	0	0	0
	4	0	2	17	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	6
	3	33	0	0	25
	4	0	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.21	5.09	0.3	A	35.73	214.36
2	0.63	10.29	1.7	B	131.69	790.16
3	0.07	9.53	0.1	A	7.00	42.01
4	0.81	18.01	4.1	C	177.97	1067.79

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	37.05	37.05	153.59	231.57	0.160	36.86	20.05	0.0	0.2	4.749	A
2	130.76	130.76	12.32	252.32	0.518	129.68	178.13	0.0	1.1	7.453	A
3	7.43	7.43	138.92	151.90	0.049	7.35	3.08	0.0	0.1	9.533	A
4	157.50	157.50	17.60	264.87	0.595	156.04	128.67	0.0	1.5	8.274	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	33.23	33.23	169.46	222.66	0.149	33.25	29.38	0.2	0.2	4.754	A
2	140.88	140.88	19.54	248.63	0.567	140.63	183.18	1.1	1.3	8.638	A
3	5.78	5.78	151.97	145.75	0.040	5.82	8.20	0.1	0.0	6.449	A
4	184.54	184.54	15.09	266.26	0.693	183.76	142.70	1.5	2.2	11.081	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	26.42	26.42	155.23	230.65	0.115	26.47	31.36	0.2	0.1	4.408	A
2	128.39	128.39	14.99	250.95	0.512	128.60	166.71	1.3	1.1	7.752	A
3	7.64	7.64	135.85	153.35	0.050	7.60	7.74	0.0	0.1	9.104	A
4	175.56	175.56	10.77	268.64	0.653	175.82	132.68	2.2	2.0	9.904	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	37.15	37.15	184.97	213.95	0.174	37.08	51.35	0.1	0.2	5.086	A
2	153.26	153.26	31.20	242.66	0.632	152.66	190.85	1.1	1.7	10.286	B
3	9.19	9.19	174.25	135.24	0.068	9.18	9.62	0.1	0.1	8.148	A
4	210.44	210.44	28.06	259.09	0.812	208.26	155.36	2.0	4.1	18.008	C

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	29.93	29.93	154.92	230.82	0.130	29.99	51.76	0.2	0.1	4.482	A
2	121.37	121.37	27.23	244.69	0.496	122.04	157.67	1.7	1.1	7.780	A
3	1.24	1.24	142.70	150.12	0.008	1.31	6.57	0.1	0.0	6.115	A
4	188.25	188.25	16.89	265.26	0.710	189.79	127.13	4.1	2.6	12.416	B

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	50.57	50.57	145.19	236.28	0.214	50.45	32.04	0.1	0.3	4.840	A
2	115.49	115.49	29.75	243.41	0.474	115.58	165.90	1.1	1.0	7.389	A
3	10.73	10.73	140.33	151.24	0.071	10.65	5.00	0.0	0.1	7.942	A
4	151.51	151.51	24.60	261.00	0.581	152.62	126.37	2.6	1.5	8.875	A

FB WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	13.44	1.03	19.53
	2	19.64	1.03	0.00	128.06
	3	2.27	1.45	0.00	6.20
	4	11.37	135.70	4.65	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	10.34	1.24	11.37
	2	17.57	0.00	0.00	151.21
	3	3.10	1.03	0.00	6.61
	4	15.40	133.02	3.41	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	24.80	1.86	14.47
	2	13.44	1.03	0.00	150.07
	3	1.65	1.03	0.00	1.45
	4	10.34	146.97	3.62	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.37	1.45	12.40
	2	19.64	0.00	0.00	148.11
	3	2.07	0.62	0.00	1.45
	4	15.50	90.95	4.03	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	14.47	1.45	7.23
	2	21.91	1.03	0.00	137.36
	3	0.62	3.10	0.00	9.10
	4	11.37	141.49	4.03	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.78	1.03	12.40
	2	21.08	2.07	1.03	136.74
	3	2.07	0.00	0.00	8.06
	4	9.30	126.09	3.41	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	6
	2	0	0	0	1
	3	0	0	0	67
	4	0	1	33	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	0	0	50
	4	7	2	33	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	1
	3	0	0	0	0
	4	0	1	50	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	1
	3	0	0	0	0
	4	0	0	33	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	1
	3	0	0	0	29
	4	0	1	50	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	1
	3	0	0	0	33
	4	0	0	33	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.18	4.71	0.2	A	28.61	171.67
2	0.67	11.08	2.0	B	161.83	971.01
3	0.09	9.30	0.1	A	8.65	51.88
4	0.61	8.79	1.5	A	145.11	870.65

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	34.00	34.00	141.54	238.33	0.143	33.83	32.96	0.0	0.2	4.534	A
2	148.73	148.73	25.07	245.80	0.605	147.22	150.30	0.0	1.5	9.062	A
3	9.92	9.92	166.66	138.82	0.071	9.82	5.64	0.0	0.1	9.302	A
4	151.72	151.72	24.14	261.25	0.581	150.35	152.33	0.0	1.4	8.138	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	22.94	22.94	137.48	240.60	0.095	23.01	36.01	0.2	0.1	4.137	A
2	168.78	168.78	16.08	250.40	0.674	168.25	144.42	1.5	2.0	11.083	B
3	10.75	10.75	179.66	132.69	0.081	10.74	4.66	0.1	0.1	9.289	A
4	151.83	151.83	21.70	262.60	0.578	151.80	168.70	1.4	1.4	8.396	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	41.13	41.13	152.46	232.20	0.177	41.03	25.53	0.1	0.2	4.706	A
2	164.54	164.54	19.92	248.44	0.662	164.56	173.57	2.0	2.0	10.875	B
3	4.13	4.13	179.01	132.99	0.031	4.21	5.47	0.1	0.0	7.022	A
4	160.92	160.92	17.21	265.08	0.607	160.78	166.01	1.4	1.5	8.793	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	25.22	25.22	96.43	263.65	0.096	25.33	37.13	0.2	0.1	3.780	A
2	167.74	167.74	17.91	249.46	0.672	167.72	103.84	2.0	2.0	11.068	B
3	4.13	4.13	180.15	132.46	0.031	4.13	5.49	0.0	0.0	7.015	A
4	110.49	110.49	22.26	262.29	0.421	111.29	162.02	1.5	0.7	6.045	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	23.15	23.15	148.86	234.22	0.099	23.15	33.90	0.1	0.1	4.263	A
2	160.30	160.30	12.72	252.12	0.636	160.53	159.29	2.0	1.8	9.921	A
3	12.82	12.82	167.78	138.29	0.093	12.73	5.47	0.0	0.1	8.499	A
4	156.89	156.89	26.63	259.88	0.604	156.12	153.88	0.7	1.5	8.744	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	25.22	25.22	131.90	243.74	0.103	25.21	32.48	0.1	0.1	4.118	A
2	160.92	160.92	16.84	250.01	0.644	160.92	140.28	1.8	1.8	10.165	B
3	10.13	10.13	172.28	136.17	0.074	10.15	5.48	0.1	0.1	8.911	A
4	138.80	138.80	25.23	260.65	0.533	139.15	157.19	1.5	1.2	7.474	A

FB+CD WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	13.64	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:30 - 07:45

		To			
		1	2	3	4
From	1	0.00	25.70	2.06	9.29
	2	13.42	2.06	0.00	115.28
	3	2.27	0.00	0.00	5.16
	4	4.54	151.92	1.03	0.00

Demand (PCU/TS)

07:45 - 08:00

		To			
		1	2	3	4
From	1	0.00	18.78	3.10	11.35
	2	10.32	0.00	0.00	130.56
	3	3.72	1.03	0.00	1.03
	4	15.48	163.89	5.16	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	17.55	1.65	7.22
	2	8.26	1.03	0.00	119.10
	3	1.44	0.00	0.00	6.19
	4	21.67	147.79	6.09	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	13.42	2.06	21.67
	2	24.77	1.03	0.00	127.46
	3	2.27	0.21	0.00	6.71
	4	24.77	178.03	7.64	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	9.29	0.00	20.64
	2	16.51	0.00	0.00	104.86
	3	0.00	0.21	0.00	1.03
	4	35.09	146.66	6.50	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	23.74	2.06	24.77
	2	19.61	0.00	0.00	95.88
	3	3.82	1.24	0.00	5.68
	4	8.26	140.36	2.89	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	0
	2	0	0	0	3
	3	0	0	0	100
	4	0	1	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	4
	3	0	0	0	0
	4	0	1	100	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	6
	3	0	0	0	67
	4	0	1	20	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	4
	3	0	0	0	20
	4	0	6	40	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	6
	3	0	0	0	0
	4	0	2	17	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	6
	3	33	0	0	25
	4	0	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.21	5.09	0.3	A	35.73	214.36
2	0.63	10.29	1.7	B	131.69	790.16
3	0.07	9.53	0.1	A	7.00	42.01
4	0.81	18.01	4.1	C	177.97	1067.79

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	37.05	37.05	153.59	231.57	0.160	36.86	20.05	0.0	0.2	4.749	A
2	130.76	130.76	12.32	252.32	0.518	129.68	178.13	0.0	1.1	7.453	A
3	7.43	7.43	138.92	151.90	0.049	7.35	3.08	0.0	0.1	9.533	A
4	157.50	157.50	17.60	264.87	0.595	156.04	128.67	0.0	1.5	8.274	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	33.23	33.23	169.46	222.66	0.149	33.25	29.38	0.2	0.2	4.754	A
2	140.88	140.88	19.54	248.63	0.567	140.63	183.18	1.1	1.3	8.638	A
3	5.78	5.78	151.97	145.75	0.040	5.82	8.20	0.1	0.0	6.449	A
4	184.54	184.54	15.09	266.26	0.693	183.76	142.70	1.5	2.2	11.081	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	26.42	26.42	155.23	230.65	0.115	26.47	31.36	0.2	0.1	4.408	A
2	128.39	128.39	14.99	250.95	0.512	128.60	166.71	1.3	1.1	7.752	A
3	7.64	7.64	135.85	153.35	0.050	7.60	7.74	0.0	0.1	9.104	A
4	175.56	175.56	10.77	268.64	0.653	175.82	132.68	2.2	2.0	9.904	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	37.15	37.15	184.97	213.95	0.174	37.08	51.35	0.1	0.2	5.086	A
2	153.26	153.26	31.20	242.66	0.632	152.66	190.85	1.1	1.7	10.286	B
3	9.19	9.19	174.25	135.24	0.068	9.18	9.62	0.1	0.1	8.148	A
4	210.44	210.44	28.06	259.09	0.812	208.26	155.36	2.0	4.1	18.008	C

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	29.93	29.93	154.92	230.82	0.130	29.99	51.76	0.2	0.1	4.482	A
2	121.37	121.37	27.23	244.69	0.496	122.04	157.67	1.7	1.1	7.780	A
3	1.24	1.24	142.70	150.12	0.008	1.31	6.57	0.1	0.0	6.115	A
4	188.25	188.25	16.89	265.26	0.710	189.79	127.13	4.1	2.6	12.416	B

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	50.57	50.57	145.19	236.28	0.214	50.45	32.04	0.1	0.3	4.840	A
2	115.49	115.49	29.75	243.41	0.474	115.58	165.90	1.1	1.0	7.389	A
3	10.73	10.73	140.33	151.24	0.071	10.65	5.00	0.0	0.1	7.942	A
4	151.51	151.51	24.60	261.00	0.581	152.62	126.37	2.6	1.5	8.875	A

FB+CD WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:30 - 16:45

		To			
		1	2	3	4
From	1	0.00	13.44	1.03	19.53
	2	19.64	1.03	0.00	128.06
	3	2.27	1.45	0.00	6.20
	4	11.37	135.70	4.65	0.00

Demand (PCU/TS)

16:45 - 17:00

		To			
		1	2	3	4
From	1	0.00	10.34	1.24	11.37
	2	17.57	0.00	0.00	151.21
	3	3.10	1.03	0.00	6.61
	4	15.40	133.02	3.41	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	24.80	1.86	14.47
	2	13.44	1.03	0.00	150.07
	3	1.65	1.03	0.00	1.45
	4	10.34	146.97	3.62	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.37	1.45	12.40
	2	19.64	0.00	0.00	148.11
	3	2.07	0.62	0.00	1.45
	4	15.50	90.95	4.03	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	14.47	1.45	7.23
	2	21.91	1.03	0.00	137.36
	3	0.62	3.10	0.00	9.10
	4	11.37	141.49	4.03	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.78	1.03	12.40
	2	21.08	2.07	1.03	136.74
	3	2.07	0.00	0.00	8.06
	4	9.30	126.09	3.41	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	6
	2	0	0	0	1
	3	0	0	0	67
	4	0	1	33	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	0	0	50
	4	7	2	33	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	1
	3	0	0	0	0
	4	0	1	50	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	1
	3	0	0	0	0
	4	0	0	33	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	1
	3	0	0	0	29
	4	0	1	50	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	1
	3	0	0	0	33
	4	0	0	33	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.18	4.71	0.2	A	28.61	171.67
2	0.67	11.08	2.0	B	161.83	971.01
3	0.09	9.30	0.1	A	8.65	51.88
4	0.61	8.79	1.5	A	145.11	870.65

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	34.00	34.00	141.54	238.33	0.143	33.83	32.96	0.0	0.2	4.534	A
2	148.73	148.73	25.07	245.80	0.605	147.22	150.30	0.0	1.5	9.062	A
3	9.92	9.92	166.66	138.82	0.071	9.82	5.64	0.0	0.1	9.302	A
4	151.72	151.72	24.14	261.25	0.581	150.35	152.33	0.0	1.4	8.138	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	22.94	22.94	137.48	240.60	0.095	23.01	36.01	0.2	0.1	4.137	A
2	168.78	168.78	16.08	250.40	0.674	168.25	144.42	1.5	2.0	11.083	B
3	10.75	10.75	179.66	132.69	0.081	10.74	4.66	0.1	0.1	9.289	A
4	151.83	151.83	21.70	262.60	0.578	151.80	168.70	1.4	1.4	8.396	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	41.13	41.13	152.46	232.20	0.177	41.03	25.53	0.1	0.2	4.706	A
2	164.54	164.54	19.92	248.44	0.662	164.56	173.57	2.0	2.0	10.875	B
3	4.13	4.13	179.01	132.99	0.031	4.21	5.47	0.1	0.0	7.022	A
4	160.92	160.92	17.21	265.08	0.607	160.78	166.01	1.4	1.5	8.793	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	25.22	25.22	96.43	263.65	0.096	25.33	37.13	0.2	0.1	3.780	A
2	167.74	167.74	17.91	249.46	0.672	167.72	103.84	2.0	2.0	11.068	B
3	4.13	4.13	180.15	132.46	0.031	4.13	5.49	0.0	0.0	7.015	A
4	110.49	110.49	22.26	262.29	0.421	111.29	162.02	1.5	0.7	6.045	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	23.15	23.15	148.86	234.22	0.099	23.15	33.90	0.1	0.1	4.263	A
2	160.30	160.30	12.72	252.12	0.636	160.53	159.29	2.0	1.8	9.921	A
3	12.82	12.82	167.78	138.29	0.093	12.73	5.47	0.0	0.1	8.499	A
4	156.89	156.89	26.63	259.88	0.604	156.12	153.88	0.7	1.5	8.744	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	25.22	25.22	131.90	243.74	0.103	25.21	32.48	0.1	0.1	4.118	A
2	160.92	160.92	16.84	250.01	0.644	160.92	140.28	1.8	1.8	10.165	B
3	10.13	10.13	172.28	136.17	0.074	10.15	5.48	0.1	0.1	8.911	A
4	138.80	138.80	25.23	260.65	0.533	139.15	157.19	1.5	1.2	7.474	A

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	19.49	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:30 - 07:45

		To			
		1	2	3	4
From	1	0.00	25.70	2.06	9.29
	2	13.42	2.06	0.00	131.35
	3	2.27	0.00	0.00	5.16
	4	4.54	167.99	1.03	0.00

Demand (PCU/TS)

07:45 - 08:00

		To			
		1	2	3	4
From	1	0.00	18.78	3.10	11.35
	2	10.32	0.00	0.00	146.63
	3	3.72	1.03	0.00	1.03
	4	15.48	179.97	5.16	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	17.55	1.65	7.22
	2	8.26	1.03	0.00	153.67
	3	1.44	0.00	0.00	6.19
	4	21.67	163.86	6.09	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	13.42	2.06	21.67
	2	24.77	1.03	0.00	162.03
	3	2.27	0.21	0.00	6.71
	4	24.77	194.10	7.64	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	9.29	0.00	20.64
	2	16.51	0.00	0.00	139.43
	3	0.00	0.21	0.00	1.03
	4	35.09	162.73	6.50	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	23.74	2.06	24.77
	2	19.61	0.00	0.00	130.45
	3	3.82	1.24	0.00	5.68
	4	8.26	156.43	2.89	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	0
	2	0	0	0	7
	3	0	0	0	100
	4	0	5	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	8
	3	0	0	0	0
	4	0	5	100	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	9
	3	0	0	0	67
	4	0	5	20	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	7
	3	0	0	0	20
	4	0	9	40	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	10
	3	0	0	0	0
	4	0	6	17	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	10
	3	33	0	0	25
	4	0	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.22	5.34	0.3	A	35.73	214.36
2	0.77	16.57	3.4	C	160.10	960.59
3	0.08	10.23	0.1	B	7.00	42.01
4	0.87	24.83	6.2	C	194.04	1164.22

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	37.05	37.05	169.19	222.81	0.166	36.85	20.02	0.0	0.2	4.973	A
2	146.84	146.84	12.31	252.32	0.582	145.39	193.73	0.0	1.4	8.854	A
3	7.43	7.43	154.62	144.50	0.051	7.35	3.07	0.0	0.1	10.045	B
4	173.57	173.57	17.57	264.88	0.655	171.64	144.40	0.0	1.9	9.916	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	33.23	33.23	185.24	213.80	0.155	33.25	29.34	0.2	0.2	4.987	A
2	156.95	156.95	19.52	248.64	0.631	156.60	198.97	1.4	1.8	10.498	B
3	5.78	5.78	167.94	138.21	0.042	5.82	8.18	0.1	0.0	6.814	A
4	200.61	200.61	15.09	266.25	0.753	199.49	158.67	1.9	3.0	13.972	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	26.42	26.42	171.39	221.58	0.119	26.47	31.34	0.2	0.1	4.613	A
2	162.96	162.96	14.99	250.95	0.649	162.80	182.87	1.8	2.0	11.019	B
3	7.64	7.64	170.06	137.22	0.056	7.60	7.74	0.0	0.1	10.235	B
4	191.63	191.63	10.76	268.65	0.713	191.97	166.89	3.0	2.7	12.383	B

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	37.15	37.15	199.84	205.61	0.181	37.07	51.08	0.1	0.2	5.338	A
2	187.83	187.83	31.16	242.69	0.774	186.40	205.76	2.0	3.4	16.572	C
3	9.19	9.19	207.98	119.33	0.077	9.18	9.57	0.1	0.1	9.326	A
4	226.51	226.51	27.92	259.17	0.874	223.01	189.24	2.7	6.2	24.830	C

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	29.93	29.93	171.86	221.31	0.135	29.99	51.90	0.2	0.2	4.707	A
2	155.94	155.94	27.26	244.68	0.637	157.36	174.59	3.4	2.0	11.371	B
3	1.24	1.24	178.02	133.46	0.009	1.32	6.60	0.1	0.0	6.894	A
4	204.32	204.32	17.00	265.20	0.770	206.75	162.35	6.2	3.8	16.776	C

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	50.57	50.57	161.76	226.98	0.223	50.44	32.17	0.2	0.3	5.095	A
2	150.06	150.06	29.77	243.40	0.617	150.24	182.44	2.0	1.8	10.484	B
3	10.73	10.73	174.98	134.89	0.080	10.64	5.03	0.0	0.1	8.986	A
4	167.58	167.58	24.59	261.00	0.642	169.34	161.03	3.8	2.0	10.938	B

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	12.67	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	13.44	1.03	19.53
	2	19.64	1.03	0.00	144.13
	3	2.27	1.45	0.00	6.20
	4	11.37	170.27	4.65	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	10.34	1.24	11.37
	2	17.57	0.00	0.00	167.28
	3	3.10	1.03	0.00	6.61
	4	15.40	167.59	3.41	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	24.80	1.86	14.47
	2	13.44	1.03	0.00	166.14
	3	1.65	1.03	0.00	1.45
	4	10.34	163.04	3.62	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.37	1.45	12.40
	2	19.64	0.00	0.00	164.18
	3	2.07	0.62	0.00	1.45
	4	15.50	107.02	4.03	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	14.47	1.45	7.23
	2	21.91	1.03	0.00	153.43
	3	0.62	3.10	0.00	9.10
	4	11.37	157.56	4.03	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.78	1.03	12.40
	2	21.08	2.07	1.03	152.81
	3	2.07	0.00	0.00	8.06
	4	9.30	142.16	3.41	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	6
	2	0	0	0	5
	3	0	0	0	67
	4	0	4	33	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	6
	3	0	0	0	50
	4	7	6	33	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	5
	3	0	0	0	0
	4	0	5	50	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	4
	3	0	0	0	0
	4	0	6	33	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	5
	3	0	0	0	29
	4	0	5	50	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	5
	3	0	0	0	33
	4	0	4	33	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.18	4.99	0.2	A	28.61	171.67
2	0.74	14.19	2.8	B	177.91	1067.43
3	0.10	9.90	0.1	A	8.65	51.88
4	0.71	12.51	2.5	B	167.35	1004.08

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	34.00	34.00	175.05	219.52	0.155	33.82	32.86	0.0	0.2	4.992	A
2	164.80	164.80	25.04	245.81	0.670	162.75	183.82	0.0	2.0	11.051	B
3	9.92	9.92	182.18	131.50	0.075	9.81	5.62	0.0	0.1	9.854	A
4	186.29	186.29	24.09	261.28	0.713	183.82	167.90	0.0	2.5	11.789	B

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	22.94	22.94	172.04	221.21	0.104	23.02	35.98	0.2	0.1	4.544	A
2	184.85	184.85	16.08	250.39	0.738	184.08	178.97	2.0	2.8	14.079	B
3	10.75	10.75	195.50	125.22	0.086	10.74	4.67	0.1	0.1	9.895	A
4	186.40	186.40	21.69	262.61	0.710	186.33	184.55	2.5	2.5	12.508	B

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	41.13	41.13	168.99	222.92	0.185	41.03	25.59	0.1	0.2	4.944	A
2	180.61	180.61	19.92	248.43	0.727	180.63	190.10	2.8	2.8	13.888	B
3	4.13	4.13	195.07	125.42	0.033	4.22	5.48	0.1	0.0	7.467	A
4	176.99	176.99	17.22	265.08	0.668	177.36	182.07	2.5	2.2	10.869	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	25.22	25.22	112.87	254.42	0.099	25.33	37.11	0.2	0.1	3.930	A
2	183.81	183.81	17.92	249.46	0.737	183.78	120.28	2.8	2.8	14.188	B
3	4.13	4.13	196.21	124.88	0.033	4.13	5.49	0.0	0.0	7.455	A
4	126.56	126.56	22.25	262.30	0.482	127.74	178.09	2.2	1.0	7.132	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	23.15	23.15	164.68	225.34	0.103	23.15	33.89	0.1	0.1	4.450	A
2	176.37	176.37	12.72	252.12	0.700	176.70	175.11	2.8	2.5	12.485	B
3	12.82	12.82	183.95	130.66	0.098	12.72	5.46	0.0	0.1	9.047	A
4	172.96	172.96	26.63	259.88	0.666	171.94	170.05	1.0	2.0	10.620	B

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	25.22	25.22	148.07	234.66	0.107	25.21	32.49	0.1	0.1	4.296	A
2	176.99	176.99	16.84	250.01	0.708	176.99	156.45	2.5	2.5	12.816	B
3	10.13	10.13	188.35	128.59	0.079	10.15	5.48	0.1	0.1	9.483	A
4	154.87	154.87	25.23	260.65	0.594	155.33	173.27	2.0	1.6	8.965	A

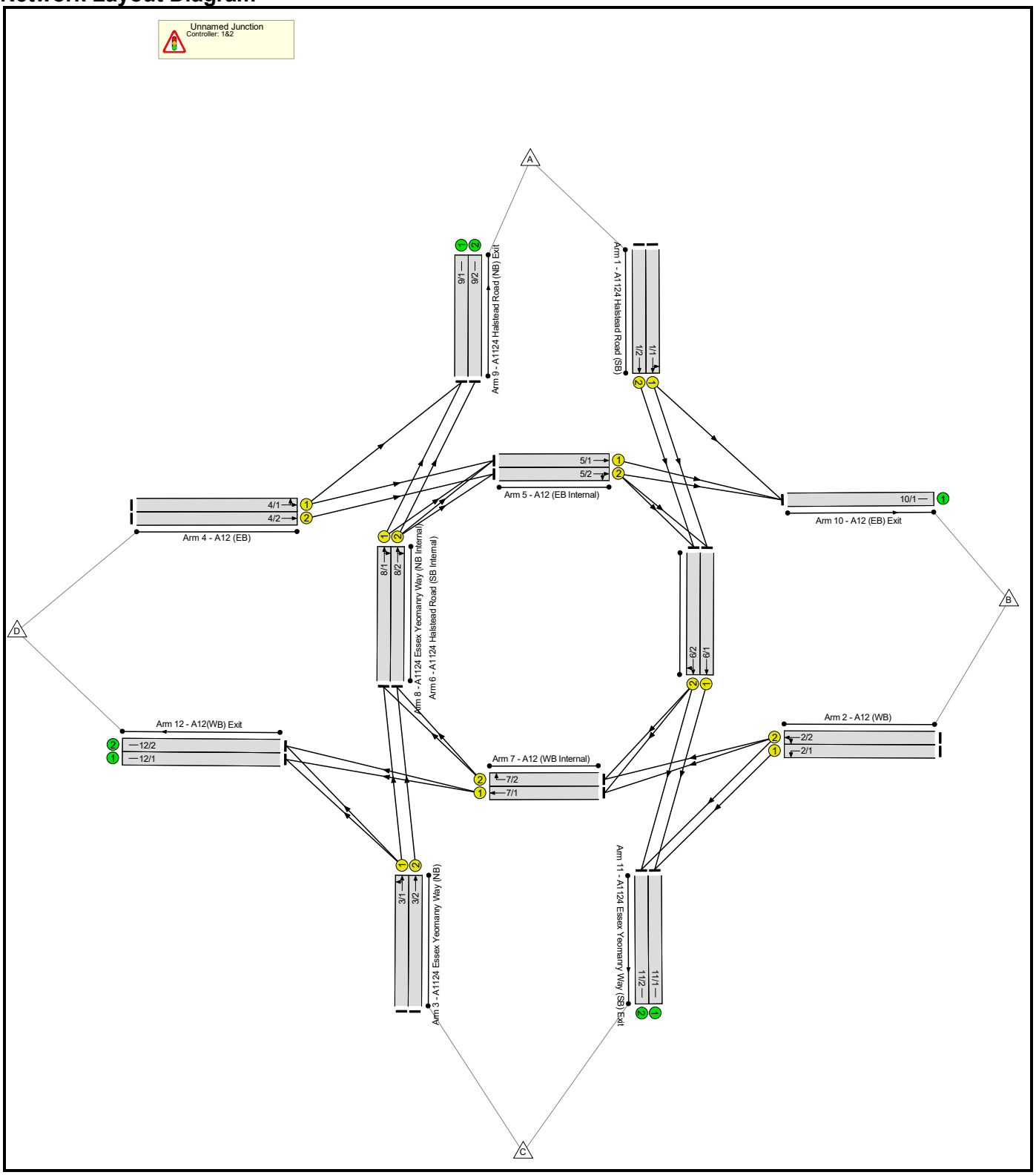
Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Site 46_DM.lsg3x
Author:	
Company:	
Address:	

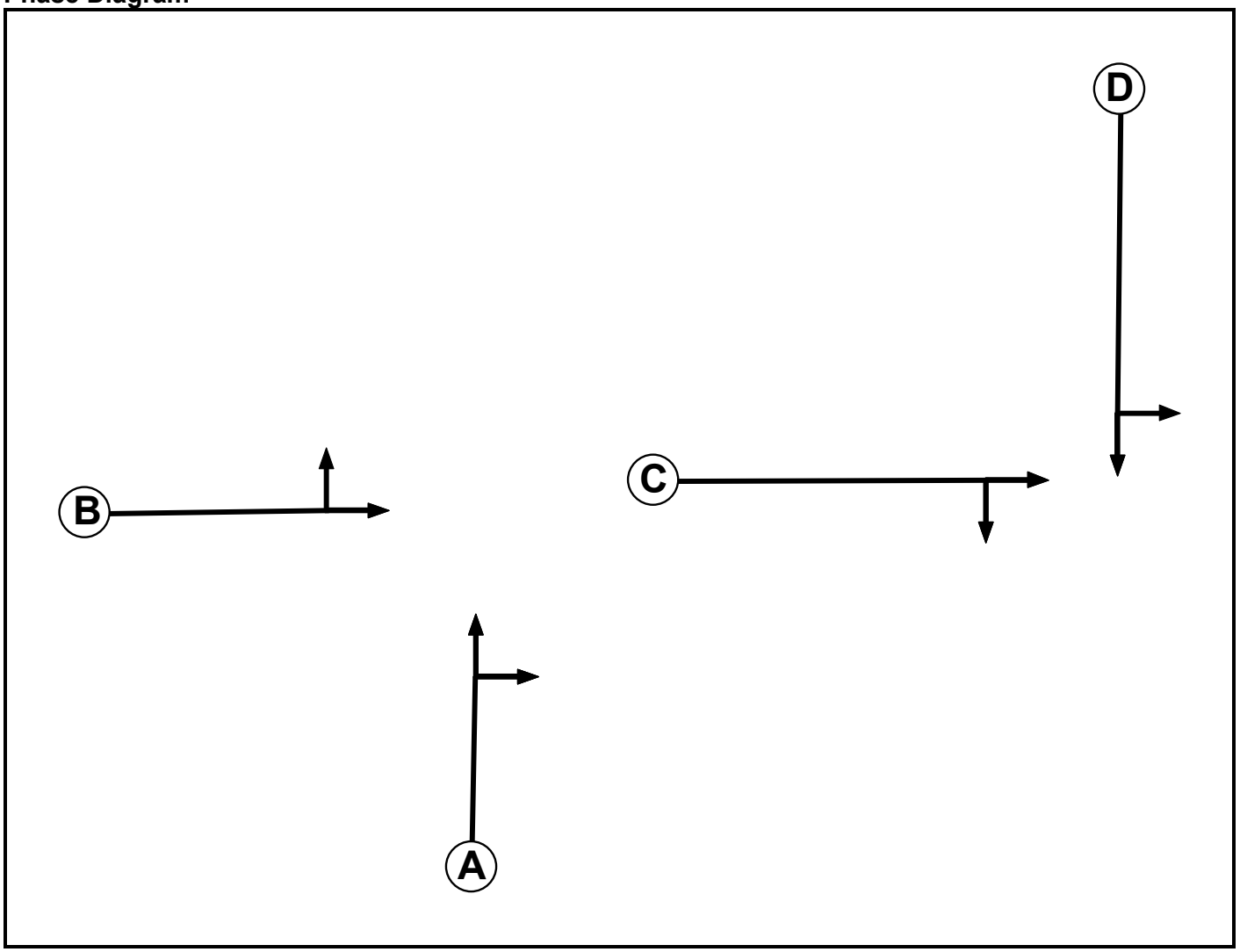
Full Input Data And Results

Network Layout Diagram



C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry Way

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	2		-9999	7
D	Traffic	2		-9999	7

Full Input Data And Results

Phase Intergreens Matrix

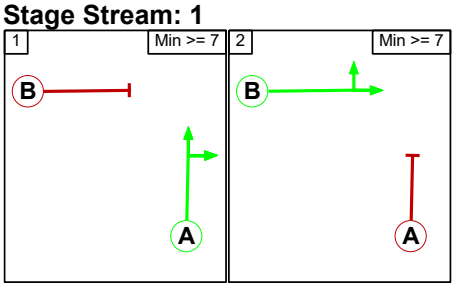
Terminating Phase	Starting Phase			
	A	B	C	D
A		5	-	-
B	7		-	-
C	-	-		5
D	-	-	7	

Phases in Stage

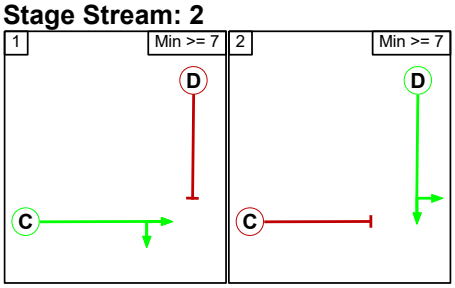
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Full Input Data And Results

Prohibited Stage Change

Stage Stream: 1

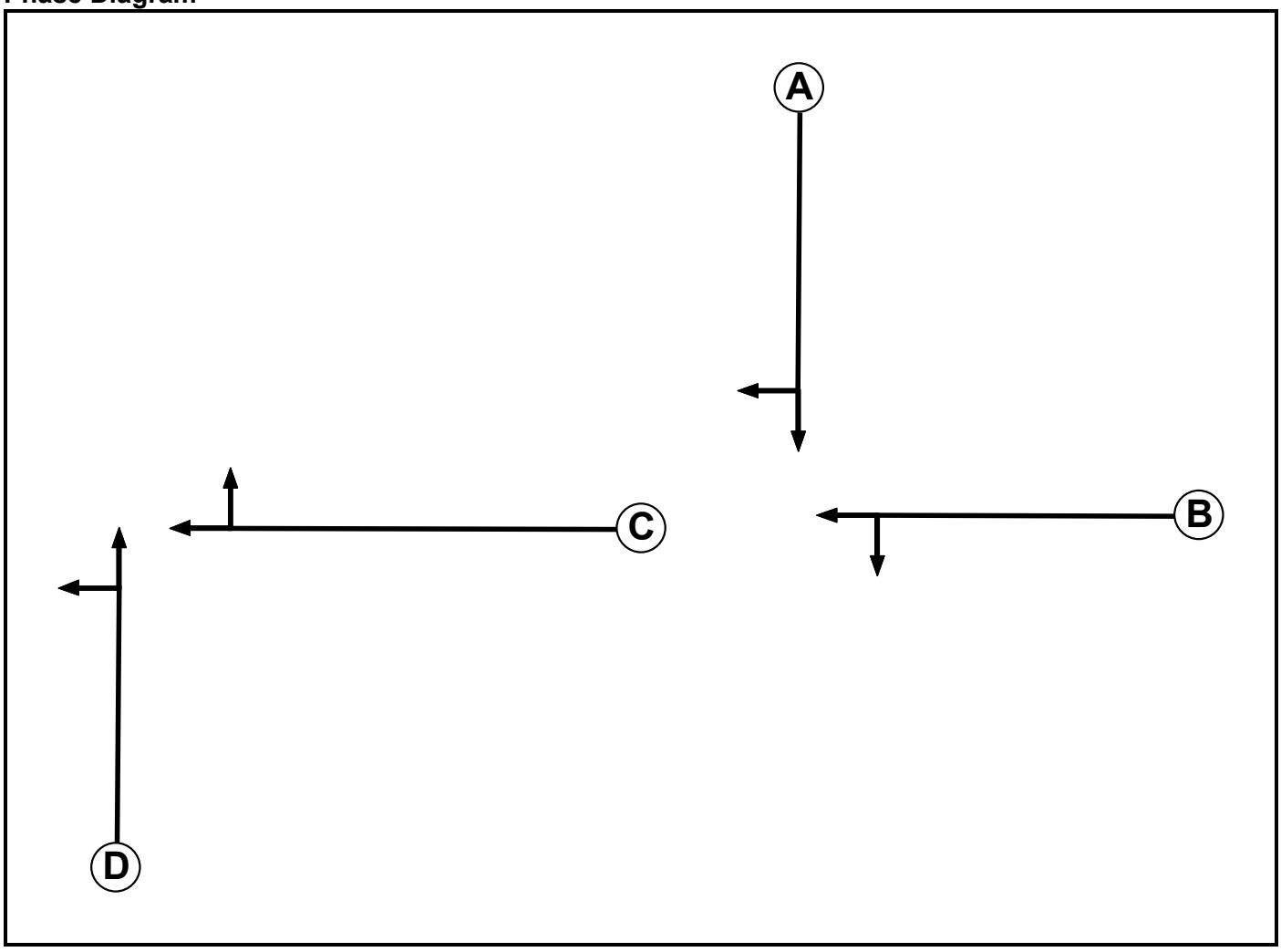
	To Stage		
		1	2
From Stage	1		5
	2	7	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		5
	2	7	

C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry Way

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	2		-9999	7
D	Traffic	2		-9999	7

Phase Intergreens Matrix

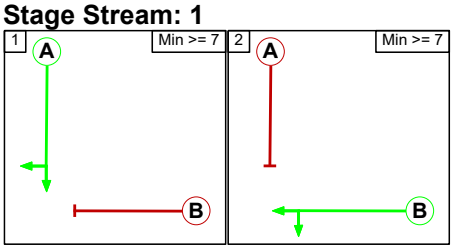
		Starting Phase			
		A	B	C	D
Terminating Phase	A		5	-	-
	B	7		-	-
	C	-	-		5
	D	-	-	7	

Phases in Stage

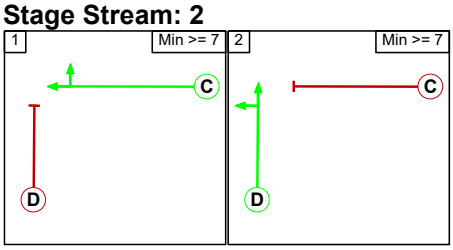
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Full Input Data And Results

Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		5
	2	7	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		5
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A1124 Halstead Road (SB))	U	D	2	3	60.0	User	2142	-	-	-	-	-
1/2 (A1124 Halstead Road (SB))	U	D	2	3	60.0	User	2142	-	-	-	-	-
2/1 (A12 (WB))	U	B	2	3	60.0	User	1800	-	-	-	-	-
2/2 (A12 (WB))	U	B	2	3	60.0	User	1800	-	-	-	-	-
3/1 (A1124 Essex Yeomanry Way (NB))	U	D	2	3	60.0	User	2051	-	-	-	-	-
3/2 (A1124 Essex Yeomanry Way (NB))	U	D	2	3	60.0	User	2138	-	-	-	-	-
4/1 (A12 (EB))	U	B	2	3	60.0	User	1800	-	-	-	-	-
4/2 (A12 (EB))	U	B	2	3	60.0	User	1800	-	-	-	-	-
5/1 (A12 (EB Internal))	U	C	2	3	10.3	User	2363	-	-	-	-	-
5/2 (A12 (EB Internal))	U	C	2	3	10.3	User	2363	-	-	-	-	-
6/1 (A1124 Halstead Road (SB Internal))	U	A	2	3	21.0	User	1800	-	-	-	-	-
6/2 (A1124 Halstead Road (SB Internal))	U	A	2	3	21.0	User	1800	-	-	-	-	-
7/1 (A12 (WB Internal))	U	C	2	3	10.8	User	2138	-	-	-	-	-
7/2 (A12 (WB Internal))	U	C	2	3	10.8	User	2138	-	-	-	-	-
8/1 (A1124 Essex Yeomanry Way (NB Internal))	U	A	2	3	21.9	User	1800	-	-	-	-	-
8/2 (A1124 Essex Yeomanry Way (NB Internal))	U	A	2	3	21.9	User	1800	-	-	-	-	-

9/1 (A1124 Halstead Road (NB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (A1124 Halstead Road (NB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A12 (EB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A1124 Essex Yeomanry Way (SB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (A1124 Essex Yeomanry Way (SB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A12(WB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (A12(WB) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base AM Peak'	07:45	08:45	01:00	
2: '2024 Base PM Peak'	16:30	17:30	01:00	
3: 'FB WD AM '	07:45	08:45	01:00	
4: 'FB WD PM '	16:30	17:30	01:00	
5: 'FB+CD WD AM '	07:45	08:45	01:00	
6: 'FB+CD WD PM '	16:30	17:30	01:00	
7: 'FB+CD+N2T WD AM'	07:45	08:45	01:00	
8: 'FB+CD+N2T WD PM'	16:30	17:30	01:00	

Scenario 1: '2024 Base AM Peak' (FG1: '2024 Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	33	495	406	182	1116
	B	425	57	776	0	1258
	C	353	730	12	315	1410
	D	138	0	253	1	392
	Tot.	949	1282	1447	498	4176

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2024 Base AM Peak
Junction: Unnamed Junction	
1/1	585
1/2	531
2/1	629
2/2	629
3/1	698
3/2	712
4/1	138
4/2	254
5/1	745
5/2	308
6/1	355
6/2	532
7/1	183
7/2	515
8/1	726
8/2	884
9/1	819
9/2	130
10/1	1282
11/1	984
11/2	463
12/1	248
12/2	250

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1124 Halstead Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2142	2142
1/2 (A1124 Halstead Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2142	2142
2/1 (A12 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A12 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1124 Essex Yeomanry Way (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2051	2051
3/2 (A1124 Essex Yeomanry Way (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2138	2138
4/1 (A12 (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A12 (EB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A12 (EB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2363	2363
5/2 (A12 (EB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2363	2363
6/1 (A1124 Halstead Road (SB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1124 Halstead Road (SB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A12 (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2138	2138
7/2 (A12 (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2138	2138
8/1 (A1124 Essex Yeomanry Way (NB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (A1124 Essex Yeomanry Way (NB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (A1124 Halstead Road (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1124 Halstead Road (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A12 (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1124 Essex Yeomanry Way (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (A1124 Essex Yeomanry Way (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A12(WB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A12(WB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 2: '2024 Base PM Peak' (FG2: '2024 Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	24	423	366	125	938
	B	485	30	800	0	1315
	C	388	858	12	246	1504
	D	169	0	364	3	536
	Tot.	1066	1311	1542	374	4293

Traffic Lane Flows

Lane	Scenario 2: 2024 Base PM Peak
Junction: Unnamed Junction	
1/1	485
1/2	453
2/1	658
2/2	657
3/1	734
3/2	770
4/1	169
4/2	367
5/1	769
5/2	498
6/1	393
6/2	501
7/1	128
7/2	539
8/1	870
8/2	927
9/1	929
9/2	137
10/1	1311
11/1	1051
11/2	491
12/1	186
12/2	188

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1124 Halstead Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2142	2142
1/2 (A1124 Halstead Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2142	2142
2/1 (A12 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A12 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1124 Essex Yeomanry Way (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2051	2051
3/2 (A1124 Essex Yeomanry Way (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2138	2138
4/1 (A12 (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A12 (EB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A12 (EB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2363	2363
5/2 (A12 (EB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2363	2363
6/1 (A1124 Halstead Road (SB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1124 Halstead Road (SB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A12 (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2138	2138
7/2 (A12 (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2138	2138
8/1 (A1124 Essex Yeomanry Way (NB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (A1124 Essex Yeomanry Way (NB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (A1124 Halstead Road (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1124 Halstead Road (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A12 (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1124 Essex Yeomanry Way (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (A1124 Essex Yeomanry Way (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A12(WB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A12(WB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 3: 'FB WD AM ' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	35	508	417	188	1148
	B	437	60	797	0	1294
	C	364	749	13	324	1450
	D	143	0	260	2	405
	Tot.	979	1317	1487	514	4297

Traffic Lane Flows

Lane	Scenario 3: FB WD AM
Junction: Unnamed Junction	
1/1	610
1/2	538
2/1	647
2/2	647
3/1	718
3/2	732
4/1	143
4/2	262
5/1	754
5/2	330
6/1	375
6/2	540
7/1	190
7/2	532
8/1	777
8/2	881
9/1	885
9/2	94
10/1	1317
11/1	1022
11/2	465
12/1	257
12/2	257

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1124 Halstead Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2142	2142
1/2 (A1124 Halstead Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2142	2142
2/1 (A12 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A12 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1124 Essex Yeomanry Way (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2051	2051
3/2 (A1124 Essex Yeomanry Way (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2138	2138
4/1 (A12 (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A12 (EB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A12 (EB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2363	2363
5/2 (A12 (EB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2363	2363
6/1 (A1124 Halstead Road (SB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1124 Halstead Road (SB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A12 (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2138	2138
7/2 (A12 (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2138	2138
8/1 (A1124 Essex Yeomanry Way (NB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (A1124 Essex Yeomanry Way (NB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (A1124 Halstead Road (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1124 Halstead Road (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A12 (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1124 Essex Yeomanry Way (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (A1124 Essex Yeomanry Way (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A12(WB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A12(WB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 4: 'FB WD PM ' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	26	435	376	130	967
	B	499	31	823	0	1353
	C	399	882	13	254	1548
	D	174	0	374	4	552
	Tot.	1098	1348	1586	388	4420

Traffic Lane Flows

Lane	Scenario 4: FB WD PM
Junction: Unnamed Junction	
1/1	514
1/2	453
2/1	677
2/2	676
3/1	753
3/2	795
4/1	174
4/2	378
5/1	792
5/2	512
6/1	457
6/2	466
7/1	134
7/2	556
8/1	900
8/2	950
9/1	964
9/2	134
10/1	1348
11/1	1134
11/2	452
12/1	194
12/2	194

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1124 Halstead Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2142	2142
1/2 (A1124 Halstead Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2142	2142
2/1 (A12 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A12 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1124 Essex Yeomanry Way (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2051	2051
3/2 (A1124 Essex Yeomanry Way (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2138	2138
4/1 (A12 (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A12 (EB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A12 (EB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2363	2363
5/2 (A12 (EB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2363	2363
6/1 (A1124 Halstead Road (SB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1124 Halstead Road (SB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A12 (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2138	2138
7/2 (A12 (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2138	2138
8/1 (A1124 Essex Yeomanry Way (NB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (A1124 Essex Yeomanry Way (NB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (A1124 Halstead Road (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1124 Halstead Road (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A12 (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1124 Essex Yeomanry Way (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (A1124 Essex Yeomanry Way (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A12(WB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A12(WB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 5: 'FB+CD WD AM ' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	35	508	417	188	1148
	B	437	60	797	0	1294
	C	364	749	13	324	1450
	D	143	0	260	2	405
	Tot.	979	1317	1487	514	4297

Traffic Lane Flows

Lane	Scenario 5: FB+CD WD AM
Junction: Unnamed Junction	
1/1	610
1/2	538
2/1	647
2/2	647
3/1	742
3/2	708
4/1	143
4/2	262
5/1	725
5/2	359
6/1	375
6/2	540
7/1	190
7/2	532
8/1	782
8/2	876
9/1	658
9/2	321
10/1	1317
11/1	1022
11/2	465
12/1	257
12/2	257

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1124 Halstead Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2142	2142
1/2 (A1124 Halstead Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2142	2142
2/1 (A12 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A12 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1124 Essex Yeomanry Way (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2051	2051
3/2 (A1124 Essex Yeomanry Way (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2138	2138
4/1 (A12 (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A12 (EB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A12 (EB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2363	2363
5/2 (A12 (EB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2363	2363
6/1 (A1124 Halstead Road (SB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1124 Halstead Road (SB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A12 (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2138	2138
7/2 (A12 (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2138	2138
8/1 (A1124 Essex Yeomanry Way (NB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (A1124 Essex Yeomanry Way (NB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (A1124 Halstead Road (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1124 Halstead Road (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A12 (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1124 Essex Yeomanry Way (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (A1124 Essex Yeomanry Way (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A12(WB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A12(WB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 6: 'FB+CD WD PM ' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	26	435	376	130	967
	B	499	31	823	0	1353
	C	399	882	13	254	1548
	D	174	0	374	4	552
	Tot.	1098	1348	1586	388	4420

Traffic Lane Flows

Lane	Scenario 6: FB+CD WD PM
Junction: Unnamed Junction	
1/1	514
1/2	453
2/1	677
2/2	676
3/1	753
3/2	795
4/1	174
4/2	378
5/1	792
5/2	512
6/1	457
6/2	466
7/1	134
7/2	556
8/1	900
8/2	950
9/1	964
9/2	134
10/1	1348
11/1	1134
11/2	452
12/1	194
12/2	194

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1124 Halstead Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2142	2142
1/2 (A1124 Halstead Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2142	2142
2/1 (A12 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A12 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1124 Essex Yeomanry Way (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2051	2051
3/2 (A1124 Essex Yeomanry Way (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2138	2138
4/1 (A12 (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A12 (EB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A12 (EB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2363	2363
5/2 (A12 (EB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2363	2363
6/1 (A1124 Halstead Road (SB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1124 Halstead Road (SB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A12 (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2138	2138
7/2 (A12 (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2138	2138
8/1 (A1124 Essex Yeomanry Way (NB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (A1124 Essex Yeomanry Way (NB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (A1124 Halstead Road (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1124 Halstead Road (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A12 (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1124 Essex Yeomanry Way (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (A1124 Essex Yeomanry Way (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A12(WB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A12(WB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	35	569	417	188	1209
	B	498	60	797	0	1355
	C	364	749	13	324	1450
	D	143	0	260	2	405
	Tot.	1040	1378	1487	514	4419

Traffic Lane Flows

Lane	Scenario 7: FB+CD+N2T WD AM
Junction: Unnamed Junction	
1/1	654
1/2	555
2/1	678
2/2	677
3/1	738
3/2	712
4/1	143
4/2	262
5/1	742
5/2	342
6/1	358
6/2	557
7/1	190
7/2	593
8/1	862
8/2	857
9/1	643
9/2	397
10/1	1378
11/1	1036
11/2	451
12/1	257
12/2	257

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1124 Halstead Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2142	2142
1/2 (A1124 Halstead Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2142	2142
2/1 (A12 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A12 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1124 Essex Yeomanry Way (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2051	2051
3/2 (A1124 Essex Yeomanry Way (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2138	2138
4/1 (A12 (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A12 (EB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A12 (EB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2363	2363
5/2 (A12 (EB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2363	2363
6/1 (A1124 Halstead Road (SB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1124 Halstead Road (SB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A12 (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2138	2138
7/2 (A12 (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2138	2138
8/1 (A1124 Essex Yeomanry Way (NB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (A1124 Essex Yeomanry Way (NB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (A1124 Halstead Road (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1124 Halstead Road (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A12 (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1124 Essex Yeomanry Way (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (A1124 Essex Yeomanry Way (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A12(WB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A12(WB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	26	496	376	130	1028
	B	559	31	823	0	1413
	C	399	882	13	254	1548
	D	174	0	374	4	552
	Tot.	1158	1409	1586	388	4541

Traffic Lane Flows

Lane	Scenario 8: FB+CD+N2T WD PM
Junction: Unnamed Junction	
1/1	568
1/2	460
2/1	707
2/2	706
3/1	747
3/2	801
4/1	174
4/2	378
5/1	811
5/2	493
6/1	458
6/2	465
7/1	134
7/2	616
8/1	943
8/2	967
9/1	1001
9/2	157
10/1	1409
11/1	1165
11/2	421
12/1	194
12/2	194

Lane Saturation Flows

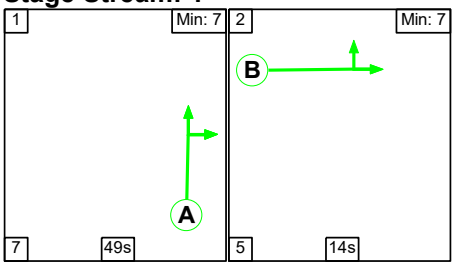
Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1124 Halstead Road (SB) Lane 1)	This lane uses a directly entered Saturation Flow						2142	2142
1/2 (A1124 Halstead Road (SB) Lane 2)	This lane uses a directly entered Saturation Flow						2142	2142
2/1 (A12 (WB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A12 (WB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A1124 Essex Yeomanry Way (NB) Lane 1)	This lane uses a directly entered Saturation Flow						2051	2051
3/2 (A1124 Essex Yeomanry Way (NB) Lane 2)	This lane uses a directly entered Saturation Flow						2138	2138
4/1 (A12 (EB) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A12 (EB) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A12 (EB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2363	2363
5/2 (A12 (EB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2363	2363
6/1 (A1124 Halstead Road (SB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1124 Halstead Road (SB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A12 (WB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						2138	2138
7/2 (A12 (WB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						2138	2138
8/1 (A1124 Essex Yeomanry Way (NB Internal) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (A1124 Essex Yeomanry Way (NB Internal) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
9/1 (A1124 Halstead Road (NB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A1124 Halstead Road (NB) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A12 (EB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A1124 Essex Yeomanry Way (SB) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (A1124 Essex Yeomanry Way (SB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (A12(WB) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
12/2 (A12(WB) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

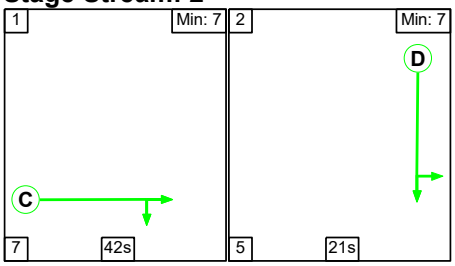
Scenario 1: '2024 Base AM Peak' (FG1: '2024 Base AM Peak', Plan 1: 'Network Control Plan 1')
C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry Way

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

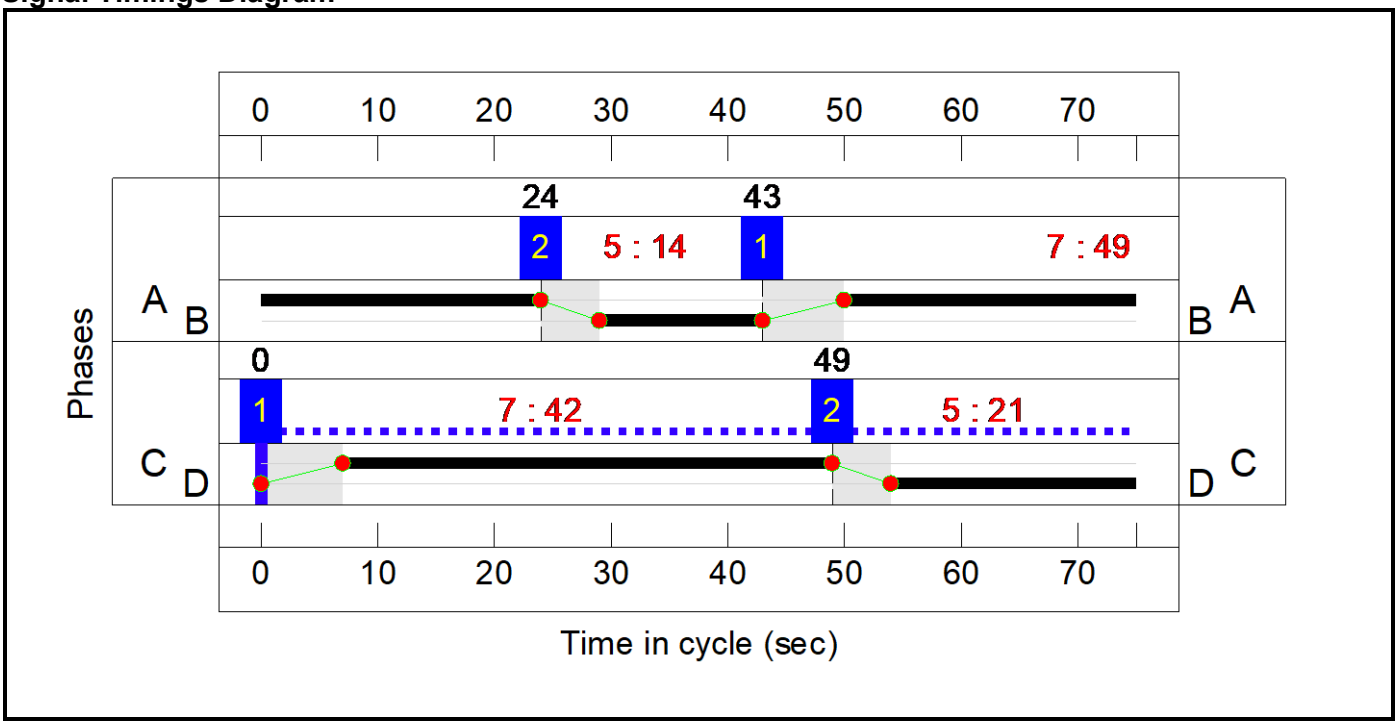
Stage	1	2
Duration	49	14
Change Point	43	24

Stage Stream: 2

Stage	1	2
Duration	42	21
Change Point	0	49

Full Input Data And Results

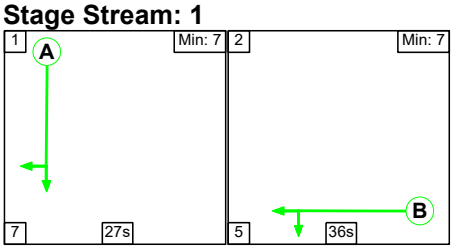
Signal Timings Diagram



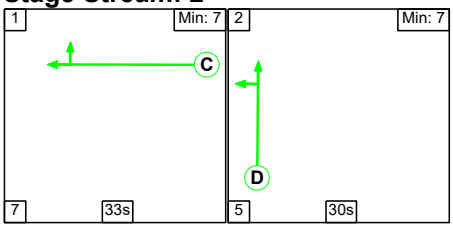
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry Way

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

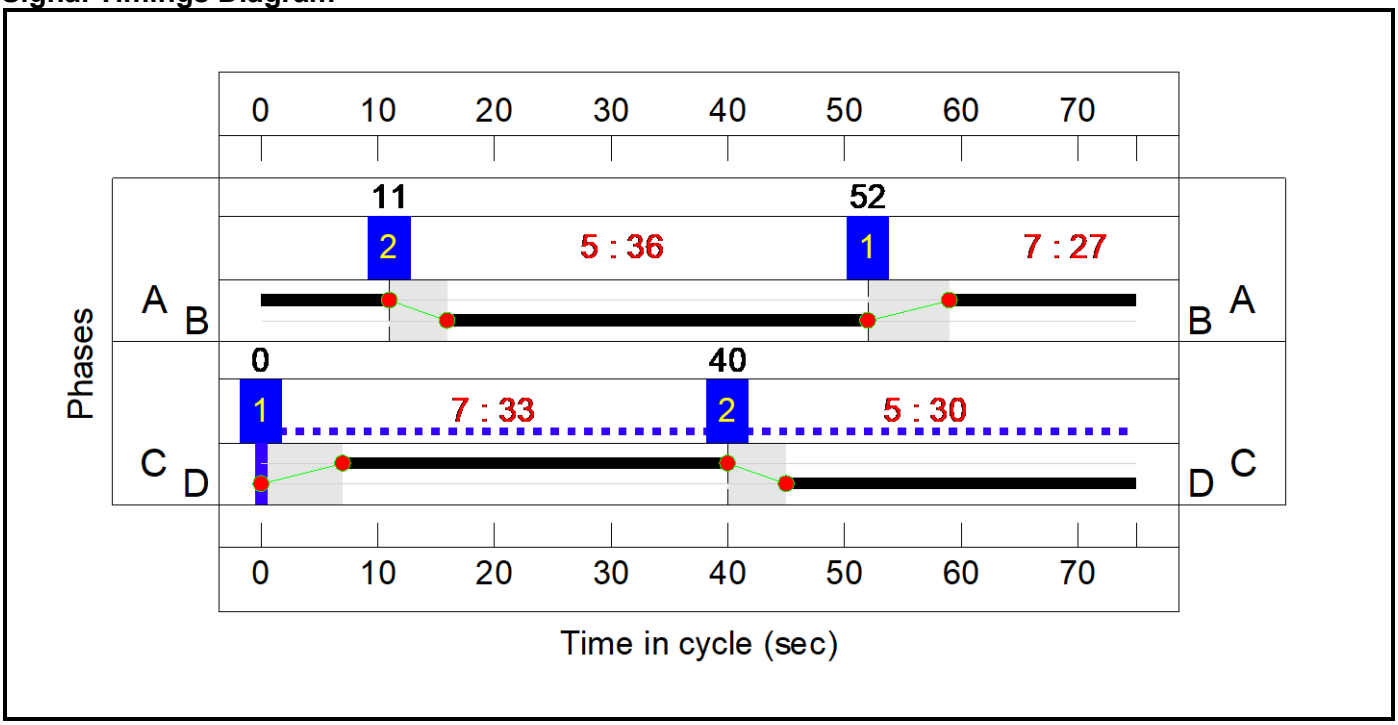
Stage	1	2
Duration	27	36
Change Point	52	11

Stage Stream: 2

Stage	1	2
Duration	33	30
Change Point	0	40

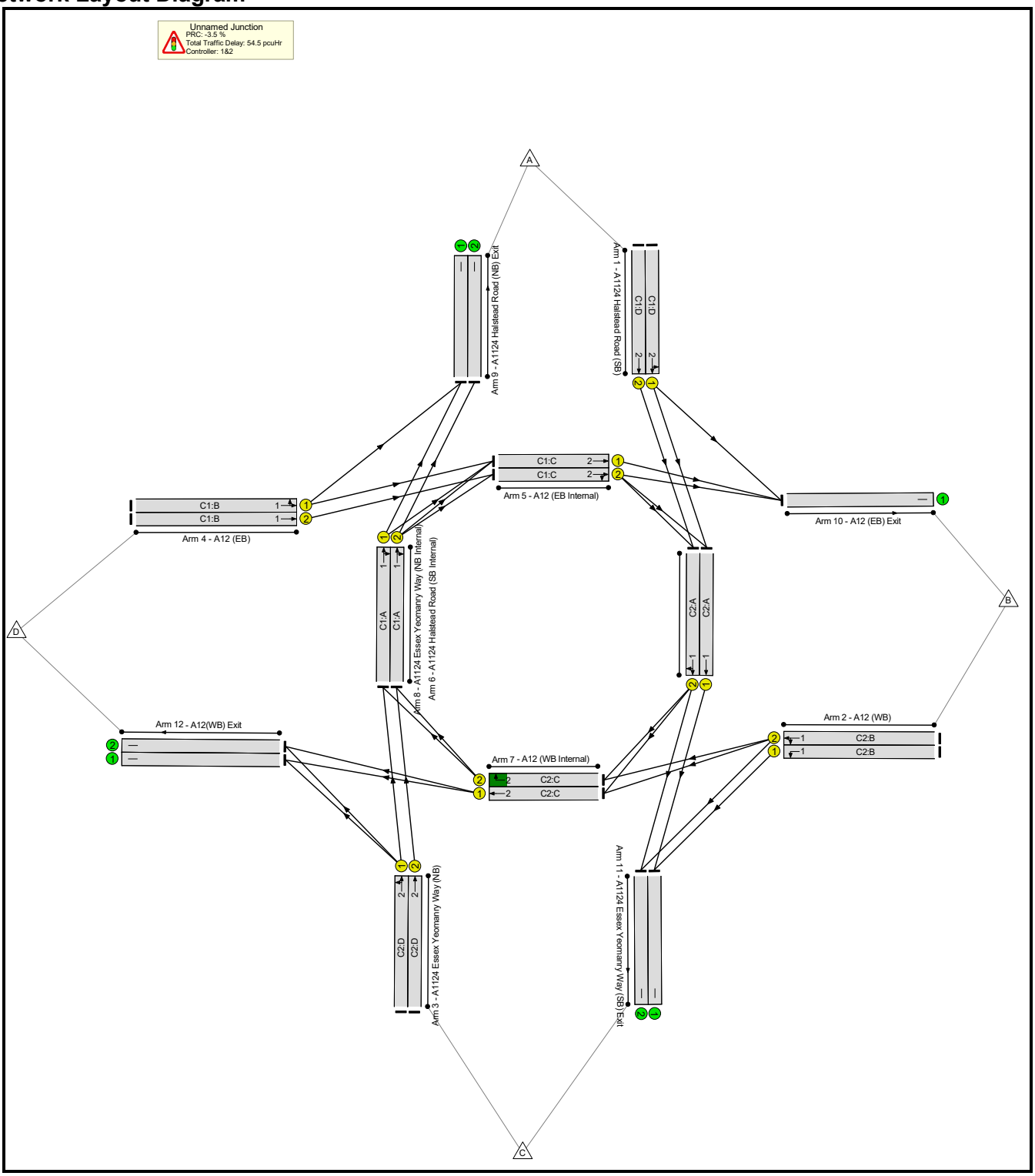
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.1%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.1%**
1/1	A1124 Halstead Road (SB) Ahead Left	U	1:2	N/A	C1:D		1	21	-	585	2142	628	93.1%
1/2	A1124 Halstead Road (SB) Ahead	U	1:2	N/A	C1:D		1	21	-	531	2142	628	84.5%
2/1	A12 (WB) Left	U	2:1	N/A	C2:B		1	36	-	629	1800	888	70.8%
2/2	A12 (WB) Ahead Left	U	2:1	N/A	C2:B		1	36	-	629	1800	888	70.8%
3/1	A1124 Essex Yeomanry Way (NB) Ahead Left	U	2:2	N/A	C2:D		1	30	-	698	2051	848	82.3%
3/2	A1124 Essex Yeomanry Way (NB) Ahead	U	2:2	N/A	C2:D		1	30	-	712	2138	884	80.6%
4/1	A12 (EB) Ahead Left	U	1:1	N/A	C1:B		1	14	-	138	1800	360	38.3%
4/2	A12 (EB) Ahead	U	1:1	N/A	C1:B		1	14	-	254	1800	360	70.6%
5/1	A12 (EB Internal) Ahead	U	1:2	N/A	C1:C		1	42	-	745	2363	1355	55.0%
5/2	A12 (EB Internal) Right Ahead	U	1:2	N/A	C1:C		1	42	-	308	2363	1355	22.7%
6/1	A1124 Halstead Road (SB Internal) Ahead	U	2:1	N/A	C2:A		1	27	-	355	1800	672	52.8%
6/2	A1124 Halstead Road (SB Internal) Right Ahead	U	2:1	N/A	C2:A		1	27	-	532	1800	672	79.2%
7/1	A12 (WB Internal) Ahead	U	2:2	N/A	C2:C		1	33	-	183	2138	969	18.9%
7/2	A12 (WB Internal) Right	U	2:2	N/A	C2:C		1	33	-	515	2138	912	56.5%

Full Input Data And Results

8/1	A1124 Essex Yeomanry Way (NB Internal) Right Ahead	U	1:1	N/A	C1:A		1	49	-	726	1800	1200	60.5%
8/2	A1124 Essex Yeomanry Way (NB Internal) Right Ahead	U	1:1	N/A	C1:A		1	49	-	884	1800	1200	73.7%
9/1	A1124 Halstead Road (NB) Exit	U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
9/2	A1124 Halstead Road (NB) Exit	U	N/A	N/A	-		-	-	-	130	Inf	Inf	0.0%
10/1	A12 (EB) Exit	U	N/A	N/A	-		-	-	-	1282	Inf	Inf	0.0%
11/1	A1124 Essex Yeomanry Way (SB) Exit	U	N/A	N/A	-		-	-	-	984	Inf	Inf	0.0%
11/2	A1124 Essex Yeomanry Way (SB) Exit	U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
12/1	A12(WB) Exit	U	N/A	N/A	-		-	-	-	248	Inf	Inf	0.0%
12/2	A12(WB) Exit	U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**32.2**	**22.2**	**0.0**	**54.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**32.2**	**22.2**	**0.0**	**54.5**	**-**	**-**	**-**	**-**
1/1	585	585	-	-	-	4.2	5.4	-	9.6	59.0	11.7	5.4	17.1
1/2	531	531	-	-	-	3.7	2.6	-	6.3	42.5	10.3	2.6	12.9
2/1	629	629	-	-	-	2.6	1.2	-	3.8	21.7	10.1	1.2	11.3
2/2	629	629	-	-	-	2.6	1.2	-	3.8	21.7	10.1	1.2	11.3
3/1	698	698	-	-	-	3.8	2.3	-	6.1	31.2	12.8	2.3	15.1
3/2	712	712	-	-	-	3.8	2.0	-	5.9	29.6	12.9	2.0	14.9
4/1	138	138	-	-	-	1.0	0.3	-	1.3	34.1	2.5	0.3	2.8
4/2	254	254	-	-	-	2.0	1.2	-	3.1	44.6	4.9	1.2	6.0
5/1	745	745	-	-	-	3.1	0.6	-	3.7	18.1	15.5	0.6	16.1
5/2	308	308	-	-	-	0.3	0.1	-	0.4	5.1	1.0	0.1	1.1
6/1	355	355	-	-	-	1.0	0.6	-	1.6	16.2	6.0	0.6	6.6
6/2	532	532	-	-	-	0.5	1.9	-	2.4	16.1	7.6	1.9	9.5
7/1	183	183	-	-	-	0.2	0.1	-	0.3	6.6	2.5	0.1	2.7
7/2	515	515	-	-	-	1.6	0.6	-	2.2	15.7	3.6	0.6	4.3
8/1	726	726	-	-	-	1.2	0.8	-	2.0	9.7	8.6	0.8	9.3
8/2	884	884	-	-	-	0.6	1.4	-	2.0	8.0	11.1	1.4	12.5
9/1	819	819	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1282	1282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	984	984	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 1	PRC for Signalled Lanes (%):	22.2	Total Delay for Signalled Lanes (pcuHr):	8.39	Cycle Time (s):	75
C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 2	PRC for Signalled Lanes (%):	-3.5	Total Delay for Signalled Lanes (pcuHr):	20.04	Cycle Time (s):	75
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 1	PRC for Signalled Lanes (%):	13.7	Total Delay for Signalled Lanes (pcuHr):	11.56	Cycle Time (s):	75
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 2	PRC for Signalled Lanes (%):	9.3	Total Delay for Signalled Lanes (pcuHr):	14.48	Cycle Time (s):	75
	PRC Over All Lanes (%):	-3.5	Total Delay Over All Lanes(pcuHr):	54.47		

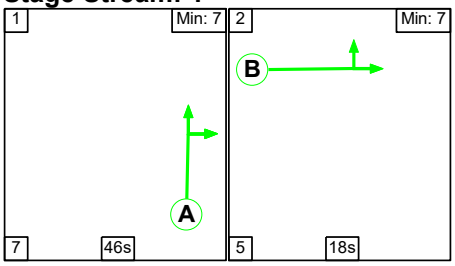
Full Input Data And Results

Scenario 2: '2024 Base PM Peak' (FG2: '2024 Base PM Peak', Plan 1: 'Network Control Plan 1')

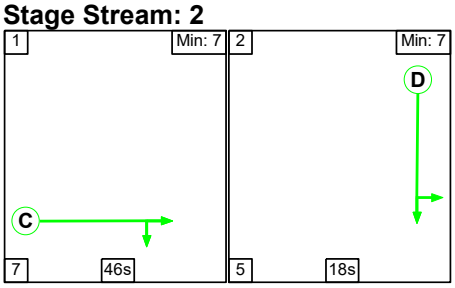
C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry Way

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

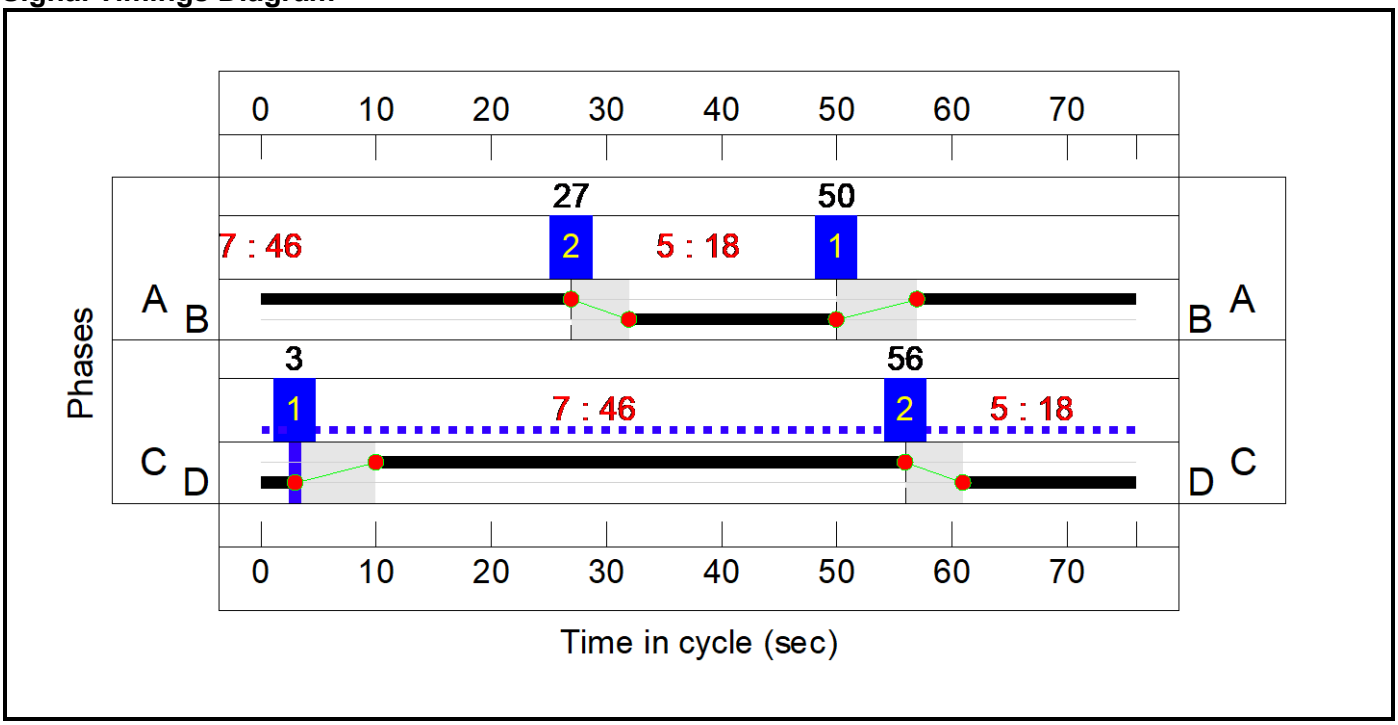
Stage Stream: 1

Stage	1	2
Duration	46	18
Change Point	50	27

Stage Stream: 2

Stage	1	2
Duration	46	18
Change Point	3	56

Signal Timings Diagram

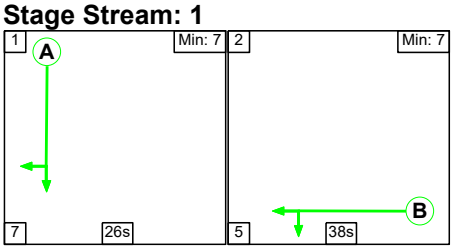


Full Input Data And Results

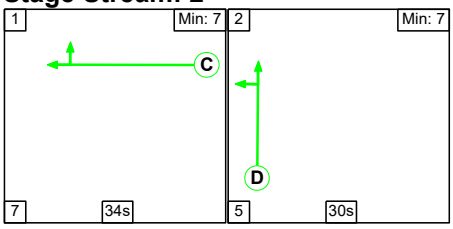
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry Way

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

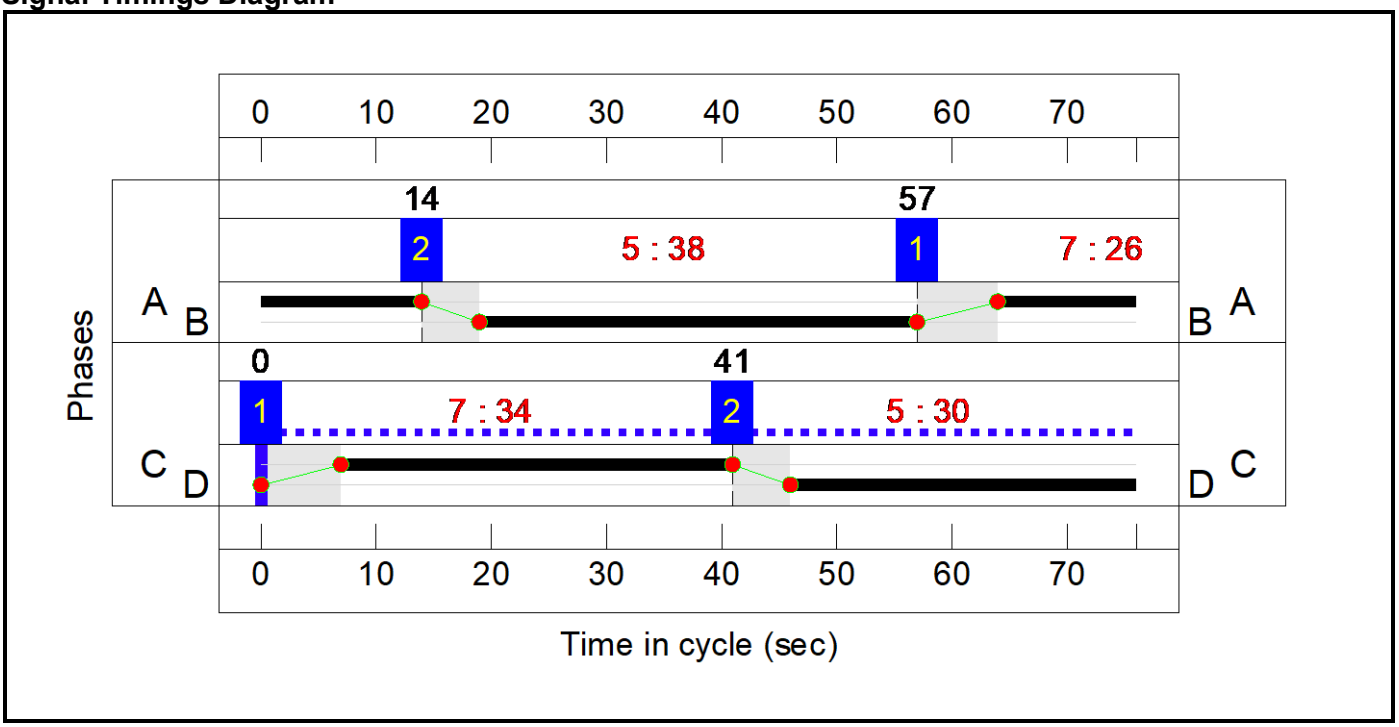
Stage Stream: 1

Stage	1	2
Duration	26	38
Change Point	57	14

Stage Stream: 2

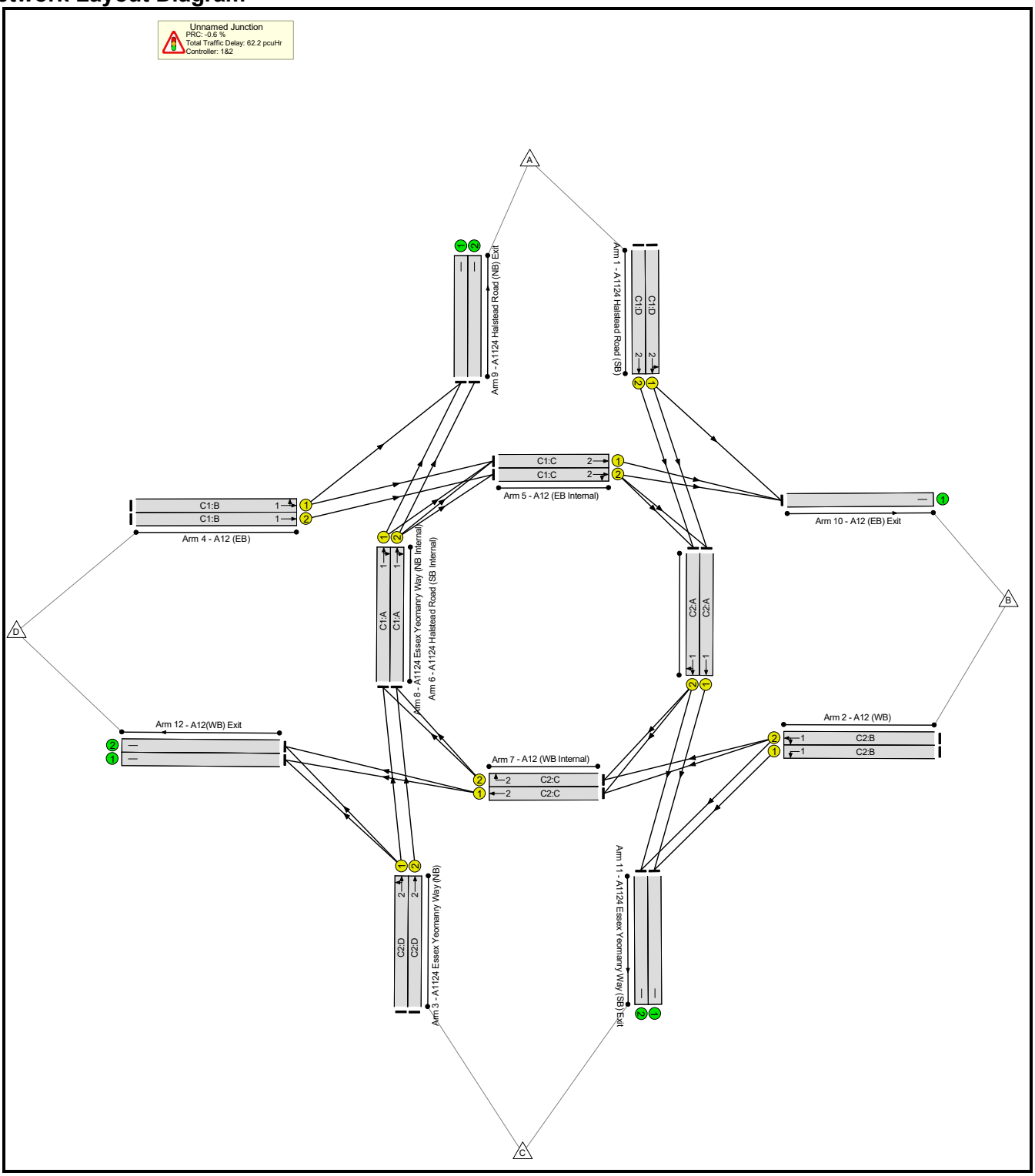
Stage	1	2
Duration	34	30
Change Point	0	41

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.6%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.6%**
1/1	A1124 Halstead Road (SB) Ahead Left	U	1:2	N/A	C1:D		1	18	-	485	2142	536	90.6%
1/2	A1124 Halstead Road (SB) Ahead	U	1:2	N/A	C1:D		1	18	-	453	2142	536	84.6%
2/1	A12 (WB) Left	U	2:1	N/A	C2:B		1	38	-	658	1800	924	71.2%
2/2	A12 (WB) Ahead Left	U	2:1	N/A	C2:B		1	38	-	657	1800	924	71.1%
3/1	A1124 Essex Yeomanry Way (NB) Ahead Left	U	2:2	N/A	C2:D		1	30	-	734	2051	837	87.7%
3/2	A1124 Essex Yeomanry Way (NB) Ahead	U	2:2	N/A	C2:D		1	30	-	770	2138	872	88.3%
4/1	A12 (EB) Ahead Left	U	1:1	N/A	C1:B		1	18	-	169	1800	450	37.6%
4/2	A12 (EB) Ahead	U	1:1	N/A	C1:B		1	18	-	367	1800	450	81.6%
5/1	A12 (EB Internal) Ahead	U	1:2	N/A	C1:C		1	46	-	769	2363	1461	52.6%
5/2	A12 (EB Internal) Right Ahead	U	1:2	N/A	C1:C		1	46	-	498	2363	1461	34.1%
6/1	A1124 Halstead Road (SB Internal) Ahead	U	2:1	N/A	C2:A		1	26	-	393	1800	639	61.5%
6/2	A1124 Halstead Road (SB Internal) Right Ahead	U	2:1	N/A	C2:A		1	26	-	501	1800	639	78.3%
7/1	A12 (WB Internal) Ahead	U	2:2	N/A	C2:C		1	34	-	128	2138	985	13.0%
7/2	A12 (WB Internal) Right	U	2:2	N/A	C2:C		1	34	-	539	2138	985	54.7%

Full Input Data And Results

8/1	A1124 Essex Yeomanry Way (NB Internal) Right Ahead	U	1:1	N/A	C1:A		1	46	-	870	1800	1113	78.2%
8/2	A1124 Essex Yeomanry Way (NB Internal) Right Ahead	U	1:1	N/A	C1:A		1	46	-	927	1800	1113	83.3%
9/1	A1124 Halstead Road (NB) Exit	U	N/A	N/A	-		-	-	-	929	Inf	Inf	0.0%
9/2	A1124 Halstead Road (NB) Exit	U	N/A	N/A	-		-	-	-	137	Inf	Inf	0.0%
10/1	A12 (EB) Exit	U	N/A	N/A	-		-	-	-	1311	Inf	Inf	0.0%
11/1	A1124 Essex Yeomanry Way (SB) Exit	U	N/A	N/A	-		-	-	-	1051	Inf	Inf	0.0%
11/2	A1124 Essex Yeomanry Way (SB) Exit	U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%
12/1	A12(WB) Exit	U	N/A	N/A	-		-	-	-	186	Inf	Inf	0.0%
12/2	A12(WB) Exit	U	N/A	N/A	-		-	-	-	188	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**35.5**	**26.7**	**0.0**	**62.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**35.5**	**26.7**	**0.0**	**62.2**	**-**	**-**	**-**	**-**
1/1	485	485	-	-	-	3.7	4.1	-	7.9	58.3	9.8	4.1	14.0
1/2	453	453	-	-	-	3.4	2.6	-	6.0	47.6	9.1	2.6	11.6
2/1	658	658	-	-	-	2.6	1.2	-	3.8	20.9	10.6	1.2	11.8
2/2	657	657	-	-	-	2.6	1.2	-	3.8	20.9	10.6	1.2	11.8
3/1	734	734	-	-	-	4.2	3.4	-	7.6	37.2	14.3	3.4	17.6
3/2	770	770	-	-	-	4.5	3.5	-	8.0	37.3	15.0	3.5	18.5
4/1	169	169	-	-	-	1.1	0.3	-	1.4	30.0	2.9	0.3	3.2
4/2	367	367	-	-	-	2.7	2.1	-	4.8	47.5	7.2	2.1	9.3
5/1	769	769	-	-	-	3.0	0.6	-	3.6	16.6	16.2	0.6	16.8
5/2	498	498	-	-	-	0.3	0.3	-	0.6	4.2	1.9	0.3	2.1
6/1	393	393	-	-	-	1.3	0.8	-	2.1	19.4	7.4	0.8	8.2
6/2	501	501	-	-	-	0.6	1.8	-	2.4	17.3	6.1	1.8	7.8
7/1	128	128	-	-	-	0.1	0.1	-	0.1	4.0	0.9	0.1	1.0
7/2	539	539	-	-	-	2.1	0.6	-	2.8	18.4	4.8	0.6	5.4
8/1	870	870	-	-	-	1.8	1.8	-	3.6	14.9	14.7	1.8	16.5
8/2	927	927	-	-	-	1.3	2.4	-	3.8	14.6	18.2	2.4	20.6
9/1	929	929	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1311	1311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1051	1051	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 1	PRC for Signalled Lanes (%):	8.1	Total Delay for Signalled Lanes (pcuHr):	13.60	Cycle Time (s):	76
C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 2	PRC for Signalled Lanes (%):	-0.6	Total Delay for Signalled Lanes (pcuHr):	17.98	Cycle Time (s):	76
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 1	PRC for Signalled Lanes (%):	14.9	Total Delay for Signalled Lanes (pcuHr):	12.17	Cycle Time (s):	76
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 2	PRC for Signalled Lanes (%):	1.9	Total Delay for Signalled Lanes (pcuHr):	18.46	Cycle Time (s):	76
	PRC Over All Lanes (%):	-0.6	Total Delay Over All Lanes(pcuHr):	62.21		

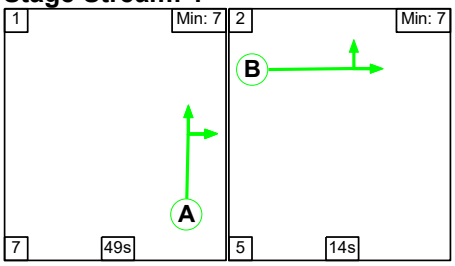
Full Input Data And Results

Scenario 3: 'FB WD AM ' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

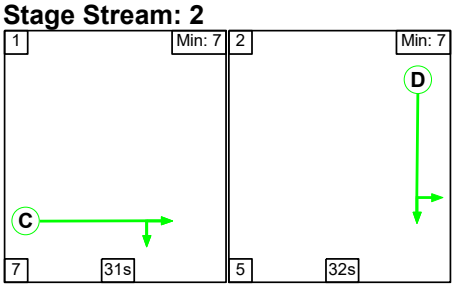
C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry Way

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

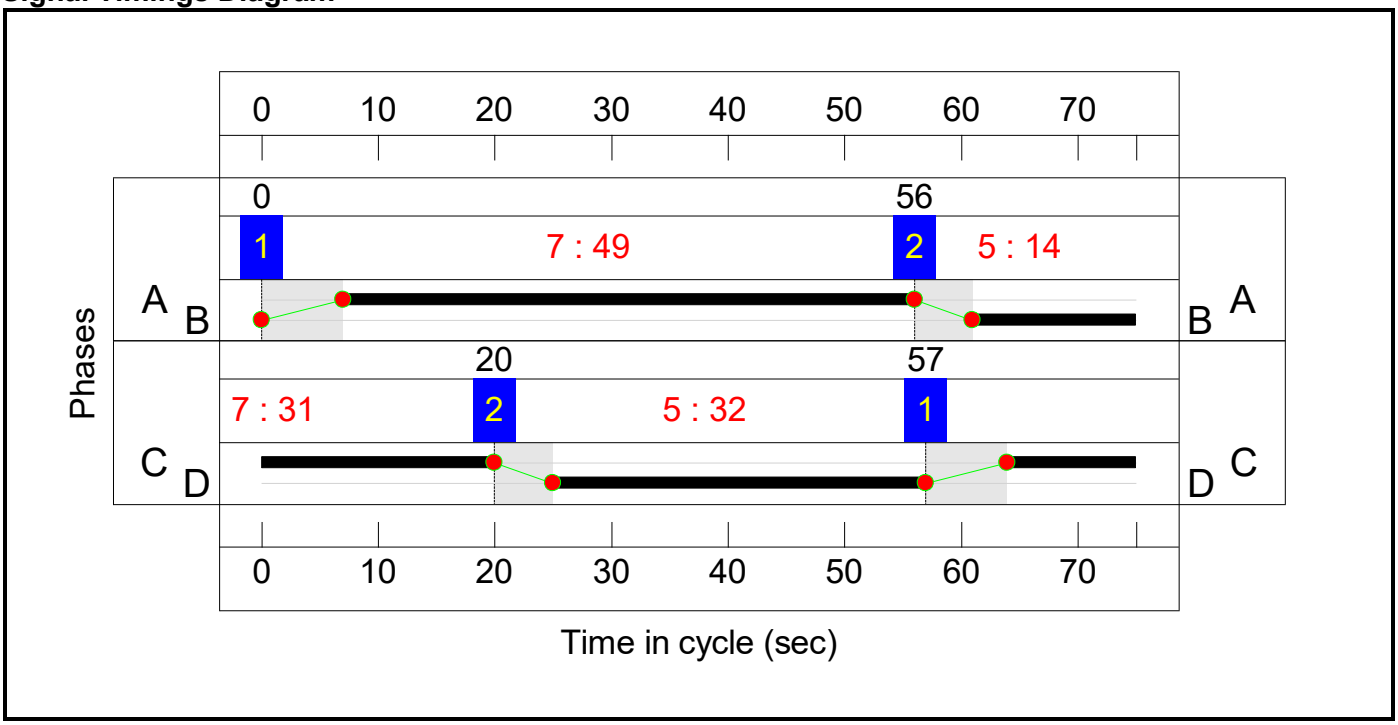
Stage Stream: 1

Stage	1	2
Duration	49	14
Change Point	0	56

Stage Stream: 2

Stage	1	2
Duration	31	32
Change Point	57	20

Signal Timings Diagram

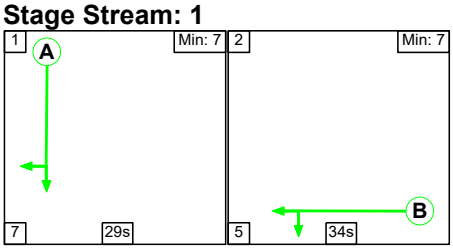


Full Input Data And Results

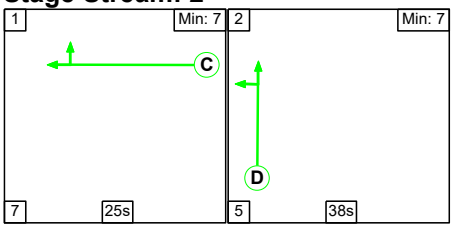
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry Way

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

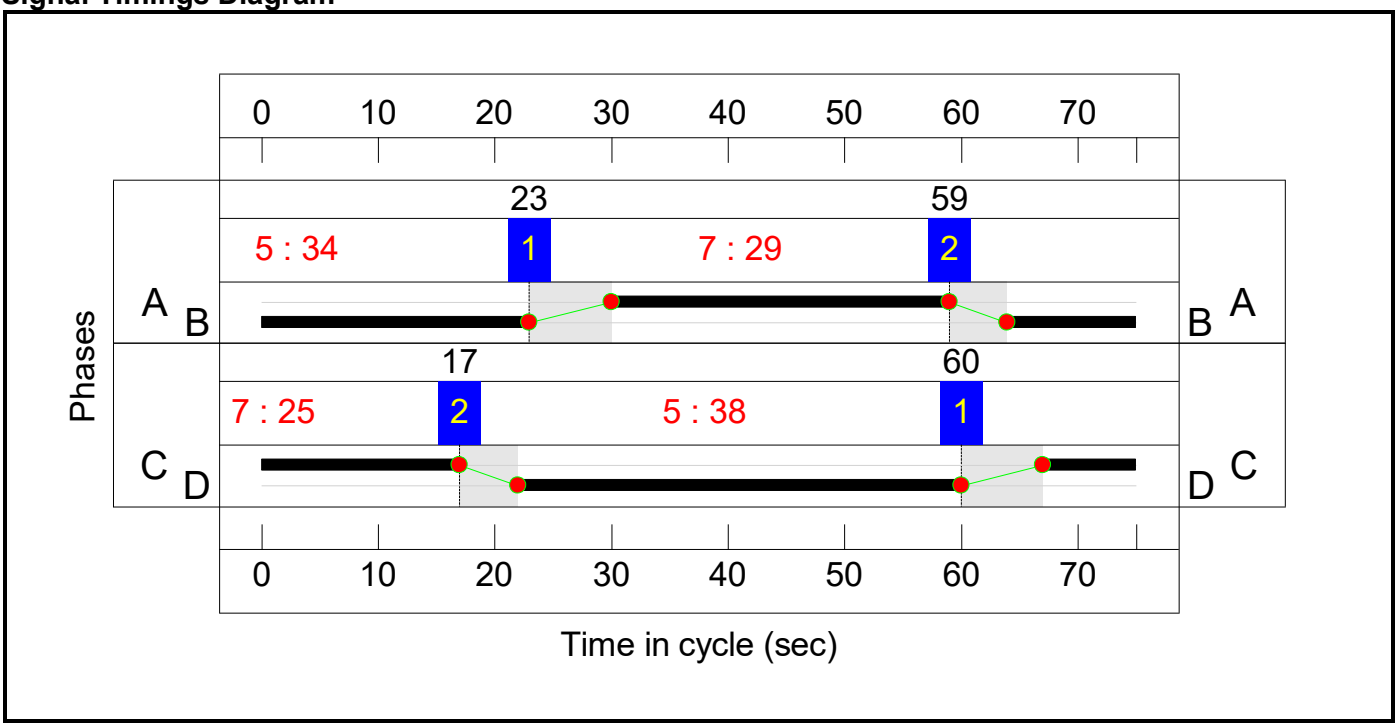
Stage Stream: 1

Stage	1	2
Duration	29	34
Change Point	23	59

Stage Stream: 2

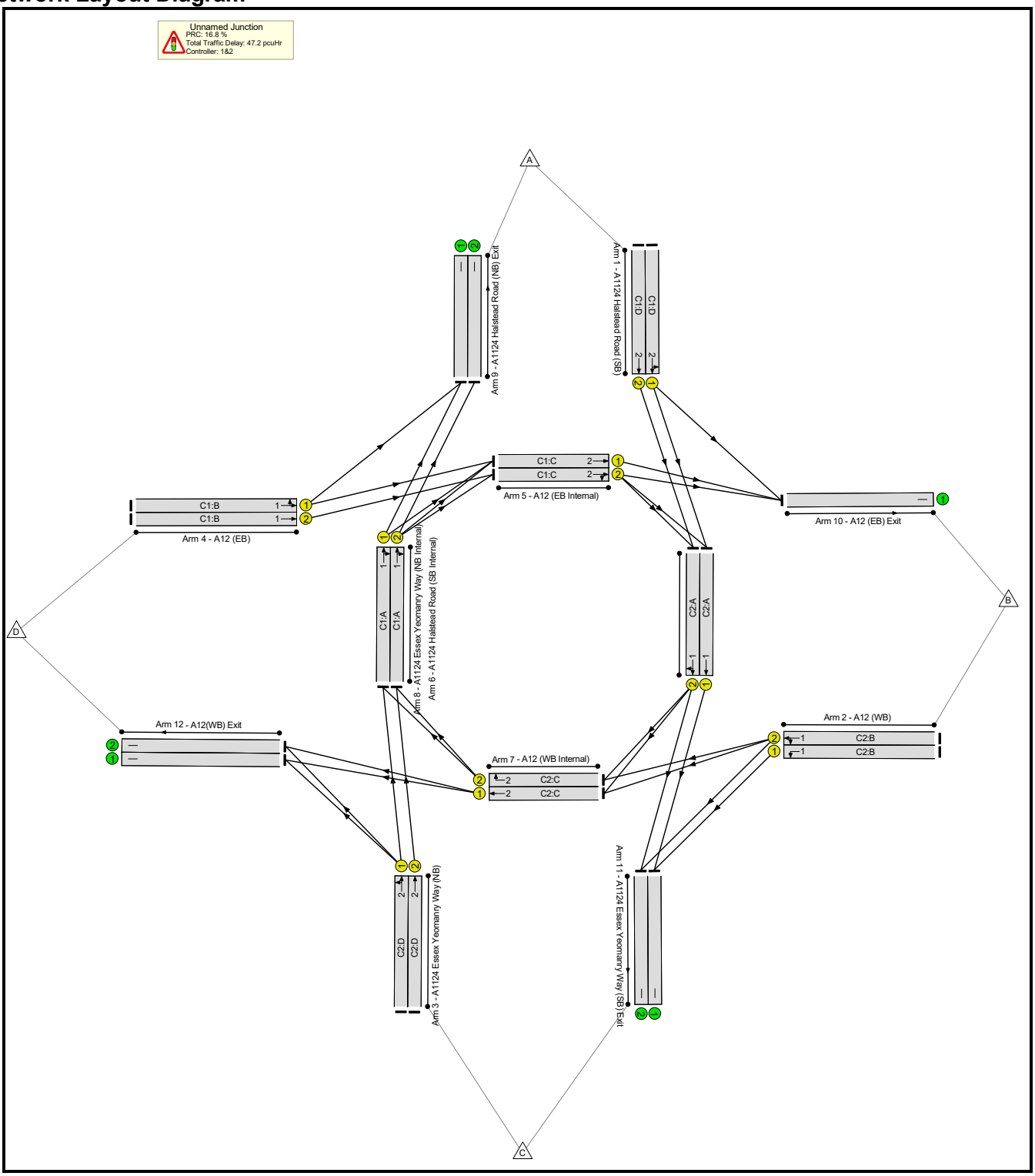
Stage	1	2
Duration	25	38
Change Point	60	17

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.0%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.0%**
1/1	A1124 Halstead Road (SB) Ahead Left	U	1:2	N/A	C1:D		1	32	-	610	2142	942	64.7%
1/2	A1124 Halstead Road (SB) Ahead	U	1:2	N/A	C1:D		1	32	-	538	2142	942	57.1%
2/1	A12 (WB) Left	U	2:1	N/A	C2:B		1	34	-	647	1800	840	77.0%
2/2	A12 (WB) Ahead Left	U	2:1	N/A	C2:B		1	34	-	647	1800	840	77.0%
3/1	A1124 Essex Yeomanry Way (NB) Ahead Left	U	2:2	N/A	C2:D		1	38	-	718	2051	1067	67.3%
3/2	A1124 Essex Yeomanry Way (NB) Ahead	U	2:2	N/A	C2:D		1	38	-	732	2138	1112	65.8%
4/1	A12 (EB) Ahead Left	U	1:1	N/A	C1:B		1	14	-	143	1800	360	39.7%
4/2	A12 (EB) Ahead	U	1:1	N/A	C1:B		1	14	-	262	1800	360	72.8%
5/1	A12 (EB Internal) Ahead	U	1:2	N/A	C1:C		1	31	-	754	2363	1008	74.8%
5/2	A12 (EB Internal) Right Ahead	U	1:2	N/A	C1:C		1	31	-	330	2363	1008	32.7%
6/1	A1124 Halstead Road (SB Internal) Ahead	U	2:1	N/A	C2:A		1	29	-	375	1800	720	52.1%
6/2	A1124 Halstead Road (SB Internal) Right Ahead	U	2:1	N/A	C2:A		1	29	-	540	1800	720	75.0%
7/1	A12 (WB Internal) Ahead	U	2:2	N/A	C2:C		1	25	-	190	2138	741	25.6%
7/2	A12 (WB Internal) Right	U	2:2	N/A	C2:C		1	25	-	532	2138	741	71.8%

Full Input Data And Results

8/1	A1124 Essex Yeomanry Way (NB Internal) Right Ahead	U	1:1	N/A	C1:A		1	49	-	777	1800	1200	64.8%
8/2	A1124 Essex Yeomanry Way (NB Internal) Right Ahead	U	1:1	N/A	C1:A		1	49	-	881	1800	1200	73.4%
9/1	A1124 Halstead Road (NB) Exit	U	N/A	N/A	-		-	-	-	885	Inf	Inf	0.0%
9/2	A1124 Halstead Road (NB) Exit	U	N/A	N/A	-		-	-	-	94	Inf	Inf	0.0%
10/1	A12 (EB) Exit	U	N/A	N/A	-		-	-	-	1317	Inf	Inf	0.0%
11/1	A1124 Essex Yeomanry Way (SB) Exit	U	N/A	N/A	-		-	-	-	1022	Inf	Inf	0.0%
11/2	A1124 Essex Yeomanry Way (SB) Exit	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
12/1	A12(WB) Exit	U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%
12/2	A12(WB) Exit	U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**31.3**	**15.9**	**0.0**	**47.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**31.3**	**15.9**	**0.0**	**47.2**	**-**	**-**	**-**	**-**
1/1	610	610	-	-	-	2.8	0.9	-	3.7	21.8	9.8	0.9	10.7
1/2	538	538	-	-	-	2.3	0.7	-	3.0	20.1	8.4	0.7	9.0
2/1	647	647	-	-	-	3.0	1.6	-	4.6	25.8	11.1	1.6	12.8
2/2	647	647	-	-	-	3.0	1.6	-	4.6	25.8	11.1	1.6	12.8
3/1	718	718	-	-	-	2.7	1.0	-	3.7	18.4	11.0	1.0	12.0
3/2	732	732	-	-	-	2.7	1.0	-	3.6	17.9	11.0	1.0	11.9
4/1	143	143	-	-	-	1.0	0.3	-	1.4	34.4	2.6	0.3	2.9
4/2	262	262	-	-	-	2.0	1.3	-	3.3	46.0	5.1	1.3	6.4
5/1	754	754	-	-	-	3.7	1.5	-	5.1	24.5	12.3	1.5	13.7
5/2	330	330	-	-	-	0.6	0.2	-	0.8	8.7	1.2	0.2	1.5
6/1	375	375	-	-	-	2.1	0.5	-	2.6	25.1	6.5	0.5	7.1
6/2	540	540	-	-	-	1.0	1.5	-	2.5	16.6	5.1	1.5	6.6
7/1	190	190	-	-	-	1.0	0.2	-	1.2	22.7	4.0	0.2	4.1
7/2	532	532	-	-	-	1.4	1.3	-	2.6	17.9	3.7	1.3	4.9
8/1	777	777	-	-	-	0.8	0.9	-	1.7	8.1	7.6	0.9	8.5
8/2	881	881	-	-	-	1.2	1.4	-	2.6	10.7	8.7	1.4	10.1
9/1	885	885	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	94	94	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1317	1317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1022	1022	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 1	PRC for Signalled Lanes (%):	22.6	Total Delay for Signalled Lanes (pcuHr):	9.07	Cycle Time (s):	75
C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 2	PRC for Signalled Lanes (%):	20.3	Total Delay for Signalled Lanes (pcuHr):	12.64	Cycle Time (s):	75
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 1	PRC for Signalled Lanes (%):	16.8	Total Delay for Signalled Lanes (pcuHr):	14.39	Cycle Time (s):	75
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 2	PRC for Signalled Lanes (%):	25.4	Total Delay for Signalled Lanes (pcuHr):	11.14	Cycle Time (s):	75
	PRC Over All Lanes (%):	16.8	Total Delay Over All Lanes(pcuHr):	47.25		

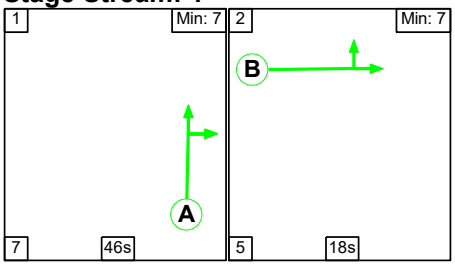
Full Input Data And Results

Scenario 4: 'FB WD PM ' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

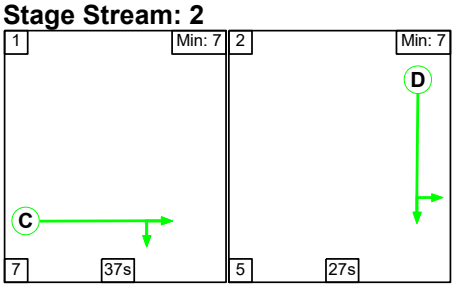
C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry Way

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

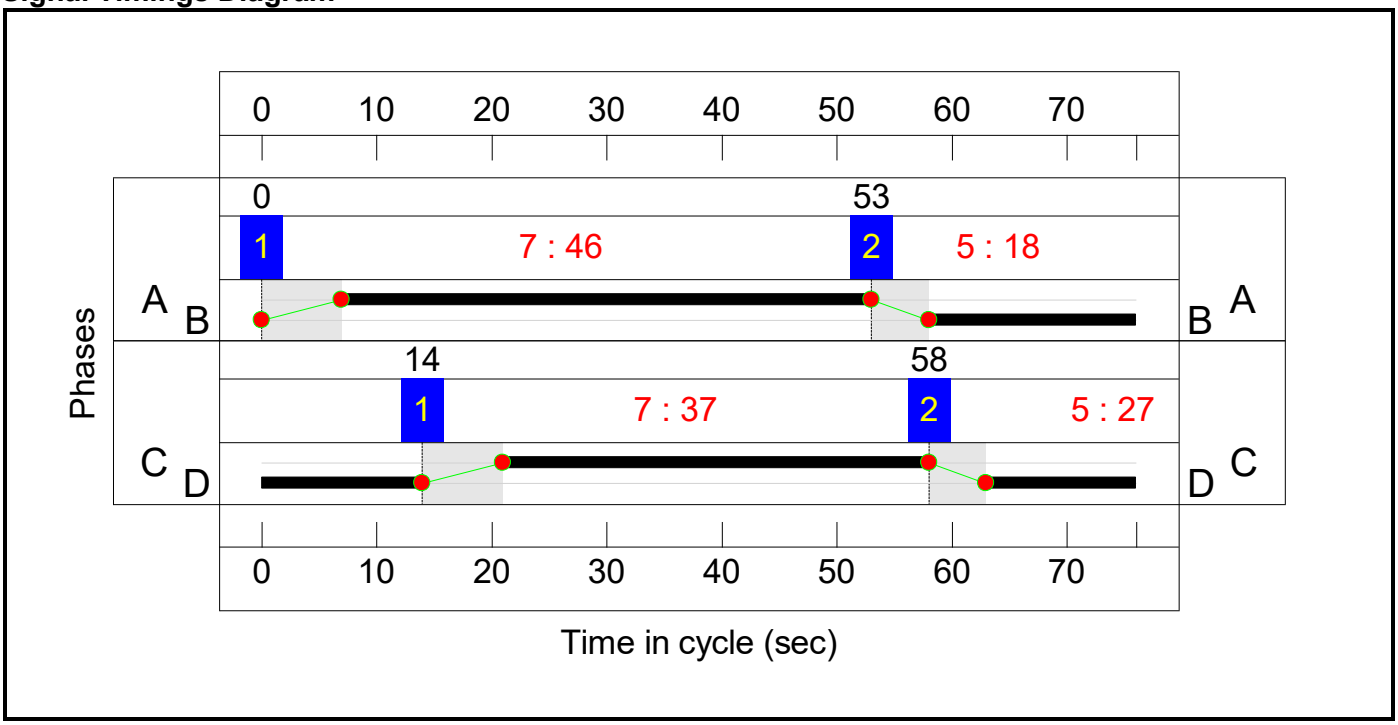
Stage Stream: 1

Stage	1	2
Duration	46	18
Change Point	0	53

Stage Stream: 2

Stage	1	2
Duration	37	27
Change Point	14	58

Signal Timings Diagram

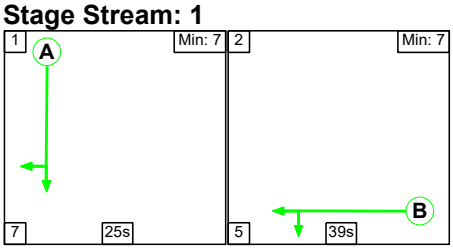


Full Input Data And Results

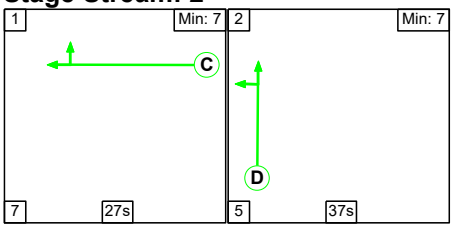
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry Way

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

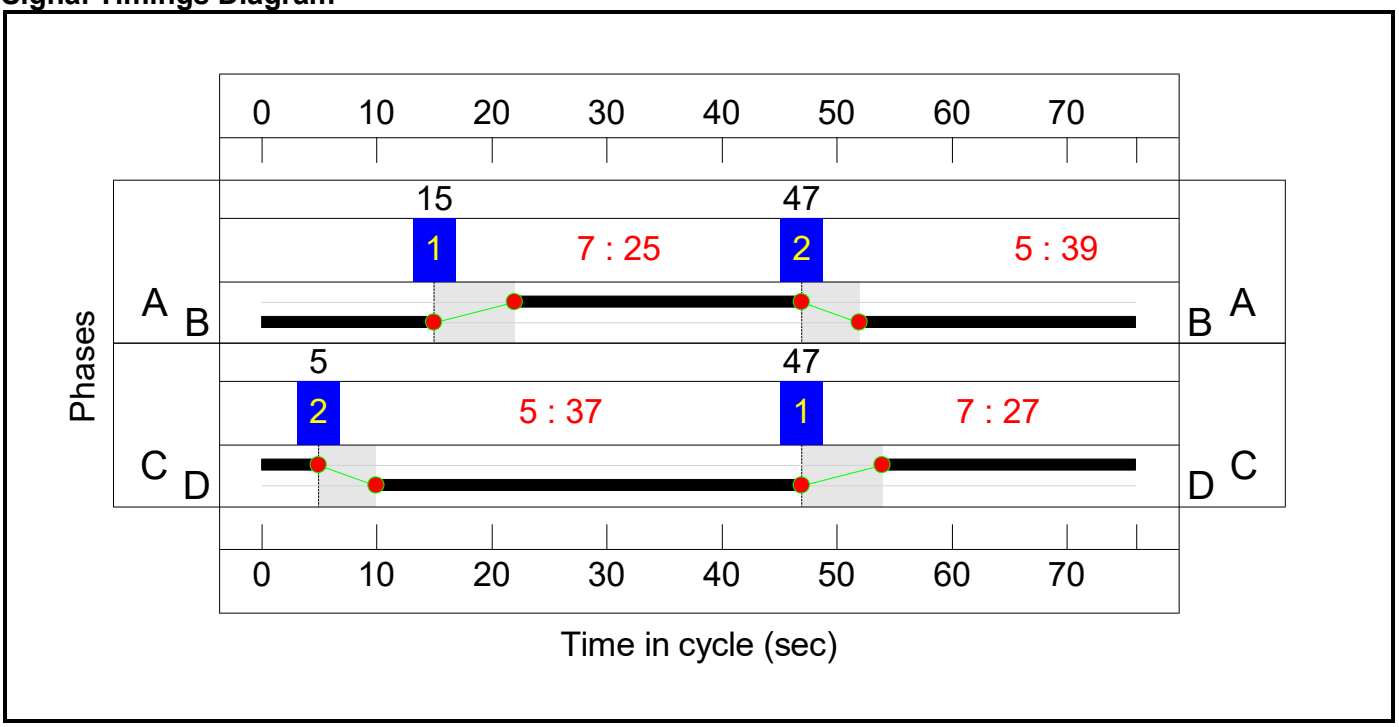
Stage Stream: 1

Stage	1	2
Duration	25	39
Change Point	15	47

Stage Stream: 2

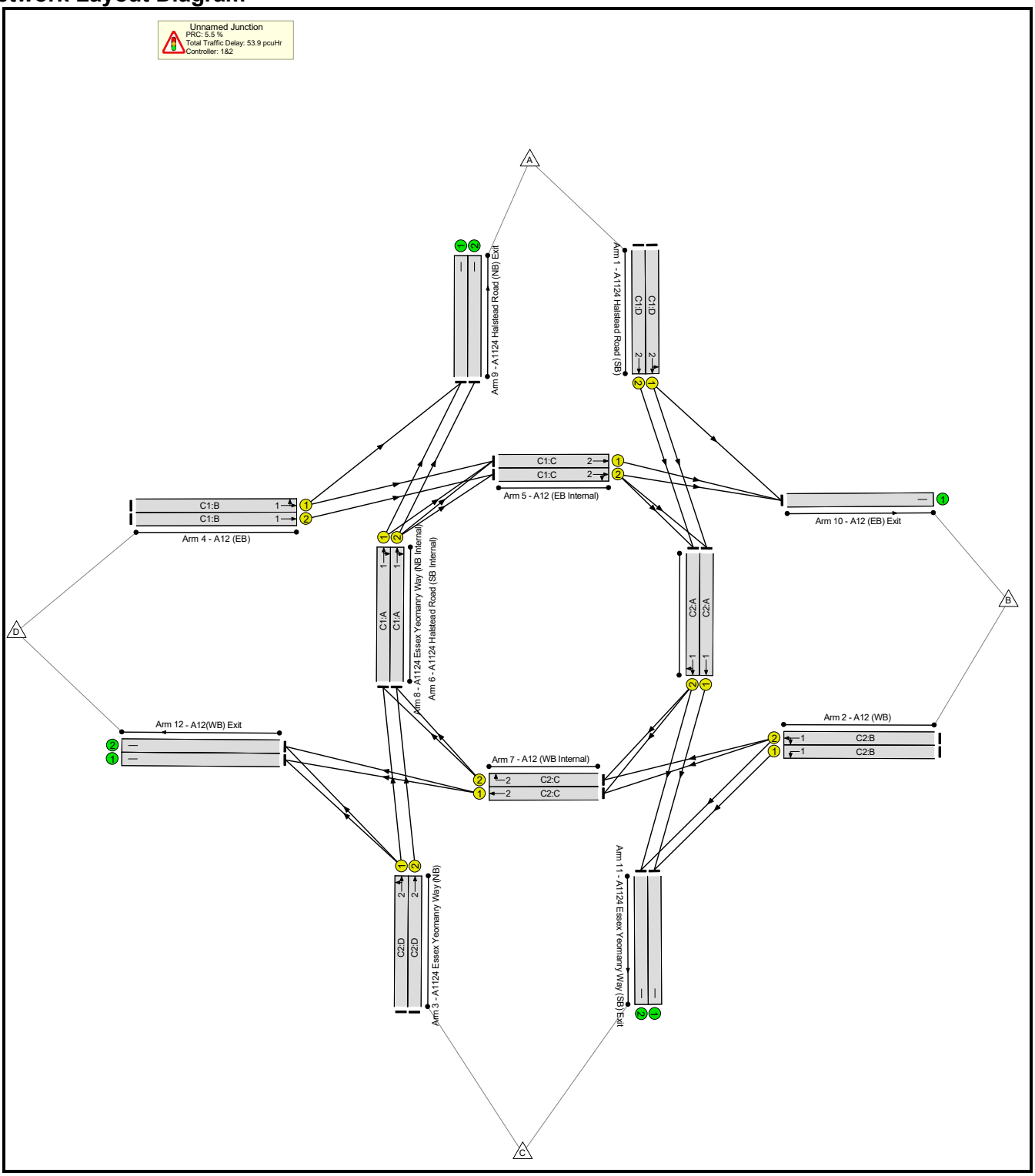
Stage	1	2
Duration	27	37
Change Point	47	5

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.3%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.3%**
1/1	A1124 Halstead Road (SB) Ahead Left	U	1:2	N/A	C1:D		1	27	-	514	2142	789	65.1%
1/2	A1124 Halstead Road (SB) Ahead	U	1:2	N/A	C1:D		1	27	-	453	2142	789	57.4%
2/1	A12 (WB) Left	U	2:1	N/A	C2:B		1	39	-	677	1800	947	71.5%
2/2	A12 (WB) Ahead Left	U	2:1	N/A	C2:B		1	39	-	676	1800	947	71.4%
3/1	A1124 Essex Yeomanry Way (NB) Ahead Left	U	2:2	N/A	C2:D		1	37	-	753	2051	1025	73.4%
3/2	A1124 Essex Yeomanry Way (NB) Ahead	U	2:2	N/A	C2:D		1	37	-	795	2138	1069	74.4%
4/1	A12 (EB) Ahead Left	U	1:1	N/A	C1:B		1	18	-	174	1800	450	38.7%
4/2	A12 (EB) Ahead	U	1:1	N/A	C1:B		1	18	-	378	1800	450	84.0%
5/1	A12 (EB Internal) Ahead	U	1:2	N/A	C1:C		1	37	-	792	2363	1182	67.0%
5/2	A12 (EB Internal) Right Ahead	U	1:2	N/A	C1:C		1	37	-	512	2363	1182	43.3%
6/1	A1124 Halstead Road (SB Internal) Ahead	U	2:1	N/A	C2:A		1	25	-	457	1800	616	74.2%
6/2	A1124 Halstead Road (SB Internal) Right Ahead	U	2:1	N/A	C2:A		1	25	-	466	1800	616	75.7%
7/1	A12 (WB Internal) Ahead	U	2:2	N/A	C2:C		1	27	-	134	2138	788	17.0%
7/2	A12 (WB Internal) Right	U	2:2	N/A	C2:C		1	27	-	556	2138	788	70.6%

Full Input Data And Results

8/1	A1124 Essex Yeomanry Way (NB Internal) Right Ahead	U	1:1	N/A	C1:A		1	46	-	900	1800	1113	80.9%
8/2	A1124 Essex Yeomanry Way (NB Internal) Right Ahead	U	1:1	N/A	C1:A		1	46	-	950	1800	1113	85.3%
9/1	A1124 Halstead Road (NB) Exit	U	N/A	N/A	-		-	-	-	964	Inf	Inf	0.0%
9/2	A1124 Halstead Road (NB) Exit	U	N/A	N/A	-		-	-	-	134	Inf	Inf	0.0%
10/1	A12 (EB) Exit	U	N/A	N/A	-		-	-	-	1348	Inf	Inf	0.0%
11/1	A1124 Essex Yeomanry Way (SB) Exit	U	N/A	N/A	-		-	-	-	1134	Inf	Inf	0.0%
11/2	A1124 Essex Yeomanry Way (SB) Exit	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
12/1	A12(WB) Exit	U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%
12/2	A12(WB) Exit	U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**33.8**	**20.2**	**0.0**	**53.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**33.8**	**20.2**	**0.0**	**53.9**	**-**	**-**	**-**	**-**
1/1	514	514	-	-	-	2.8	0.9	-	3.8	26.4	9.0	0.9	9.9
1/2	453	453	-	-	-	2.4	0.7	-	3.1	24.6	7.5	0.7	8.2
2/1	677	677	-	-	-	2.6	1.2	-	3.8	20.3	10.7	1.2	12.0
2/2	676	676	-	-	-	2.6	1.2	-	3.8	20.2	10.7	1.2	11.9
3/1	753	753	-	-	-	3.1	1.4	-	4.5	21.6	12.6	1.4	13.9
3/2	795	795	-	-	-	3.3	1.4	-	4.8	21.6	13.2	1.4	14.7
4/1	174	174	-	-	-	1.1	0.3	-	1.5	30.2	3.0	0.3	3.4
4/2	378	378	-	-	-	2.8	2.5	-	5.3	50.5	7.6	2.5	10.0
5/1	792	792	-	-	-	0.4	1.0	-	1.4	6.5	2.3	1.0	3.3
5/2	512	512	-	-	-	3.4	0.4	-	3.8	26.5	9.1	0.4	9.5
6/1	457	457	-	-	-	0.9	1.4	-	2.3	17.9	4.7	1.4	6.1
6/2	466	466	-	-	-	2.8	1.5	-	4.3	33.3	9.7	1.5	11.3
7/1	134	134	-	-	-	0.7	0.1	-	0.8	20.5	2.8	0.1	2.9
7/2	556	556	-	-	-	1.6	1.2	-	2.8	17.9	3.8	1.2	5.0
8/1	900	900	-	-	-	2.0	2.1	-	4.1	16.4	13.5	2.1	15.6
8/2	950	950	-	-	-	1.2	2.8	-	4.0	15.2	11.6	2.8	14.4
9/1	964	964	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1348	1348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1134	1134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 1	PRC for Signalled Lanes (%):	5.5	Total Delay for Signalled Lanes (pcuHr):	14.86	Cycle Time (s):	76
C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 2	PRC for Signalled Lanes (%):	34.3	Total Delay for Signalled Lanes (pcuHr):	12.06	Cycle Time (s):	76
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 1	PRC for Signalled Lanes (%):	18.9	Total Delay for Signalled Lanes (pcuHr):	14.19	Cycle Time (s):	76
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 2	PRC for Signalled Lanes (%):	21.0	Total Delay for Signalled Lanes (pcuHr):	12.80	Cycle Time (s):	76
	PRC Over All Lanes (%):	5.5	Total Delay Over All Lanes(pcuHr):	53.91		

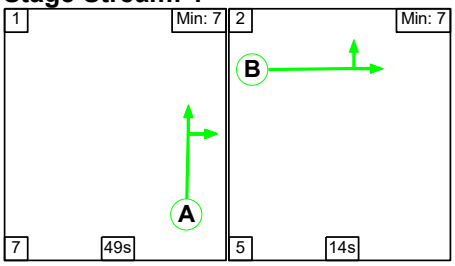
Full Input Data And Results

Scenario 5: 'FB+CD WD AM ' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

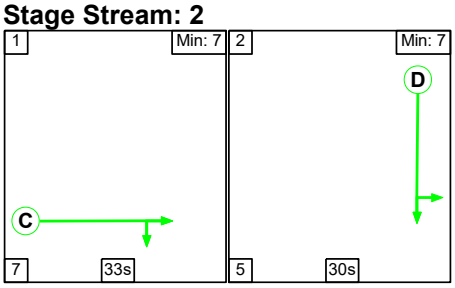
C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry Way

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

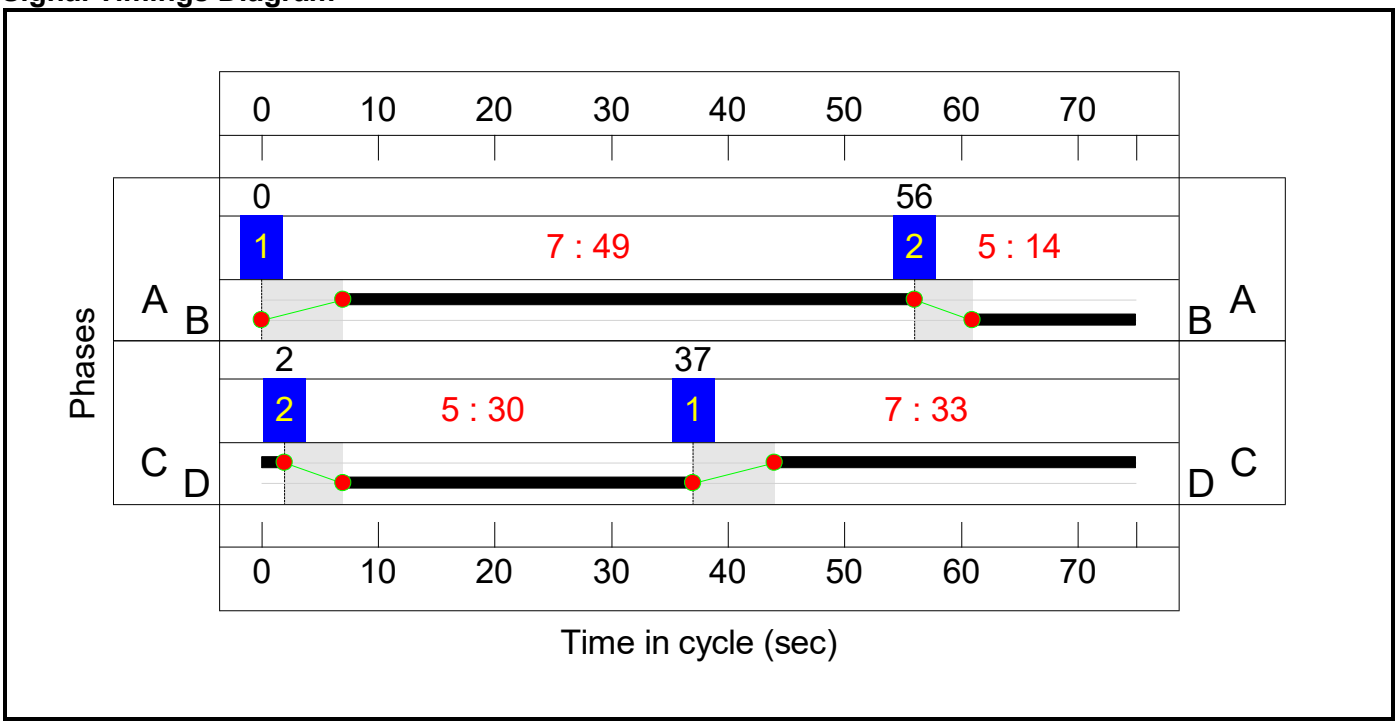
Stage Stream: 1

Stage	1	2
Duration	49	14
Change Point	0	56

Stage Stream: 2

Stage	1	2
Duration	33	30
Change Point	37	2

Signal Timings Diagram

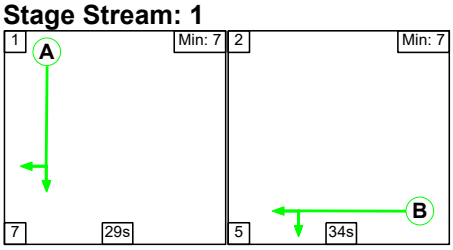


Full Input Data And Results

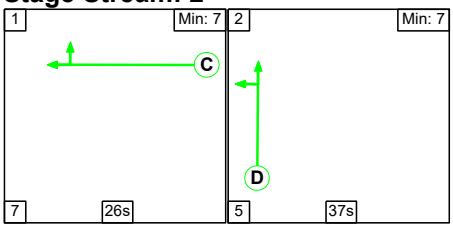
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry Way

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

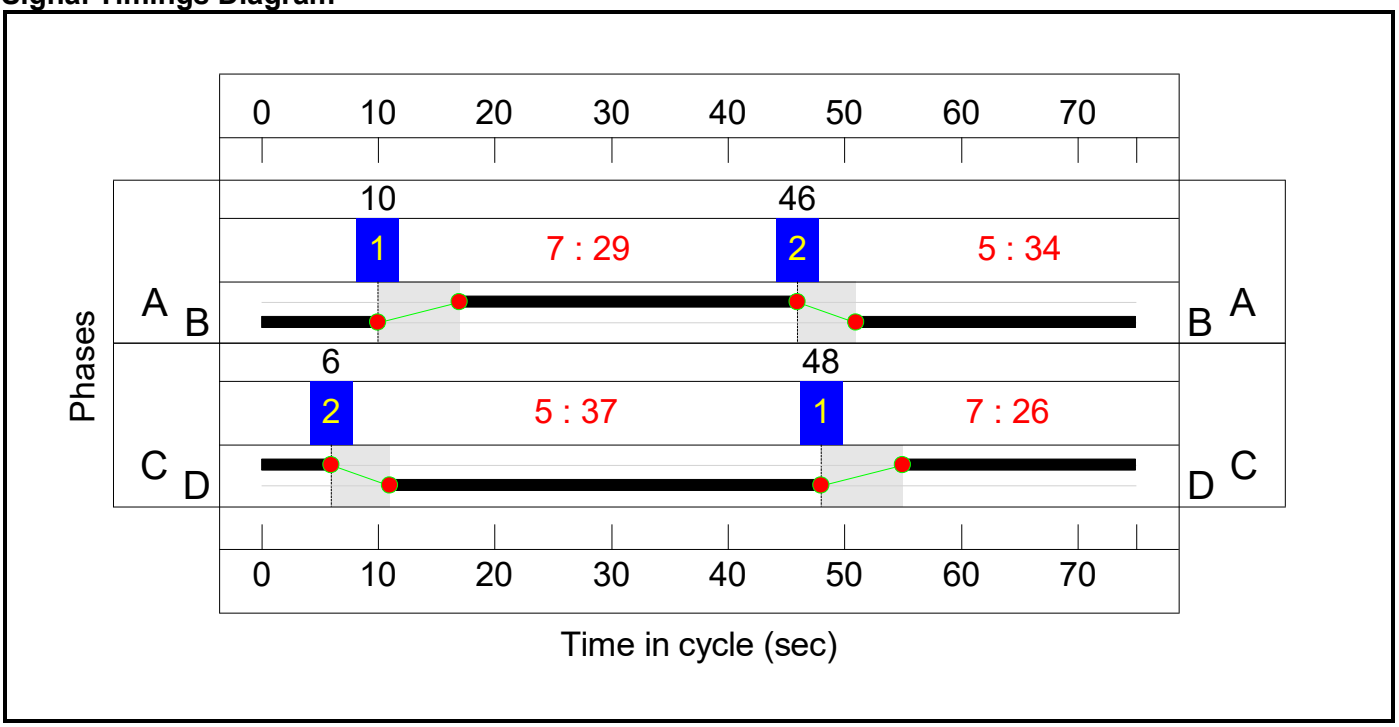
Stage Stream: 1

Stage	1	2
Duration	29	34
Change Point	10	46

Stage Stream: 2

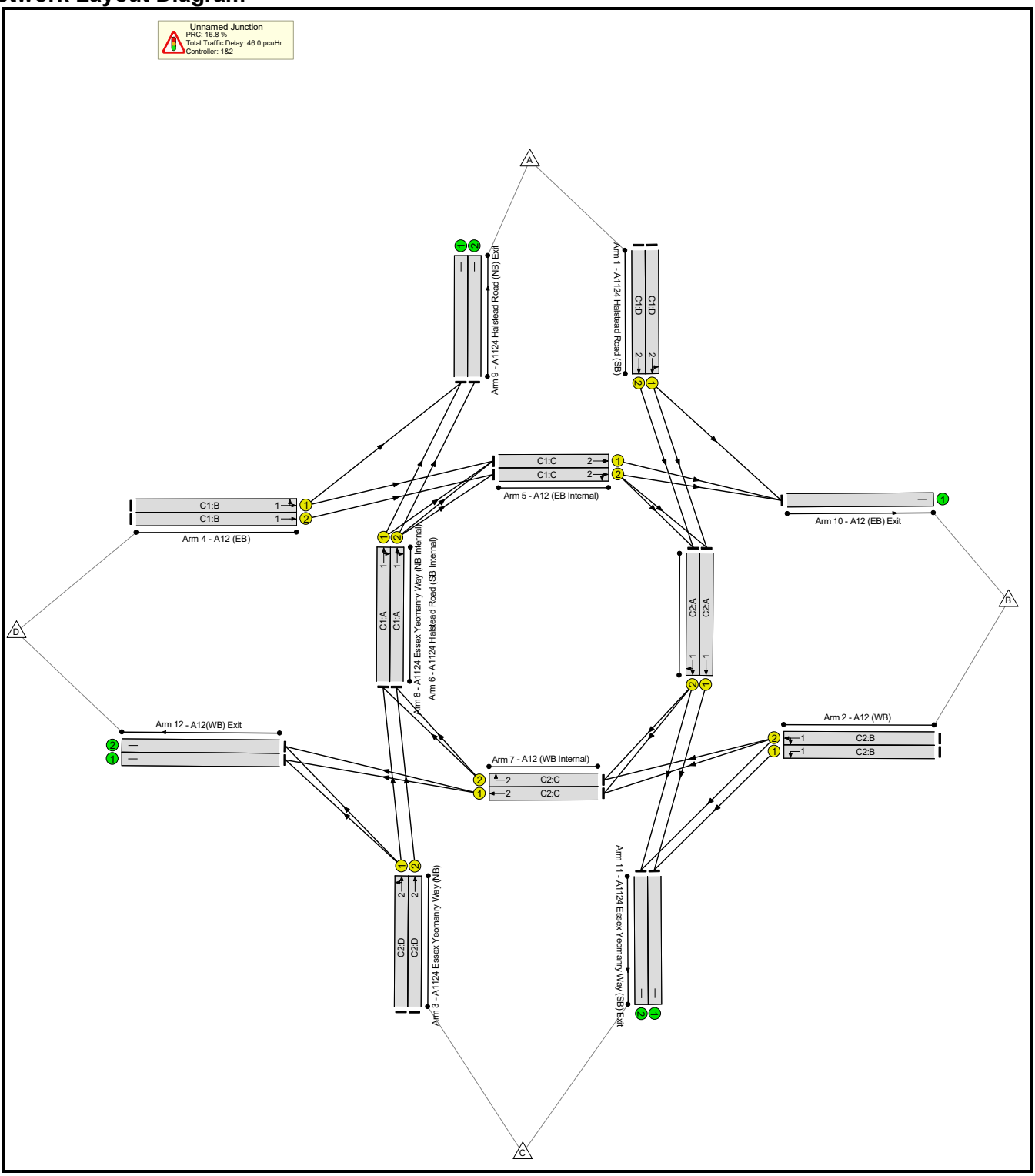
Stage	1	2
Duration	26	37
Change Point	48	6

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.0%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.0%**
1/1	A1124 Halstead Road (SB) Ahead Left	U	1:2	N/A	C1:D		1	30	-	610	2142	885	68.9%
1/2	A1124 Halstead Road (SB) Ahead	U	1:2	N/A	C1:D		1	30	-	538	2142	885	60.8%
2/1	A12 (WB) Left	U	2:1	N/A	C2:B		1	34	-	647	1800	840	77.0%
2/2	A12 (WB) Ahead Left	U	2:1	N/A	C2:B		1	34	-	647	1800	840	77.0%
3/1	A1124 Essex Yeomanry Way (NB) Ahead Left	U	2:2	N/A	C2:D		1	37	-	742	2051	1039	71.4%
3/2	A1124 Essex Yeomanry Way (NB) Ahead	U	2:2	N/A	C2:D		1	37	-	708	2138	1083	65.4%
4/1	A12 (EB) Ahead Left	U	1:1	N/A	C1:B		1	14	-	143	1800	360	39.7%
4/2	A12 (EB) Ahead	U	1:1	N/A	C1:B		1	14	-	262	1800	360	72.8%
5/1	A12 (EB Internal) Ahead	U	1:2	N/A	C1:C		1	33	-	725	2363	1071	67.7%
5/2	A12 (EB Internal) Right Ahead	U	1:2	N/A	C1:C		1	33	-	359	2363	1071	33.5%
6/1	A1124 Halstead Road (SB Internal) Ahead	U	2:1	N/A	C2:A		1	29	-	375	1800	720	52.1%
6/2	A1124 Halstead Road (SB Internal) Right Ahead	U	2:1	N/A	C2:A		1	29	-	540	1800	720	75.0%
7/1	A12 (WB Internal) Ahead	U	2:2	N/A	C2:C		1	26	-	190	2138	770	24.7%
7/2	A12 (WB Internal) Right	U	2:2	N/A	C2:C		1	26	-	532	2138	770	69.1%

Full Input Data And Results

8/1	A1124 Essex Yeomanry Way (NB Internal) Right Ahead	U	1:1	N/A	C1:A		1	49	-	782	1800	1200	65.2%
8/2	A1124 Essex Yeomanry Way (NB Internal) Right Ahead	U	1:1	N/A	C1:A		1	49	-	876	1800	1200	73.0%
9/1	A1124 Halstead Road (NB) Exit	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
9/2	A1124 Halstead Road (NB) Exit	U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
10/1	A12 (EB) Exit	U	N/A	N/A	-		-	-	-	1317	Inf	Inf	0.0%
11/1	A1124 Essex Yeomanry Way (SB) Exit	U	N/A	N/A	-		-	-	-	1022	Inf	Inf	0.0%
11/2	A1124 Essex Yeomanry Way (SB) Exit	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
12/1	A12(WB) Exit	U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%
12/2	A12(WB) Exit	U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**30.2**	**15.8**	**0.0**	**46.0**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**30.2**	**15.8**	**0.0**	**46.0**	**-**	**-**	**-**	**-**
1/1	610	610	-	-	-	3.1	1.1	-	4.2	24.5	10.3	1.1	11.4
1/2	538	538	-	-	-	2.6	0.8	-	3.3	22.4	8.7	0.8	9.4
2/1	647	647	-	-	-	3.0	1.6	-	4.6	25.8	11.1	1.6	12.8
2/2	647	647	-	-	-	3.0	1.6	-	4.6	25.8	11.1	1.6	12.8
3/1	742	742	-	-	-	2.9	1.2	-	4.2	20.3	11.7	1.2	13.0
3/2	708	708	-	-	-	2.7	0.9	-	3.6	18.4	10.8	0.9	11.8
4/1	143	143	-	-	-	1.0	0.3	-	1.4	34.4	2.6	0.3	2.9
4/2	262	262	-	-	-	2.0	1.3	-	3.3	46.0	5.1	1.3	6.4
5/1	725	725	-	-	-	2.8	1.0	-	3.8	18.9	15.0	1.0	16.1
5/2	359	359	-	-	-	0.8	0.3	-	1.1	10.9	2.4	0.3	2.6
6/1	375	375	-	-	-	1.4	0.5	-	1.9	18.6	6.8	0.5	7.3
6/2	540	540	-	-	-	0.4	1.5	-	1.9	12.7	5.6	1.5	7.1
7/1	190	190	-	-	-	1.2	0.2	-	1.3	25.4	4.0	0.2	4.1
7/2	532	532	-	-	-	1.2	1.1	-	2.3	15.3	3.6	1.1	4.7
8/1	782	782	-	-	-	1.3	0.9	-	2.2	10.3	8.3	0.9	9.2
8/2	876	876	-	-	-	0.8	1.3	-	2.1	8.6	8.6	1.3	9.9
9/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1317	1317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1022	1022	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 1	PRC for Signalled Lanes (%):	23.3	Total Delay for Signalled Lanes (pcuHr):	9.04	Cycle Time (s):	75
C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 2	PRC for Signalled Lanes (%):	30.6	Total Delay for Signalled Lanes (pcuHr):	12.39	Cycle Time (s):	75
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 1	PRC for Signalled Lanes (%):	16.8	Total Delay for Signalled Lanes (pcuHr):	13.13	Cycle Time (s):	75
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 2	PRC for Signalled Lanes (%):	26.0	Total Delay for Signalled Lanes (pcuHr):	11.41	Cycle Time (s):	75
	PRC Over All Lanes (%):	16.8	Total Delay Over All Lanes(pcuHr):	45.98		

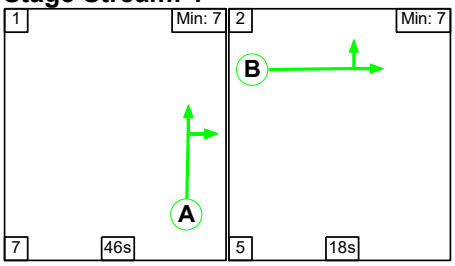
Full Input Data And Results

Scenario 6: 'FB+CD WD PM ' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

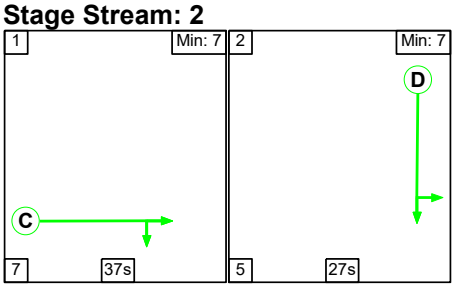
C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry Way

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

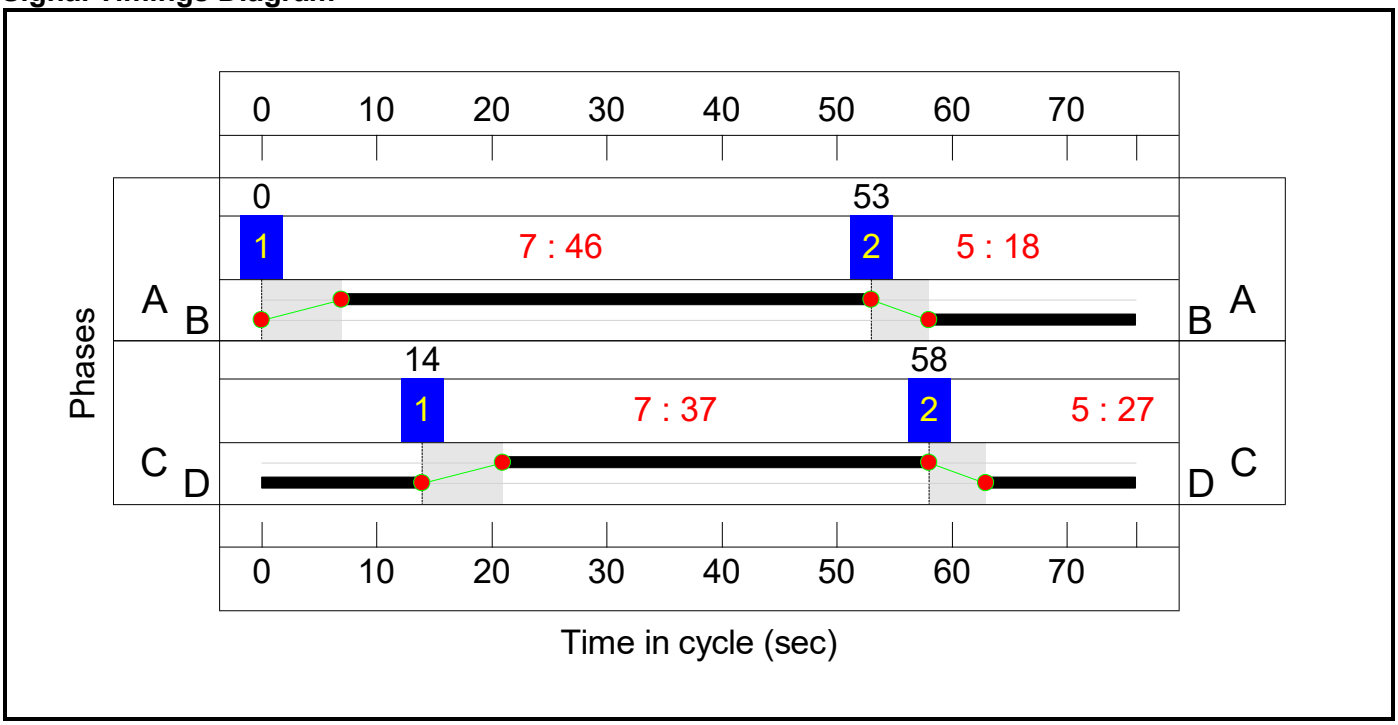
Stage Stream: 1

Stage	1	2
Duration	46	18
Change Point	0	53

Stage Stream: 2

Stage	1	2
Duration	37	27
Change Point	14	58

Signal Timings Diagram

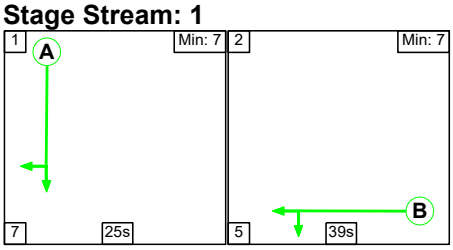


Full Input Data And Results

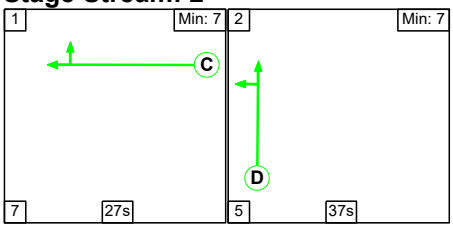
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry Way

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

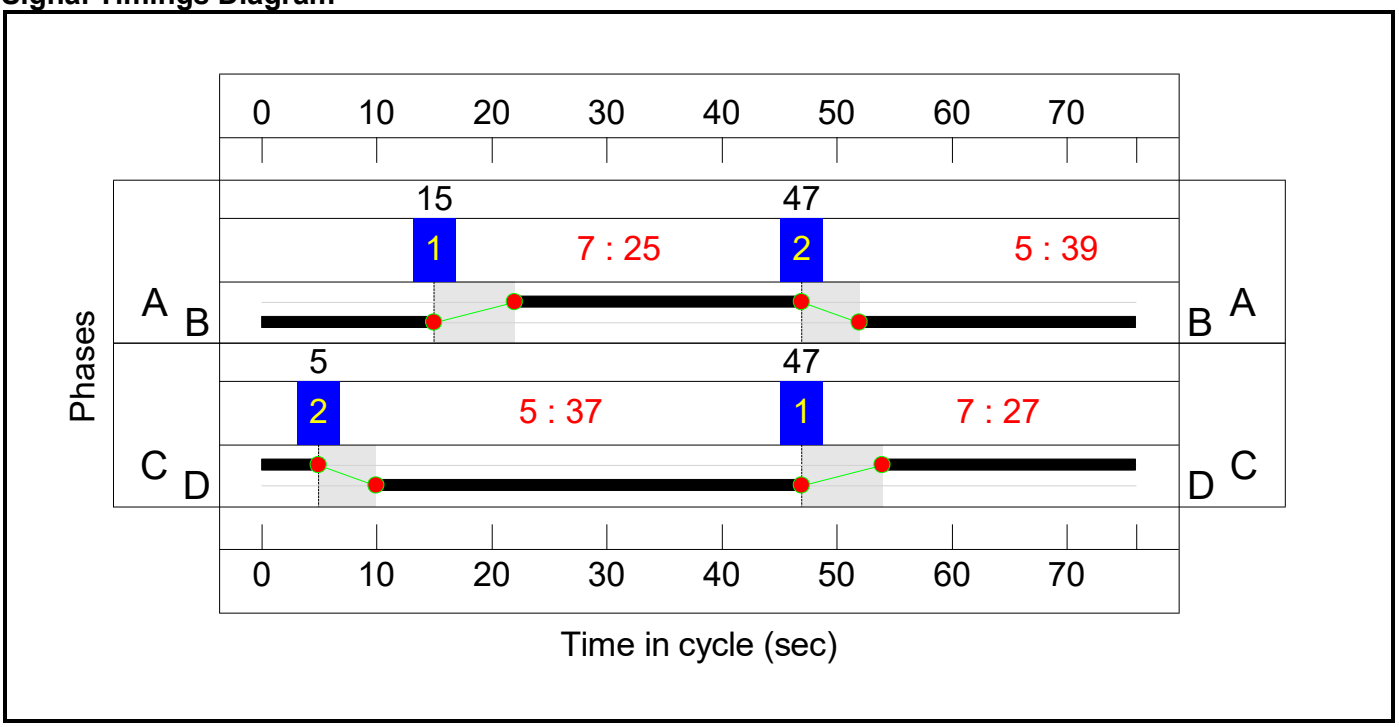
Stage Stream: 1

Stage	1	2
Duration	25	39
Change Point	15	47

Stage Stream: 2

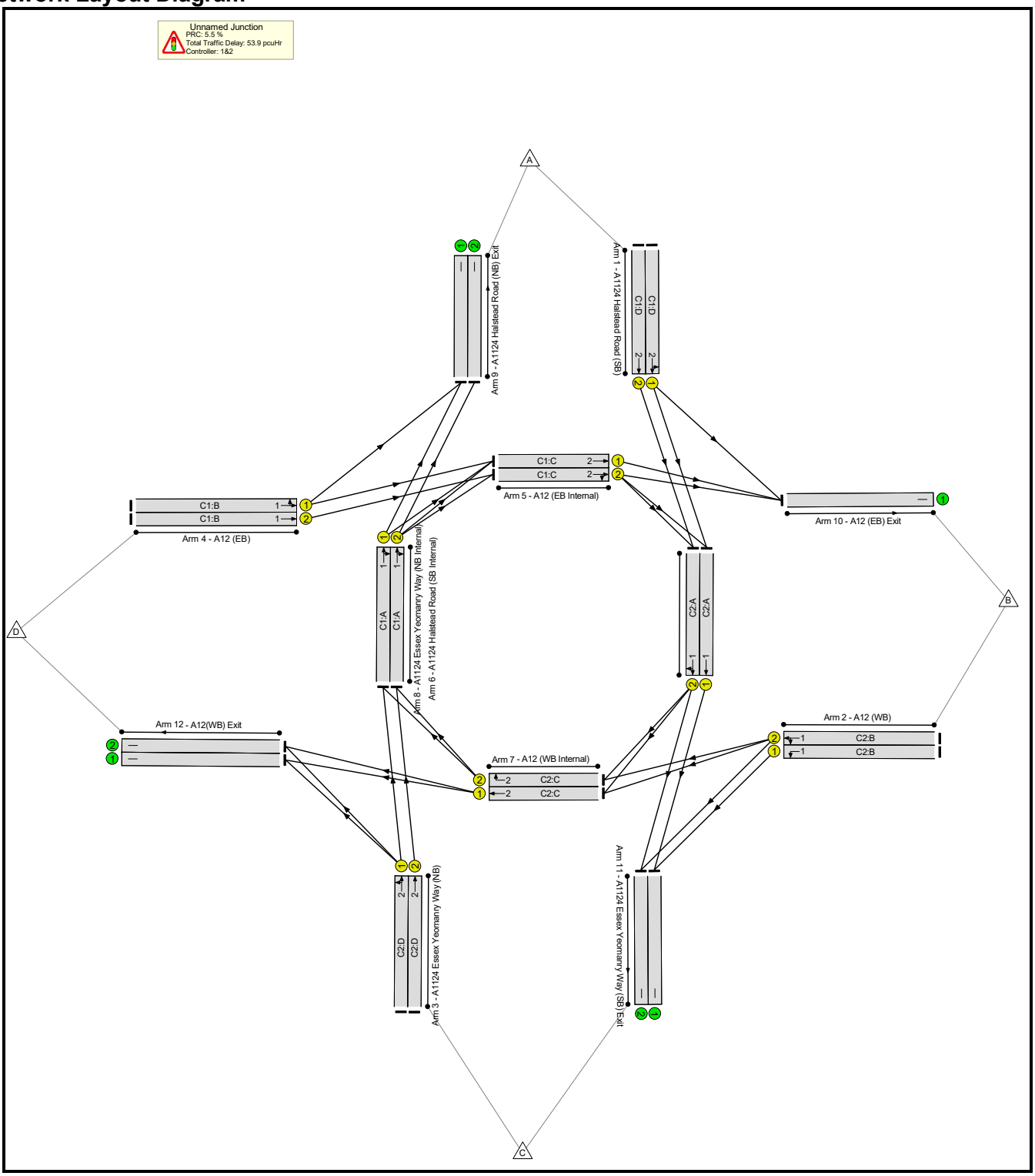
Stage	1	2
Duration	27	37
Change Point	47	5

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.3%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.3%**
1/1	A1124 Halstead Road (SB) Ahead Left	U	1:2	N/A	C1:D		1	27	-	514	2142	789	65.1%
1/2	A1124 Halstead Road (SB) Ahead	U	1:2	N/A	C1:D		1	27	-	453	2142	789	57.4%
2/1	A12 (WB) Left	U	2:1	N/A	C2:B		1	39	-	677	1800	947	71.5%
2/2	A12 (WB) Ahead Left	U	2:1	N/A	C2:B		1	39	-	676	1800	947	71.4%
3/1	A1124 Essex Yeomanry Way (NB) Ahead Left	U	2:2	N/A	C2:D		1	37	-	753	2051	1025	73.4%
3/2	A1124 Essex Yeomanry Way (NB) Ahead	U	2:2	N/A	C2:D		1	37	-	795	2138	1069	74.4%
4/1	A12 (EB) Ahead Left	U	1:1	N/A	C1:B		1	18	-	174	1800	450	38.7%
4/2	A12 (EB) Ahead	U	1:1	N/A	C1:B		1	18	-	378	1800	450	84.0%
5/1	A12 (EB Internal) Ahead	U	1:2	N/A	C1:C		1	37	-	792	2363	1182	67.0%
5/2	A12 (EB Internal) Right Ahead	U	1:2	N/A	C1:C		1	37	-	512	2363	1182	43.3%
6/1	A1124 Halstead Road (SB Internal) Ahead	U	2:1	N/A	C2:A		1	25	-	457	1800	616	74.2%
6/2	A1124 Halstead Road (SB Internal) Right Ahead	U	2:1	N/A	C2:A		1	25	-	466	1800	616	75.7%
7/1	A12 (WB Internal) Ahead	U	2:2	N/A	C2:C		1	27	-	134	2138	788	17.0%
7/2	A12 (WB Internal) Right	U	2:2	N/A	C2:C		1	27	-	556	2138	788	70.6%

Full Input Data And Results

8/1	A1124 Essex Yeomanry Way (NB Internal) Right Ahead	U	1:1	N/A	C1:A		1	46	-	900	1800	1113	80.9%
8/2	A1124 Essex Yeomanry Way (NB Internal) Right Ahead	U	1:1	N/A	C1:A		1	46	-	950	1800	1113	85.3%
9/1	A1124 Halstead Road (NB) Exit	U	N/A	N/A	-		-	-	-	964	Inf	Inf	0.0%
9/2	A1124 Halstead Road (NB) Exit	U	N/A	N/A	-		-	-	-	134	Inf	Inf	0.0%
10/1	A12 (EB) Exit	U	N/A	N/A	-		-	-	-	1348	Inf	Inf	0.0%
11/1	A1124 Essex Yeomanry Way (SB) Exit	U	N/A	N/A	-		-	-	-	1134	Inf	Inf	0.0%
11/2	A1124 Essex Yeomanry Way (SB) Exit	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
12/1	A12(WB) Exit	U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%
12/2	A12(WB) Exit	U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**33.8**	**20.2**	**0.0**	**53.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**33.8**	**20.2**	**0.0**	**53.9**	**-**	**-**	**-**	**-**
1/1	514	514	-	-	-	2.8	0.9	-	3.8	26.4	9.0	0.9	9.9
1/2	453	453	-	-	-	2.4	0.7	-	3.1	24.6	7.5	0.7	8.2
2/1	677	677	-	-	-	2.6	1.2	-	3.8	20.3	10.7	1.2	12.0
2/2	676	676	-	-	-	2.6	1.2	-	3.8	20.2	10.7	1.2	11.9
3/1	753	753	-	-	-	3.1	1.4	-	4.5	21.6	12.6	1.4	13.9
3/2	795	795	-	-	-	3.3	1.4	-	4.8	21.6	13.2	1.4	14.7
4/1	174	174	-	-	-	1.1	0.3	-	1.5	30.2	3.0	0.3	3.4
4/2	378	378	-	-	-	2.8	2.5	-	5.3	50.5	7.6	2.5	10.0
5/1	792	792	-	-	-	0.4	1.0	-	1.4	6.5	2.3	1.0	3.3
5/2	512	512	-	-	-	3.4	0.4	-	3.8	26.5	9.1	0.4	9.5
6/1	457	457	-	-	-	0.9	1.4	-	2.3	17.9	4.7	1.4	6.1
6/2	466	466	-	-	-	2.8	1.5	-	4.3	33.3	9.7	1.5	11.3
7/1	134	134	-	-	-	0.7	0.1	-	0.8	20.5	2.8	0.1	2.9
7/2	556	556	-	-	-	1.6	1.2	-	2.8	17.9	3.8	1.2	5.0
8/1	900	900	-	-	-	2.0	2.1	-	4.1	16.4	13.5	2.1	15.6
8/2	950	950	-	-	-	1.2	2.8	-	4.0	15.2	11.6	2.8	14.4
9/1	964	964	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1348	1348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1134	1134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 1	PRC for Signalled Lanes (%):	5.5	Total Delay for Signalled Lanes (pcuHr):	14.86	Cycle Time (s):	76
C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 2	PRC for Signalled Lanes (%):	34.3	Total Delay for Signalled Lanes (pcuHr):	12.06	Cycle Time (s):	76
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 1	PRC for Signalled Lanes (%):	18.9	Total Delay for Signalled Lanes (pcuHr):	14.19	Cycle Time (s):	76
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 2	PRC for Signalled Lanes (%):	21.0	Total Delay for Signalled Lanes (pcuHr):	12.80	Cycle Time (s):	76
	PRC Over All Lanes (%):	5.5	Total Delay Over All Lanes(pcuHr):	53.91		

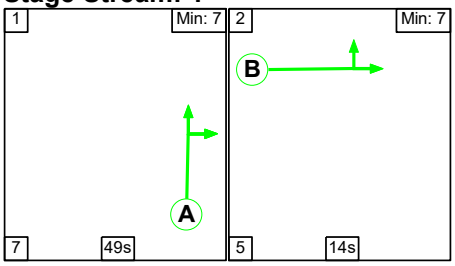
Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

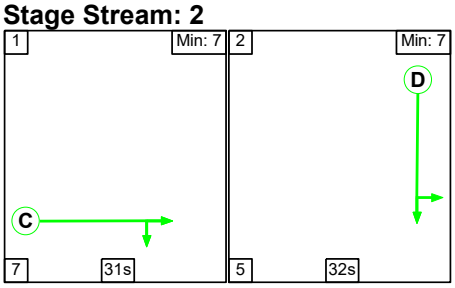
C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry Way

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

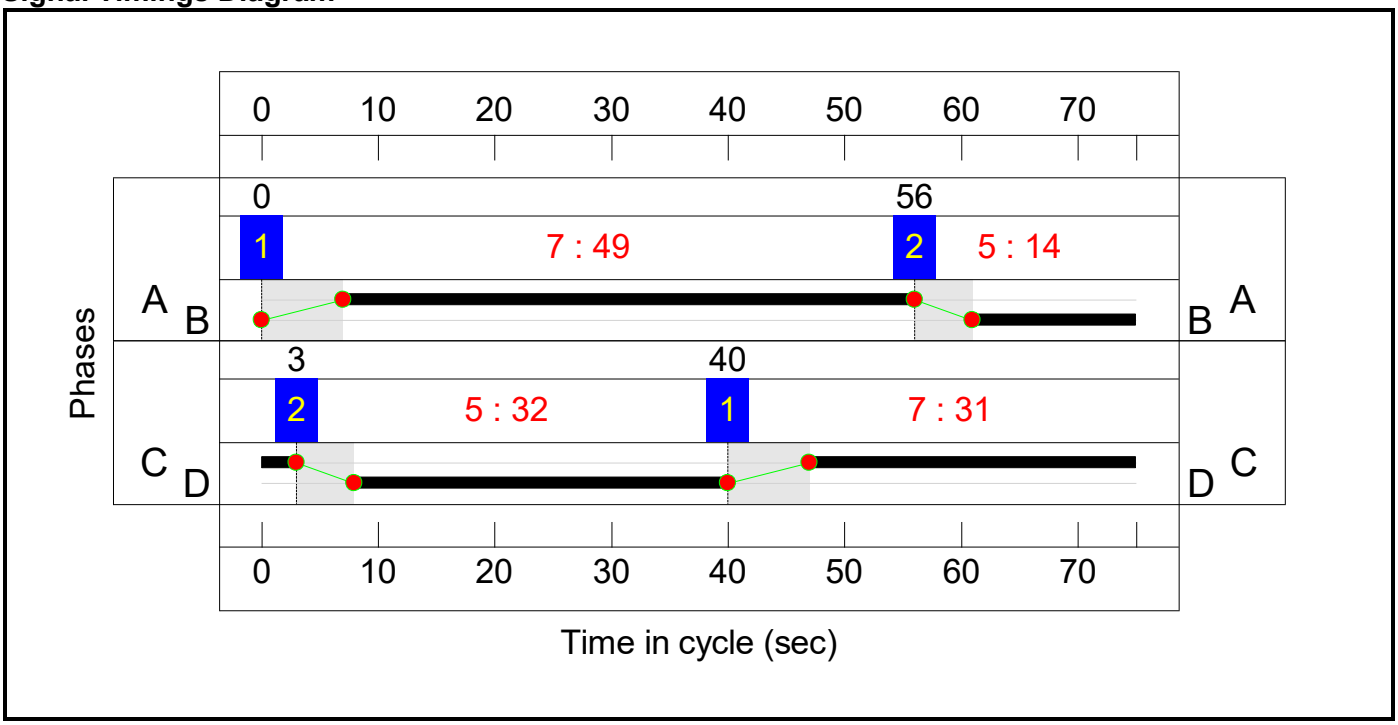
Stage Stream: 1

Stage	1	2
Duration	49	14
Change Point	0	56

Stage Stream: 2

Stage	1	2
Duration	31	32
Change Point	40	3

Signal Timings Diagram

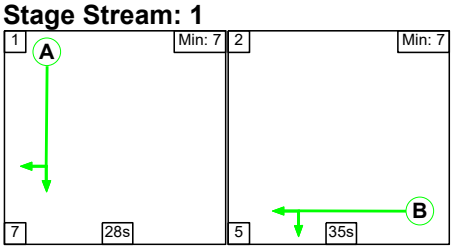


Full Input Data And Results

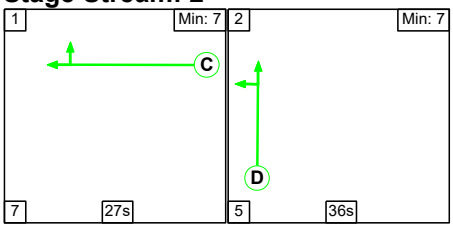
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry Way

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

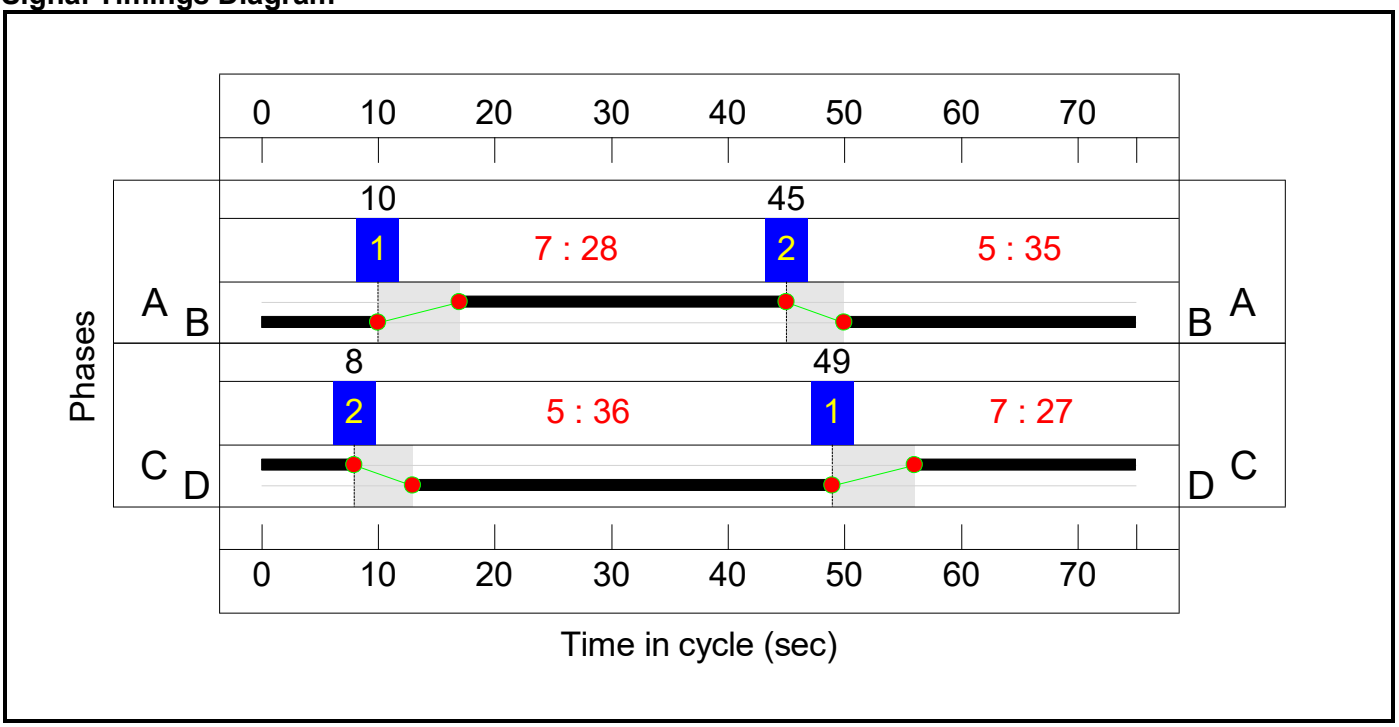
Stage Stream: 1

Stage	1	2
Duration	28	35
Change Point	10	45

Stage Stream: 2

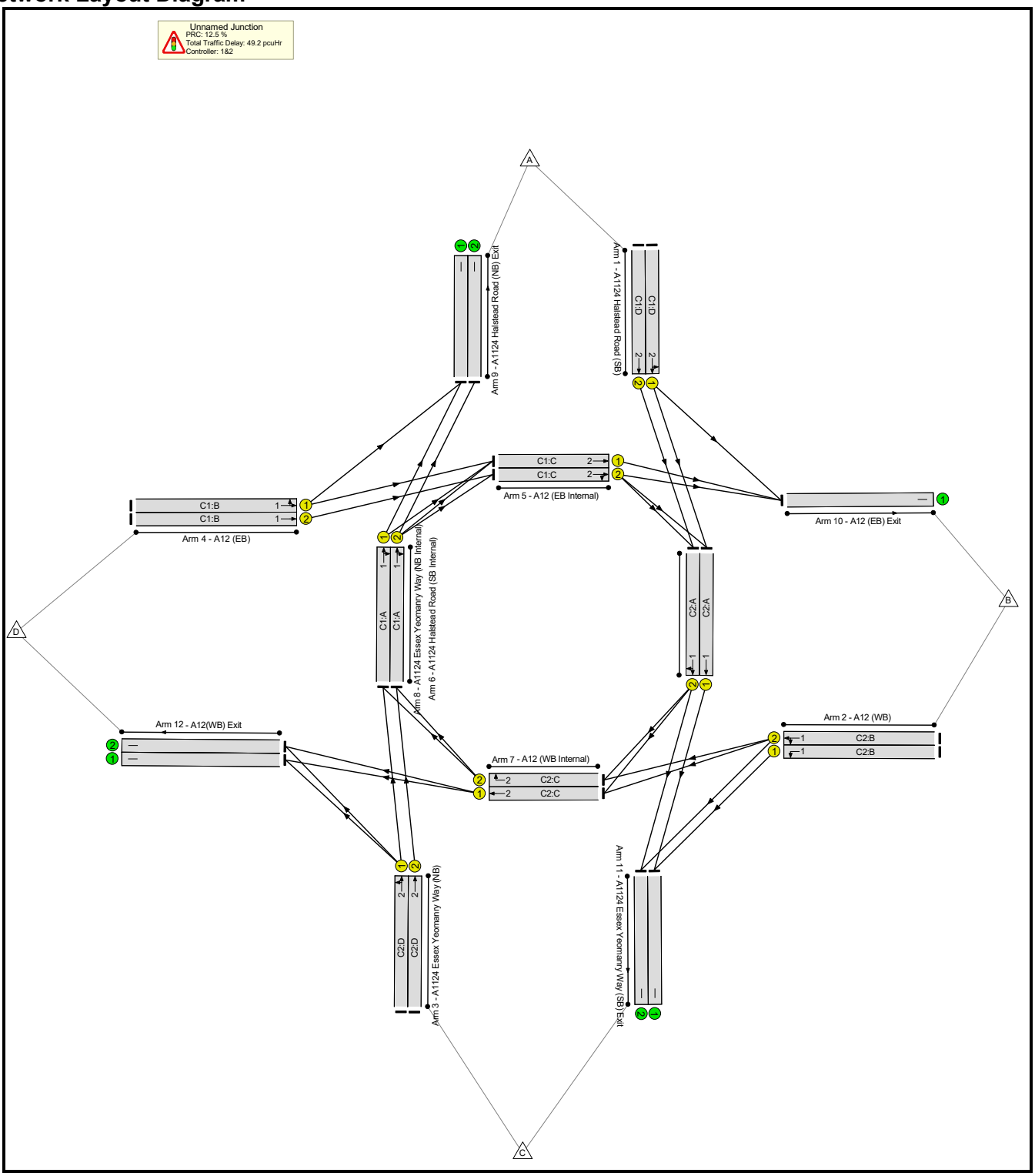
Stage	1	2
Duration	27	36
Change Point	49	8

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.0%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.0%**
1/1	A1124 Halstead Road (SB) Ahead Left	U	1:2	N/A	C1:D		1	32	-	654	2142	942	69.4%
1/2	A1124 Halstead Road (SB) Ahead	U	1:2	N/A	C1:D		1	32	-	555	2142	942	58.9%
2/1	A12 (WB) Left	U	2:1	N/A	C2:B		1	35	-	678	1800	864	78.5%
2/2	A12 (WB) Ahead Left	U	2:1	N/A	C2:B		1	35	-	677	1800	864	78.4%
3/1	A1124 Essex Yeomanry Way (NB) Ahead Left	U	2:2	N/A	C2:D		1	36	-	738	2051	1012	72.9%
3/2	A1124 Essex Yeomanry Way (NB) Ahead	U	2:2	N/A	C2:D		1	36	-	712	2138	1055	67.5%
4/1	A12 (EB) Ahead Left	U	1:1	N/A	C1:B		1	14	-	143	1800	360	39.7%
4/2	A12 (EB) Ahead	U	1:1	N/A	C1:B		1	14	-	262	1800	360	72.8%
5/1	A12 (EB Internal) Ahead	U	1:2	N/A	C1:C		1	31	-	742	2363	1008	73.6%
5/2	A12 (EB Internal) Right Ahead	U	1:2	N/A	C1:C		1	31	-	342	2363	1008	33.9%
6/1	A1124 Halstead Road (SB Internal) Ahead	U	2:1	N/A	C2:A		1	28	-	358	1800	696	51.4%
6/2	A1124 Halstead Road (SB Internal) Right Ahead	U	2:1	N/A	C2:A		1	28	-	557	1800	696	80.0%
7/1	A12 (WB Internal) Ahead	U	2:2	N/A	C2:C		1	27	-	190	2138	798	23.8%
7/2	A12 (WB Internal) Right	U	2:2	N/A	C2:C		1	27	-	593	2138	798	74.3%

Full Input Data And Results

8/1	A1124 Essex Yeomanry Way (NB Internal) Right Ahead	U	1:1	N/A	C1:A		1	49	-	862	1800	1200	71.8%
8/2	A1124 Essex Yeomanry Way (NB Internal) Right Ahead	U	1:1	N/A	C1:A		1	49	-	857	1800	1200	71.4%
9/1	A1124 Halstead Road (NB) Exit	U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
9/2	A1124 Halstead Road (NB) Exit	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
10/1	A12 (EB) Exit	U	N/A	N/A	-		-	-	-	1378	Inf	Inf	0.0%
11/1	A1124 Essex Yeomanry Way (SB) Exit	U	N/A	N/A	-		-	-	-	1036	Inf	Inf	0.0%
11/2	A1124 Essex Yeomanry Way (SB) Exit	U	N/A	N/A	-		-	-	-	451	Inf	Inf	0.0%
12/1	A12(WB) Exit	U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%
12/2	A12(WB) Exit	U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**31.6**	**17.6**	**0.0**	**49.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**31.6**	**17.6**	**0.0**	**49.2**	**-**	**-**	**-**	**-**
1/1	654	654	-	-	-	3.1	1.1	-	4.2	23.1	10.9	1.1	12.0
1/2	555	555	-	-	-	2.4	0.7	-	3.2	20.5	8.6	0.7	9.3
2/1	678	678	-	-	-	3.1	1.8	-	4.9	25.8	11.7	1.8	13.5
2/2	677	677	-	-	-	3.1	1.8	-	4.8	25.7	11.7	1.8	13.4
3/1	738	738	-	-	-	3.1	1.3	-	4.4	21.6	12.1	1.3	13.4
3/2	712	712	-	-	-	2.9	1.0	-	3.9	19.7	11.1	1.0	12.1
4/1	143	143	-	-	-	1.0	0.3	-	1.4	34.4	2.6	0.3	2.9
4/2	262	262	-	-	-	2.0	1.3	-	3.3	46.0	5.1	1.3	6.4
5/1	742	742	-	-	-	3.4	1.4	-	4.7	23.0	15.4	1.4	16.8
5/2	342	342	-	-	-	0.7	0.3	-	0.9	9.6	1.9	0.3	2.1
6/1	358	358	-	-	-	1.3	0.5	-	1.8	18.5	6.6	0.5	7.1
6/2	557	557	-	-	-	0.8	1.9	-	2.8	17.8	5.6	1.9	7.6
7/1	190	190	-	-	-	1.2	0.2	-	1.4	26.4	4.0	0.2	4.1
7/2	593	593	-	-	-	1.1	1.4	-	2.5	15.4	5.9	1.4	7.4
8/1	862	862	-	-	-	1.7	1.3	-	3.0	12.4	11.1	1.3	12.4
8/2	857	857	-	-	-	0.8	1.2	-	2.0	8.4	9.0	1.2	10.3
9/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1378	1378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 1	PRC for Signalled Lanes (%):	23.7	Total Delay for Signalled Lanes (pcuHr):	9.69	Cycle Time (s): 75
C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 2	PRC for Signalled Lanes (%):	22.3	Total Delay for Signalled Lanes (pcuHr):	13.01	Cycle Time (s): 75
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 1	PRC for Signalled Lanes (%):	12.5	Total Delay for Signalled Lanes (pcuHr):	14.29	Cycle Time (s): 75
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 2	PRC for Signalled Lanes (%):	21.1	Total Delay for Signalled Lanes (pcuHr):	12.24	Cycle Time (s): 75
	PRC Over All Lanes (%):	12.5	Total Delay Over All Lanes(pcuHr):	49.23	

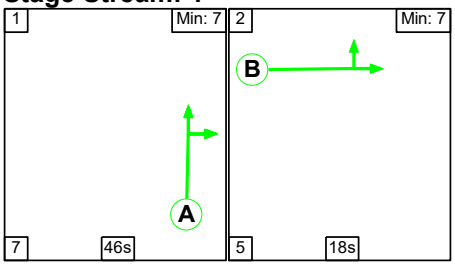
Full Input Data And Results

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

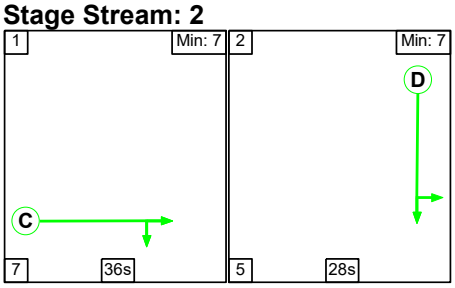
C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry Way

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

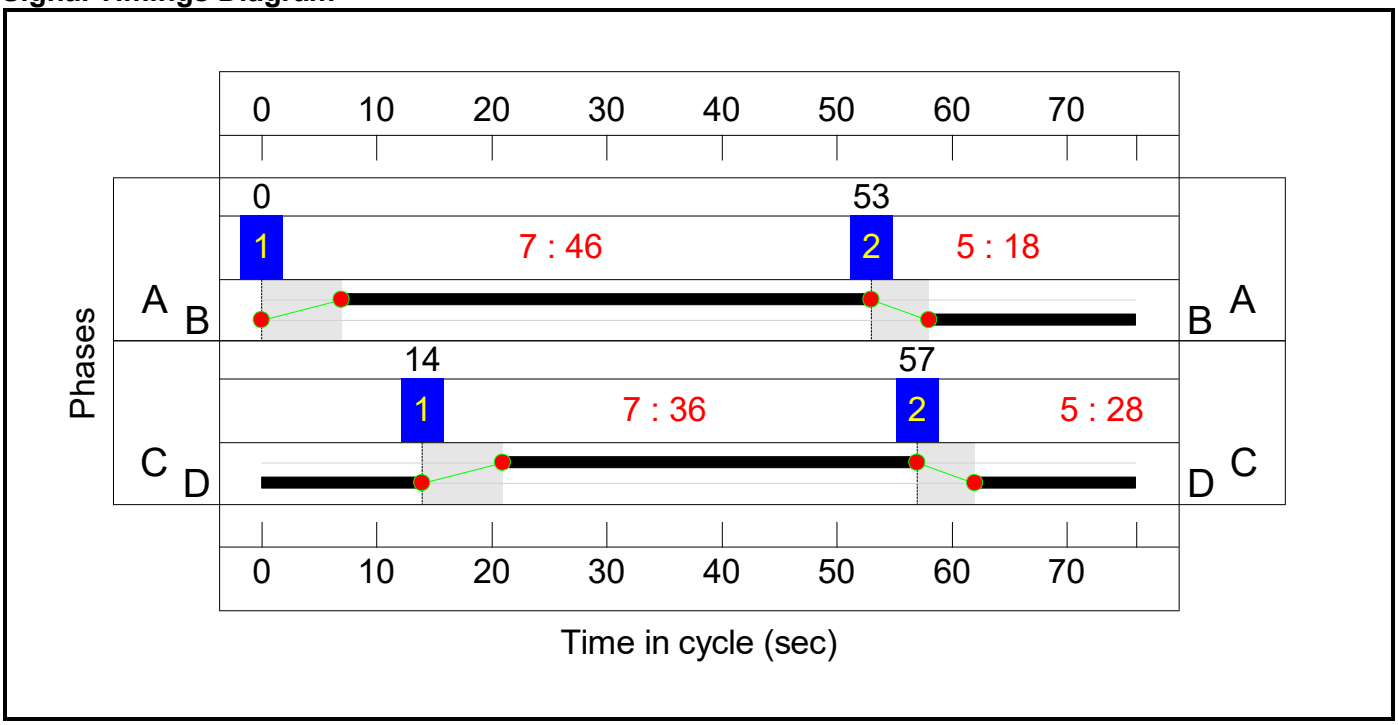
Stage Stream: 1

Stage	1	2
Duration	46	18
Change Point	0	53

Stage Stream: 2

Stage	1	2
Duration	36	28
Change Point	14	57

Signal Timings Diagram

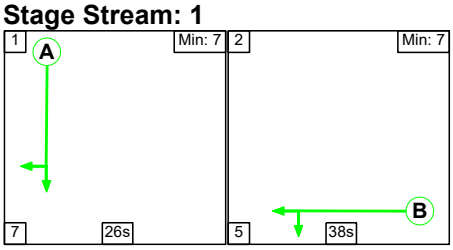


Full Input Data And Results

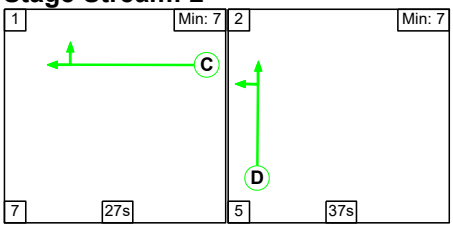
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry Way

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

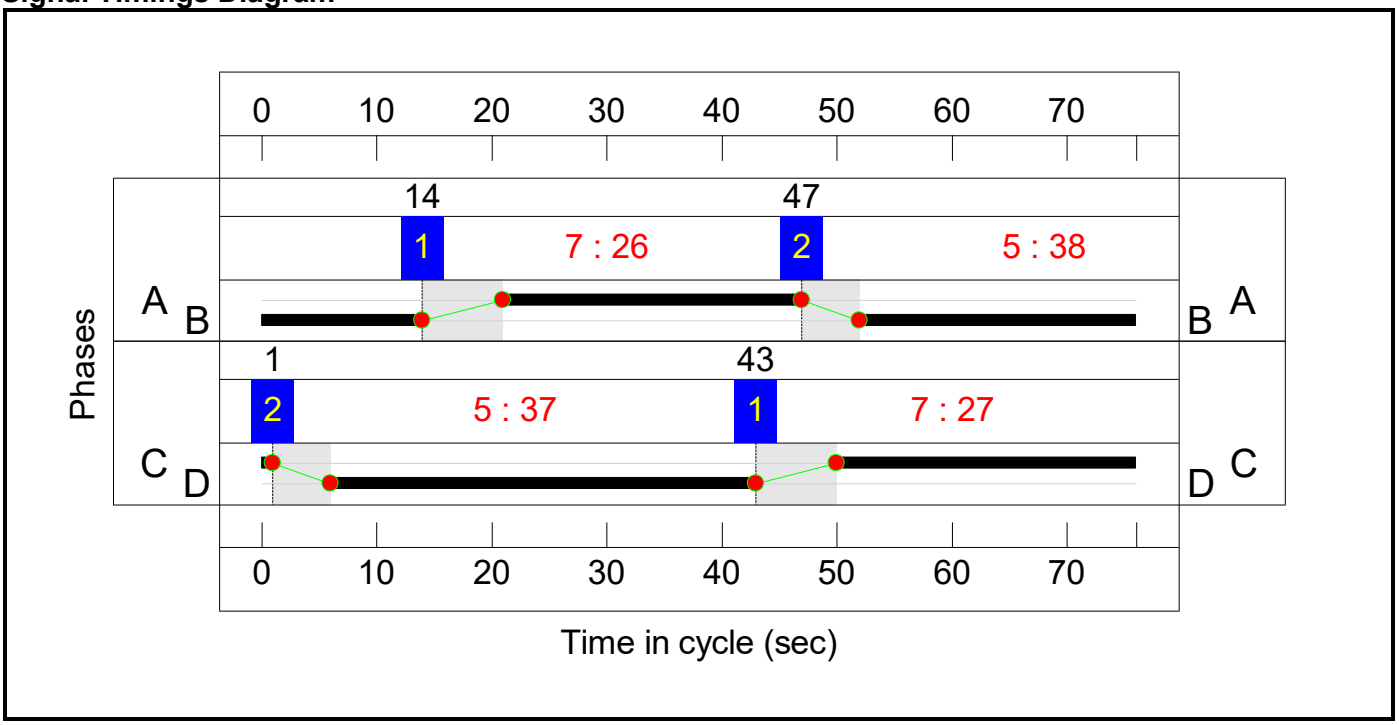
Stage Stream: 1

Stage	1	2
Duration	26	38
Change Point	14	47

Stage Stream: 2

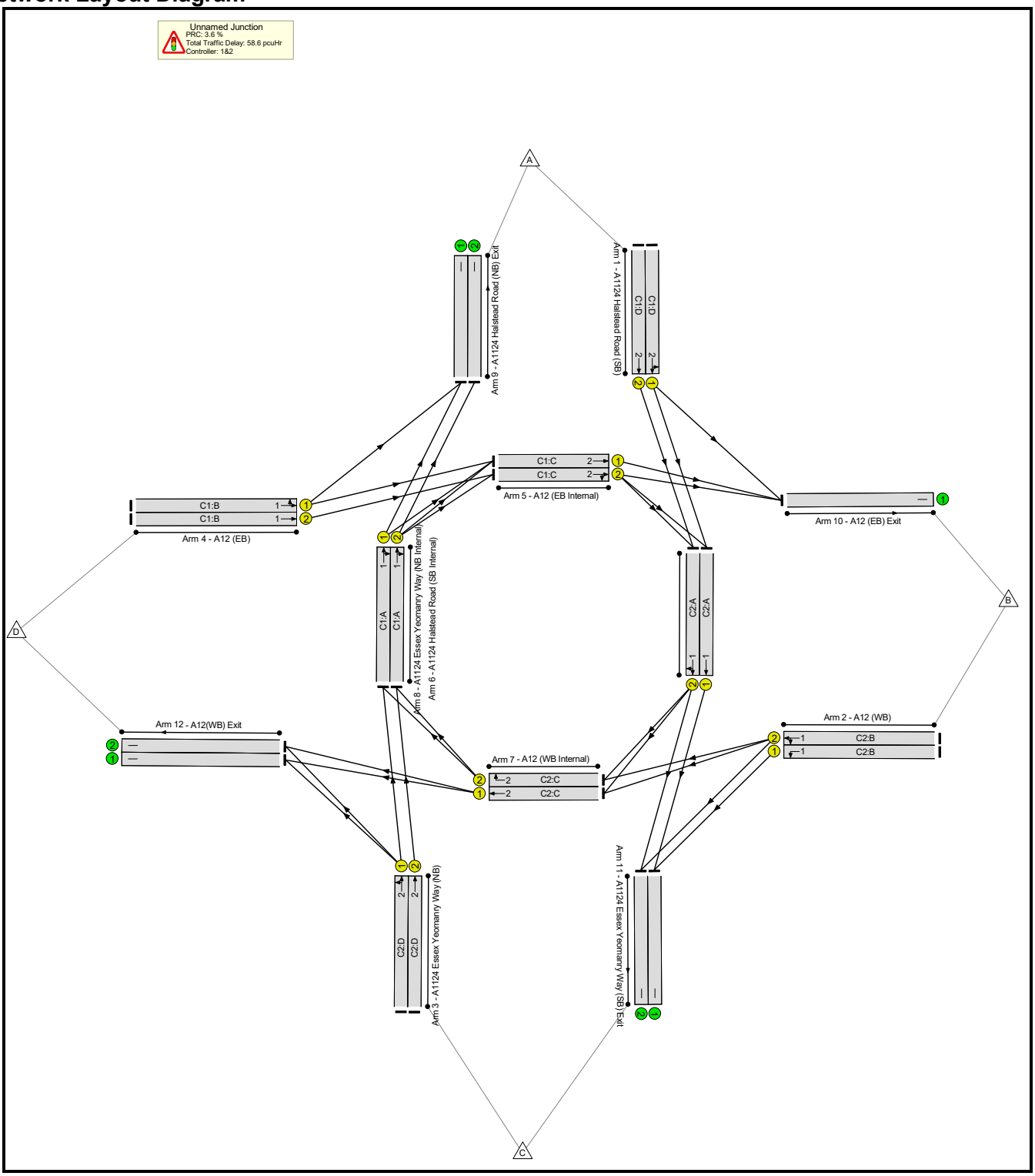
Stage	1	2
Duration	27	37
Change Point	43	1

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.9%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.9%**
1/1	A1124 Halstead Road (SB) Ahead Left	U	1:2	N/A	C1:D		1	28	-	568	2142	817	69.5%
1/2	A1124 Halstead Road (SB) Ahead	U	1:2	N/A	C1:D		1	28	-	460	2142	817	56.3%
2/1	A12 (WB) Left	U	2:1	N/A	C2:B		1	38	-	707	1800	924	76.5%
2/2	A12 (WB) Ahead Left	U	2:1	N/A	C2:B		1	38	-	706	1800	924	76.4%
3/1	A1124 Essex Yeomanry Way (NB) Ahead Left	U	2:2	N/A	C2:D		1	37	-	747	2051	1025	72.8%
3/2	A1124 Essex Yeomanry Way (NB) Ahead	U	2:2	N/A	C2:D		1	37	-	801	2138	1069	74.9%
4/1	A12 (EB) Ahead Left	U	1:1	N/A	C1:B		1	18	-	174	1800	450	38.7%
4/2	A12 (EB) Ahead	U	1:1	N/A	C1:B		1	18	-	378	1800	450	84.0%
5/1	A12 (EB Internal) Ahead	U	1:2	N/A	C1:C		1	36	-	811	2363	1150	70.5%
5/2	A12 (EB Internal) Right Ahead	U	1:2	N/A	C1:C		1	36	-	493	2363	1150	42.9%
6/1	A1124 Halstead Road (SB Internal) Ahead	U	2:1	N/A	C2:A		1	26	-	458	1800	639	71.6%
6/2	A1124 Halstead Road (SB Internal) Right Ahead	U	2:1	N/A	C2:A		1	26	-	465	1800	639	72.7%
7/1	A12 (WB Internal) Ahead	U	2:2	N/A	C2:C		1	27	-	134	2138	788	17.0%
7/2	A12 (WB Internal) Right	U	2:2	N/A	C2:C		1	27	-	616	2138	788	78.2%

Full Input Data And Results

8/1	A1124 Essex Yeomanry Way (NB Internal) Right Ahead	U	1:1	N/A	C1:A		1	46	-	943	1800	1113	84.7%
8/2	A1124 Essex Yeomanry Way (NB Internal) Right Ahead	U	1:1	N/A	C1:A		1	46	-	967	1800	1113	86.9%
9/1	A1124 Halstead Road (NB) Exit	U	N/A	N/A	-		-	-	-	1001	Inf	Inf	0.0%
9/2	A1124 Halstead Road (NB) Exit	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
10/1	A12 (EB) Exit	U	N/A	N/A	-		-	-	-	1409	Inf	Inf	0.0%
11/1	A1124 Essex Yeomanry Way (SB) Exit	U	N/A	N/A	-		-	-	-	1165	Inf	Inf	0.0%
11/2	A1124 Essex Yeomanry Way (SB) Exit	U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
12/1	A12(WB) Exit	U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%
12/2	A12(WB) Exit	U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**36.2**	**22.4**	**0.0**	**58.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**36.2**	**22.4**	**0.0**	**58.6**	**-**	**-**	**-**	**-**
1/1	568	568	-	-	-	3.1	1.1	-	4.2	26.9	9.9	1.1	11.1
1/2	460	460	-	-	-	2.4	0.6	-	3.0	23.5	7.5	0.6	8.2
2/1	707	707	-	-	-	2.9	1.6	-	4.5	23.0	11.8	1.6	13.4
2/2	706	706	-	-	-	2.9	1.6	-	4.5	23.0	11.8	1.6	13.4
3/1	747	747	-	-	-	3.1	1.3	-	4.4	21.3	12.2	1.3	13.6
3/2	801	801	-	-	-	3.4	1.5	-	4.9	21.8	13.3	1.5	14.8
4/1	174	174	-	-	-	1.1	0.3	-	1.5	30.2	3.0	0.3	3.4
4/2	378	378	-	-	-	2.8	2.5	-	5.3	50.5	7.6	2.5	10.0
5/1	811	811	-	-	-	0.4	1.2	-	1.6	7.2	2.2	1.2	3.3
5/2	493	493	-	-	-	3.3	0.4	-	3.7	27.0	8.9	0.4	9.2
6/1	458	458	-	-	-	0.8	1.2	-	2.1	16.2	5.5	1.2	6.8
6/2	465	465	-	-	-	2.8	1.3	-	4.1	31.7	9.8	1.3	11.1
7/1	134	134	-	-	-	0.5	0.1	-	0.6	17.4	2.8	0.1	2.9
7/2	616	616	-	-	-	2.7	1.8	-	4.4	26.0	5.4	1.8	7.1
8/1	943	943	-	-	-	2.8	2.7	-	5.5	21.1	18.2	2.7	20.9
8/2	967	967	-	-	-	1.0	3.2	-	4.2	15.5	11.7	3.2	14.9
9/1	1001	1001	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1409	1409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1165	1165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 1	PRC for Signalled Lanes (%):	3.6	Total Delay for Signalled Lanes (pcuHr):	16.47	Cycle Time (s):	76
C1 - North Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 2	PRC for Signalled Lanes (%):	27.7	Total Delay for Signalled Lanes (pcuHr):	12.57	Cycle Time (s):	76
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 1	PRC for Signalled Lanes (%):	17.6	Total Delay for Signalled Lanes (pcuHr):	15.19	Cycle Time (s):	76
C2 - South Controller Site 46 - Halstead Road/A12/ A1124 Essex Yeomanry WayStream: 2	PRC for Signalled Lanes (%):	15.1	Total Delay for Signalled Lanes (pcuHr):	14.38	Cycle Time (s):	76
	PRC Over All Lanes (%):	3.6	Total Delay Over All Lanes(pcuHr):	58.60		

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 47 (four_arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 21/03/2025 15:37:35

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Stream B-C-D	D1	0.1	16.15	0.05	C	2.39	A	D2	0.0	0.00	0.00	A	1.57	A
Stream B-A-D		0.0	0.00	0.00	A				0.2	66.34	0.10	F		
Stream A-B-C-D		0.3	10.51	0.23	B				0.3	11.01	0.25	B		
Stream D-A-B		0.3	17.15	0.22	C				0.3	11.20	0.20	B		
Stream D-B-C		1.5	76.38	0.64	F				0.4	41.66	0.28	E		
Stream C-A-B-D		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	FB WD													
Stream B-C-D	D3	0.1	16.79	0.05	C	3.79	A	D4	0.0	0.00	0.00	A	1.82	A
Stream B-A-D		0.0	0.00	0.00	A				0.3	81.95	0.12	F		
Stream A-B-C-D		0.3	11.02	0.24	B				0.4	11.58	0.27	B		
Stream D-A-B		0.6	34.04	0.37	D				0.3	12.27	0.23	B		
Stream D-B-C		2.4	120.39	0.82	F				0.5	52.97	0.34	F		
Stream C-A-B-D		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	FB+CD WD													
Stream B-C-D	D5	0.1	17.03	0.05	C	6.55	A	D6	0.0	0.00	0.00	A	1.94	A
Stream B-A-D		0.0	0.00	0.00	A				0.3	93.32	0.14	F		
Stream A-B-C-D		0.3	11.31	0.25	B				0.4	11.81	0.27	B		
Stream D-A-B		1.9	102.66	0.69	F				0.3	12.85	0.24	B		
Stream D-B-C		3.2	167.90	0.93	F				0.5	60.87	0.37	F		
Stream C-A-B-D		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	FB+CD+N2T WD													
Stream B-C-D	D7	0.1	17.65	0.06	C	28.85	D	D8	0.0	0.00	0.00	A	2.85	A
Stream B-A-D		0.0	0.00	0.00	A				0.5	165.95	0.23	F		
Stream A-B-C-D		0.4	12.46	0.27	B				0.4	12.46	0.28	B		
Stream D-A-B		13.9	525.49	1.55	F				0.6	18.33	0.34	C		
Stream D-B-C		9.0	622.34	1.49	F				0.9	105.01	0.48	F		
Stream C-A-B-D		0.0	0.00	0.00	A				0.0	0.00	0.00	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

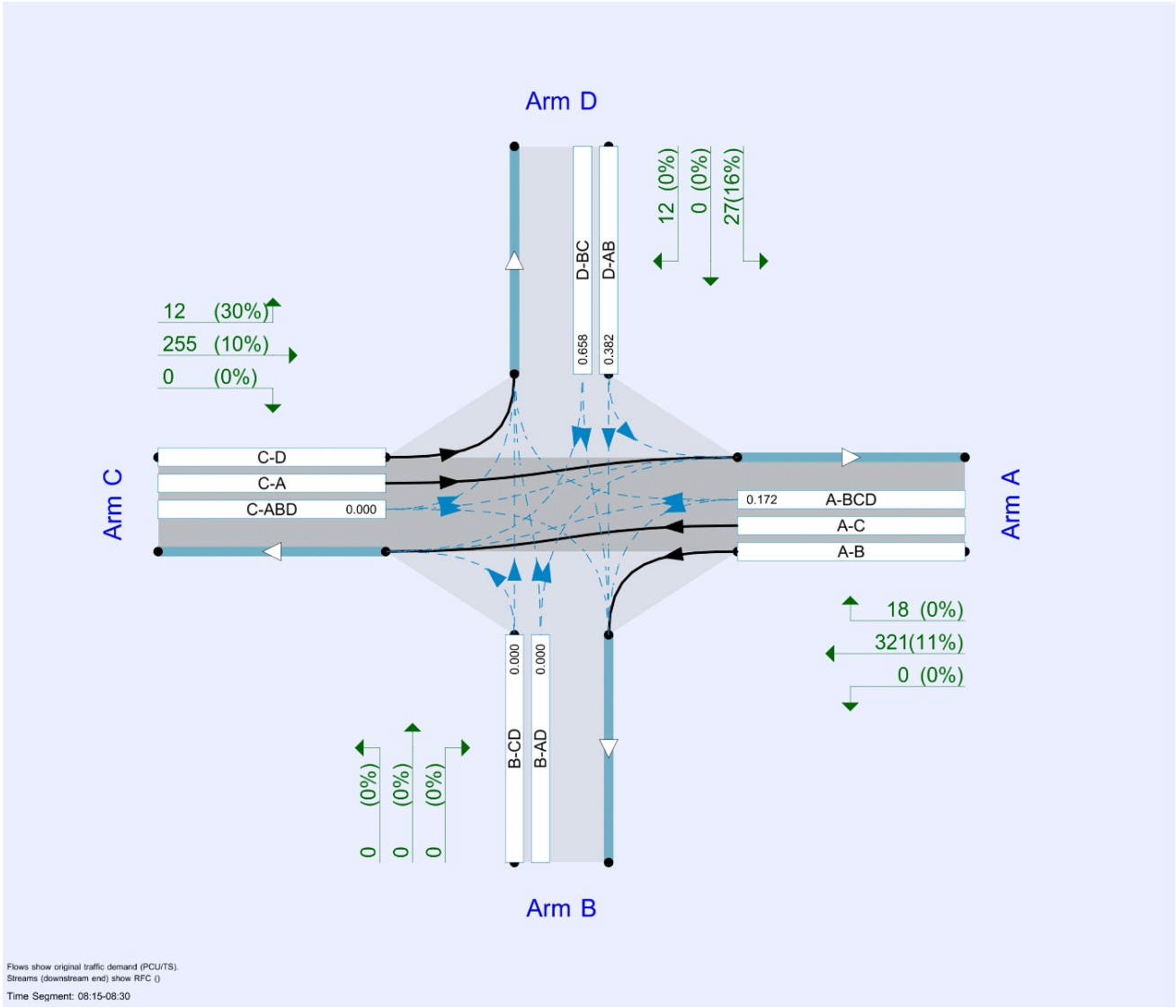
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	08:15	09:45	90	15	✓
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓
D3	FB WD	AM	DIRECT	08:15	09:45	90	15	✓
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓
D5	FB+CD WD	AM	DIRECT	08:15	09:45	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	08:15	09:45	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A120 Coggeshall Road (E)		Major
B	Access Road (S)		Minor
C	A120 Coggeshall Road (W)		Major
D	Great Tay Road (N)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.20		✓	2.46	152.4	✓	12.00
C	7.20				154.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	8.89	4.43	3.43	3.27	3.18		1.00	19	15
D	One lane plus flare	10.00	6.08	4.42	3.86	3.27		1.00	40	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	170.244	-	-	-	-	-	-	0.250	0.357	0.250	-	-	-
B-A	126.912	0.088	0.222	0.222	-	-	-	0.139	0.316	-	0.222	0.222	0.111
B-C	163.640	0.095	0.240	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	126.912	0.088	0.222	0.222	-	-	-	0.139	0.316	0.139	-	-	-
B-D, offside lane	126.912	0.088	0.222	0.222	-	-	-	0.139	0.316	0.139	-	-	-
C-B	165.784	0.244	0.244	0.348	-	-	-	-	-	-	-	-	-
D-A	178.825	-	-	-	-	-	-	0.263	-	0.104	-	-	-
D-B, nearside lane	140.570	0.154	0.154	0.350	-	-	-	0.245	0.245	0.097	-	-	-
D-B, offside lane	125.307	0.138	0.138	0.312	-	-	-	0.219	0.219	0.087	-	-	-
D-C	125.307	-	0.138	0.312	0.109	0.219	0.219	0.219	0.219	0.087	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	08:15	09:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	289.60	17.00
	B	0.00	0.00	0.00	0.00
	C	212.70	0.00	0.00	5.90
	D	22.40	0.00	11.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	317.00	23.00
	B	0.00	0.00	0.00	0.00
	C	208.70	0.00	0.00	18.90
	D	16.00	0.00	18.30	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	274.70	25.00
	B	0.00	0.00	0.00	0.00
	C	230.70	0.00	0.00	7.90
	D	19.50	0.00	12.90	0.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	4.80	316.00	15.00
	B	0.00	0.00	1.00	0.00
	C	209.80	0.00	0.00	9.90
	D	14.00	0.00	9.00	0.00

09:15 - 09:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	1.00	288.60	9.40
	B	0.00	0.00	4.80	0.00
	C	239.70	0.00	0.00	9.90
	D	11.00	0.00	11.90	0.00

09:30 - 09:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	349.90	11.00
	B	0.00	0.00	0.00	0.00
	C	192.60	0.00	0.00	7.00
	D	13.50	0.00	9.00	0.00

Vehicle Mix

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	10	0
	B	0	0	0	0
	C	9	0	0	20
	D	11	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	9	0
	B	0	0	0	0
	C	7	0	0	6
	D	0	0	21	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	11	0
	B	0	0	0	0
	C	8	0	0	14
	D	6	0	8	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A	B	C	D
From	A	0	100	10	0
	B	0	0	0	0
	C	10	0	0	13
	D	0	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A	B	C	D
From	A	0	0	10	0
	B	0	0	100	0
	C	12	0	0	13
	D	0	0	9	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		A	B	C	D
From	A	0	0	10	0
	B	0	0	0	0
	C	8	0	0	0
	D	8	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.05	16.15	0.1	C	0.97	5.80
B-AD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.23	10.51	0.3	B	16.73	100.40
A-B					0.97	5.80
A-C					305.97	1835.80
D-AB	0.22	17.15	0.3	C	16.07	96.40
D-BC	0.64	76.38	1.5	F	12.02	72.10
C-ABD	0.00	0.00	0.0	A	0.00	0.00
C-D					9.92	59.50
C-A					215.70	1294.20

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	43.78	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	25.58	0.000	0.00	0.0	0.0	0.000	A
A-BCD	17.00	17.00	115.58	0.147	16.83	0.0	0.2	9.099	A
A-B	0.00	0.00			0.00				
A-C	289.60	289.60			289.60				
D-AB	22.40	22.40	107.74	0.208	22.11	0.0	0.3	11.580	B
D-BC	11.00	11.00	32.62	0.337	10.52	0.0	0.5	39.981	E
C-ABD	0.00	0.00	89.35	0.000	0.00	0.0	0.0	0.000	A
C-D	5.90	5.90			5.90				
C-A	212.70	212.70			212.70				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	32.35	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	18.19	0.000	0.00	0.0	0.0	0.000	A
A-BCD	23.00	23.00	113.33	0.203	22.92	0.2	0.3	9.945	A
A-B	0.00	0.00			0.00				
A-C	317.00	317.00			317.00				
D-AB	16.00	16.00	72.40	0.221	15.99	0.3	0.3	17.154	C
D-BC	18.30	18.30	28.64	0.639	17.31	0.5	1.5	76.379	F
C-ABD	0.00	0.00	80.53	0.000	0.00	0.0	0.0	0.000	A
C-D	18.90	18.90			18.90				
C-A	208.70	208.70			208.70				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	42.57	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	24.54	0.000	0.00	0.0	0.0	0.000	A
A-BCD	25.00	25.00	110.58	0.226	24.96	0.3	0.3	10.508	B
A-B	0.00	0.00			0.00				
A-C	274.70	274.70			274.70				
D-AB	19.50	19.50	89.41	0.218	19.51	0.3	0.3	13.178	B
D-BC	12.90	12.90	28.88	0.447	13.28	1.5	1.1	71.365	F
C-ABD	0.00	0.00	90.10	0.000	0.00	0.0	0.0	0.000	A
C-D	7.90	7.90			7.90				
C-A	230.70	230.70			230.70				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	1.00	1.00	91.72	0.011	0.99	0.0	0.0	9.917	A
B-AD	0.00	0.00	18.13	0.000	0.00	0.0	0.0	0.000	A
A-BCD	15.00	15.00	115.30	0.130	15.14	0.3	0.2	8.996	A
A-B	4.80	4.80			4.80				
A-C	316.00	316.00			316.00				
D-AB	14.00	14.00	106.18	0.132	14.13	0.3	0.2	10.148	B
D-BC	9.00	9.00	30.84	0.292	9.62	1.1	0.5	46.250	E
C-ABD	0.00	0.00	82.34	0.000	0.00	0.0	0.0	0.000	A
C-D	9.90	9.90			9.90				
C-A	209.80	209.80			209.80				

09:15 - 09:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4.80	4.80	99.03	0.048	4.73	0.0	0.1	16.154	C
B-AD	0.00	0.00	21.39	0.000	0.00	0.0	0.0	0.000	A
A-BCD	9.40	9.40	107.83	0.087	9.45	0.2	0.1	9.155	A
A-B	1.00	1.00			1.00				
A-C	288.60	288.60			288.60				
D-AB	11.00	11.00	90.85	0.121	11.02	0.2	0.1	11.278	B
D-BC	11.90	11.90	30.12	0.395	11.74	0.5	0.6	49.929	E
C-ABD	0.00	0.00	91.94	0.000	0.00	0.0	0.0	0.000	A
C-D	9.90	9.90			9.90				
C-A	239.70	239.70			239.70				

09:30 - 09:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	83.63	0.000	0.08	0.1	0.0	0.000	A
B-AD	0.00	0.00	15.10	0.000	0.00	0.0	0.0	0.000	A
A-BCD	11.00	11.00	120.33	0.091	11.00	0.1	0.1	8.231	A
A-B	0.00	0.00			0.00				
A-C	349.90	349.90			349.90				
D-AB	13.50	13.50	111.74	0.121	13.50	0.1	0.1	9.520	A
D-BC	9.00	9.00	31.75	0.283	9.18	0.6	0.4	42.901	E
C-ABD	0.00	0.00	76.72	0.000	0.00	0.0	0.0	0.000	A
C-D	7.00	7.00			7.00				
C-A	192.60	192.60			192.60				

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:15 - 16:30

		To			
		A	B	C	D
From	A	0.00	0.00	249.70	12.00
	B	0.00	0.00	0.00	0.00
	C	213.80	0.00	0.00	5.40
	D	16.40	0.00	10.90	0.00

Demand (PCU/TS)

16:30 - 16:45

		To			
		A	B	C	D
From	A	0.00	0.00	252.50	17.50
	B	2.90	0.00	0.00	0.00
	C	237.00	0.00	0.00	6.00
	D	22.00	0.00	8.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	253.30	22.40
	B	0.00	0.00	0.00	0.00
	C	240.10	0.00	0.00	8.00
	D	20.00	0.00	6.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	247.50	27.00
	B	0.00	0.00	0.00	0.00
	C	210.50	0.00	0.00	6.00
	D	23.00	0.00	10.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	228.90	27.40
	B	0.00	0.00	0.00	0.00
	C	230.30	0.00	0.00	10.00
	D	13.40	0.00	6.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	224.50	27.00
	B	0.00	0.00	0.00	0.00
	C	232.00	0.00	0.00	5.00
	D	13.50	0.00	9.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	3	0	0	0
	D	14	0	11	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	6
	B	100	0	0	0
	C	3	0	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A	B	C	D
From	A	0	0	2	8
	B	0	0	0	0
	C	4	0	0	0
	D	8	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.00	0.00	0.0	A	0.00	0.00
B-AD	0.10	66.34	0.2	F	0.48	2.90
A-BCD	0.25	11.01	0.3	B	22.22	133.30
A-B					0.00	0.00
A-C					242.73	1456.40
D-AB	0.20	11.20	0.3	B	18.05	108.30
D-BC	0.28	41.66	0.4	E	8.32	49.90
C-ABD	0.00	0.00	0.0	A	0.00	0.00
C-D					6.73	40.40
C-A					227.28	1363.70

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	56.03	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	36.24	0.000	0.00	0.0	0.0	0.000	A
A-BCD	12.00	12.00	115.43	0.104	11.89	0.0	0.1	8.682	A
A-B	0.00	0.00			0.00				
A-C	249.70	249.70			249.70				
D-AB	16.40	16.40	109.05	0.150	16.20	0.0	0.2	11.055	B
D-BC	10.90	10.90	40.68	0.268	10.51	0.0	0.4	32.762	D
C-ABD	0.00	0.00	100.80	0.000	0.00	0.0	0.0	0.000	A
C-D	5.40	5.40			5.40				
C-A	213.80	213.80			213.80				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	42.42	0.000	0.00	0.0	0.0	0.000	A
B-AD	2.90	2.90	29.66	0.098	2.70	0.0	0.2	66.336	F
A-BCD	17.50	17.50	109.48	0.160	17.42	0.1	0.2	10.077	B
A-B	0.00	0.00			0.00				
A-C	252.50	252.50			252.50				
D-AB	22.00	22.00	107.95	0.204	21.93	0.2	0.3	11.196	B
D-BC	8.00	8.00	31.38	0.255	8.03	0.4	0.4	41.658	E
C-ABD	0.00	0.00	98.17	0.000	0.00	0.0	0.0	0.000	A
C-D	6.00	6.00			6.00				
C-A	237.00	237.00			237.00				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	41.40	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	28.55	0.000	0.20	0.2	0.0	0.000	A
A-BCD	22.40	22.40	108.20	0.207	22.33	0.2	0.3	10.820	B
A-B	0.00	0.00			0.00				
A-C	253.30	253.30			253.30				
D-AB	20.00	20.00	110.60	0.181	20.05	0.3	0.2	9.945	A
D-BC	6.00	6.00	28.98	0.207	6.09	0.4	0.3	39.470	E
C-ABD	0.00	0.00	96.24	0.000	0.00	0.0	0.0	0.000	A
C-D	8.00	8.00			8.00				
C-A	240.10	240.10			240.10				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	53.37	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	32.93	0.000	0.00	0.0	0.0	0.000	A
A-BCD	27.00	27.00	116.10	0.233	26.97	0.3	0.3	10.092	B
A-B	0.00	0.00			0.00				
A-C	247.50	247.50			247.50				
D-AB	23.00	23.00	112.29	0.205	22.97	0.2	0.3	10.072	B
D-BC	10.00	10.00	35.48	0.282	9.90	0.3	0.4	35.032	E
C-ABD	0.00	0.00	96.03	0.000	0.00	0.0	0.0	0.000	A
C-D	6.00	6.00			6.00				
C-A	210.50	210.50			210.50				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	54.74	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	35.38	0.000	0.00	0.0	0.0	0.000	A
A-BCD	27.40	27.40	110.15	0.249	27.37	0.3	0.3	10.868	B
A-B	0.00	0.00			0.00				
A-C	228.90	228.90			228.90				
D-AB	13.40	13.40	111.44	0.120	13.52	0.3	0.1	9.201	A
D-BC	6.00	6.00	33.70	0.178	6.15	0.4	0.2	32.832	D
C-ABD	0.00	0.00	100.41	0.000	0.00	0.0	0.0	0.000	A
C-D	10.00	10.00			10.00				
C-A	230.30	230.30			230.30				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	56.56	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	36.35	0.000	0.00	0.0	0.0	0.000	A
A-BCD	27.00	27.00	110.98	0.243	26.99	0.3	0.3	11.007	B
A-B	0.00	0.00			0.00				
A-C	224.50	224.50			224.50				
D-AB	13.50	13.50	105.38	0.128	13.49	0.1	0.2	10.129	B
D-BC	9.00	9.00	35.48	0.254	8.90	0.2	0.3	33.725	D
C-ABD	0.00	0.00	101.61	0.000	0.00	0.0	0.0	0.000	A
C-D	5.00	5.00			5.00				
C-A	232.00	232.00			232.00				

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	08:15	09:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:15 - 08:30

		To			
		A	B	C	D
From	A	0.00	0.00	303.22	17.80
	B	0.00	0.00	0.00	0.00
	C	222.70	0.00	0.00	6.18
	D	23.45	0.00	11.52	0.00

Demand (PCU/TS)

08:30 - 08:45

		To			
		A	B	C	D
From	A	0.00	0.00	331.90	24.08
	B	0.00	0.00	0.00	0.00
	C	218.51	0.00	0.00	19.79
	D	16.75	0.00	19.16	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	287.62	26.18
	B	0.00	0.00	0.00	0.00
	C	241.55	0.00	0.00	8.27
	D	20.42	0.00	13.51	0.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	5.03	330.86	15.71
	B	0.00	0.00	1.05	0.00
	C	219.66	0.00	0.00	10.37
	D	14.66	0.00	9.42	0.00

09:15 - 09:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	1.05	302.17	9.84
	B	0.00	0.00	5.03	0.00
	C	250.97	0.00	0.00	10.37
	D	11.52	0.00	12.46	0.00

09:30 - 09:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	366.35	11.52
	B	0.00	0.00	0.00	0.00
	C	201.66	0.00	0.00	7.33
	D	14.13	0.00	9.42	0.00

Vehicle Mix

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	10	0
	B	0	0	0	0
	C	9	0	0	20
	D	11	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	9	0
	B	0	0	0	0
	C	7	0	0	6
	D	0	0	21	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	11	0
	B	0	0	0	0
	C	8	0	0	14
	D	6	0	8	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A	B	C	D
From	A	0	100	10	0
	B	0	0	0	0
	C	10	0	0	13
	D	0	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A	B	C	D
From	A	0	0	10	0
	B	0	0	100	0
	C	12	0	0	13
	D	0	0	9	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		A	B	C	D
From	A	0	0	10	0
	B	0	0	0	0
	C	8	0	0	0
	D	8	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.05	16.79	0.1	C	1.01	6.07
B-AD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.24	11.02	0.3	B	17.52	105.12
A-B					1.01	6.07
A-C					320.35	1922.12
D-AB	0.37	34.04	0.6	D	16.82	100.93
D-BC	0.82	120.39	2.4	F	12.58	75.49
C-ABD	0.00	0.00	0.0	A	0.00	0.00
C-D					10.38	62.30
C-A					225.84	1355.05

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	37.85	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	20.73	0.000	0.00	0.0	0.0	0.000	A
A-BCD	17.80	17.80	113.01	0.158	17.61	0.0	0.2	9.417	A
A-B	0.00	0.00			0.00				
A-C	303.22	303.22			303.22				
D-AB	23.45	23.45	100.54	0.233	23.12	0.0	0.3	12.797	B
D-BC	11.52	11.52	28.18	0.409	10.89	0.0	0.6	50.479	F
C-ABD	0.00	0.00	85.75	0.000	0.00	0.0	0.0	0.000	A
C-D	6.18	6.18			6.18				
C-A	222.70	222.70			222.70				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	25.17	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	13.01	0.000	0.00	0.0	0.0	0.000	A
A-BCD	24.08	24.08	110.65	0.218	23.99	0.2	0.3	10.375	B
A-B	0.00	0.00			0.00				
A-C	331.90	331.90			331.90				
D-AB	16.75	16.75	45.07	0.372	16.47	0.3	0.6	34.038	D
D-BC	19.16	19.16	23.51	0.815	17.37	0.6	2.4	120.386	F
C-ABD	0.00	0.00	76.52	0.000	0.00	0.0	0.0	0.000	A
C-D	19.79	19.79			19.79				
C-A	218.51	218.51			218.51				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	36.39	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	19.55	0.000	0.00	0.0	0.0	0.000	A
A-BCD	26.18	26.18	107.77	0.243	26.13	0.3	0.3	11.018	B
A-B	0.00	0.00			0.00				
A-C	287.62	287.62			287.62				
D-AB	20.42	20.42	70.83	0.288	20.61	0.6	0.4	18.361	C
D-BC	13.51	13.51	24.04	0.562	14.05	2.4	1.9	116.629	F
C-ABD	0.00	0.00	86.54	0.000	0.00	0.0	0.0	0.000	A
C-D	8.27	8.27			8.27				
C-A	241.55	241.55			241.55				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	1.05	1.05	87.95	0.012	1.04	0.0	0.0	10.354	B
B-AD	0.00	0.00	13.72	0.000	0.00	0.0	0.0	0.000	A
A-BCD	15.71	15.71	112.72	0.139	15.86	0.3	0.2	9.305	A
A-B	5.03	5.03			5.03				
A-C	330.86	330.86			330.86				
D-AB	14.66	14.66	96.56	0.152	14.89	0.4	0.2	11.462	B
D-BC	9.42	9.42	26.29	0.358	10.64	1.9	0.7	65.020	F
C-ABD	0.00	0.00	78.42	0.000	0.00	0.0	0.0	0.000	A
C-D	10.37	10.37			10.37				
C-A	219.66	219.66			219.66				

09:15 - 09:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5.03	5.03	95.59	0.053	4.95	0.0	0.1	16.794	C
B-AD	0.00	0.00	17.20	0.000	0.00	0.0	0.0	0.000	A
A-BCD	9.84	9.84	104.89	0.094	9.90	0.2	0.1	9.481	A
A-B	1.05	1.05			1.05				
A-C	302.17	302.17			302.17				
D-AB	11.52	11.52	80.14	0.144	11.54	0.2	0.2	13.122	B
D-BC	12.46	12.46	25.21	0.494	12.23	0.7	0.9	69.352	F
C-ABD	0.00	0.00	88.46	0.000	0.00	0.0	0.0	0.000	A
C-D	10.37	10.37			10.37				
C-A	250.97	250.97			250.97				

09:30 - 09:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	79.48	0.000	0.09	0.1	0.0	0.000	A
B-AD	0.00	0.00	10.57	0.000	0.00	0.0	0.0	0.000	A
A-BCD	11.52	11.52	117.98	0.098	11.51	0.1	0.1	8.453	A
A-B	0.00	0.00			0.00				
A-C	366.35	366.35			366.35				
D-AB	14.13	14.13	104.59	0.135	14.14	0.2	0.2	10.337	B
D-BC	9.42	9.42	27.19	0.347	9.70	0.9	0.6	56.023	F
C-ABD	0.00	0.00	72.53	0.000	0.00	0.0	0.0	0.000	A
C-D	7.33	7.33			7.33				
C-A	201.66	201.66			201.66				

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	261.99	12.59
	B	0.00	0.00	0.00	0.00
	C	224.33	0.00	0.00	5.67
	D	17.21	0.00	11.44	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	264.93	18.36
	B	3.04	0.00	0.00	0.00
	C	248.67	0.00	0.00	6.30
	D	23.08	0.00	8.39	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	265.77	23.50
	B	0.00	0.00	0.00	0.00
	C	251.92	0.00	0.00	8.39
	D	20.98	0.00	6.30	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	259.69	28.33
	B	0.00	0.00	0.00	0.00
	C	220.86	0.00	0.00	6.30
	D	24.13	0.00	10.49	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	240.17	28.75
	B	0.00	0.00	0.00	0.00
	C	241.64	0.00	0.00	10.49
	D	14.06	0.00	6.30	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	235.55	28.33
	B	0.00	0.00	0.00	0.00
	C	243.42	0.00	0.00	5.25
	D	14.16	0.00	9.44	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	3	0	0	0
	D	14	0	11	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	6
	B	100	0	0	0
	C	3	0	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A	B	C	D
From	A	0	0	2	8
	B	0	0	0	0
	C	4	0	0	0
	D	8	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.00	0.00	0.0	A	0.00	0.00
B-AD	0.12	81.95	0.3	F	0.51	3.04
A-BCD	0.27	11.58	0.4	B	23.31	139.86
A-B					0.00	0.00
A-C					254.68	1528.10
D-AB	0.23	12.27	0.3	B	18.94	113.63
D-BC	0.34	52.97	0.5	F	8.73	52.36
C-ABD	0.00	0.00	0.0	A	0.00	0.00
C-D					7.06	42.39
C-A					238.47	1430.84

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	50.88	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	31.75	0.000	0.00	0.0	0.0	0.000	A
A-BCD	12.59	12.59	112.73	0.112	12.47	0.0	0.1	8.966	A
A-B	0.00	0.00			0.00				
A-C	261.99	261.99			261.99				
D-AB	17.21	17.21	103.96	0.166	16.98	0.0	0.2	11.797	B
D-BC	11.44	11.44	36.32	0.315	10.96	0.0	0.5	38.780	E
C-ABD	0.00	0.00	97.60	0.000	0.00	0.0	0.0	0.000	A
C-D	5.67	5.67			5.67				
C-A	224.33	224.33			224.33				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	37.32	0.000	0.00	0.0	0.0	0.000	A
B-AD	3.04	3.04	24.54	0.124	2.79	0.0	0.3	81.948	F
A-BCD	18.36	18.36	106.48	0.172	18.27	0.1	0.2	10.508	B
A-B	0.00	0.00			0.00				
A-C	264.93	264.93			264.93				
D-AB	23.08	23.08	101.63	0.227	23.00	0.2	0.3	12.268	B
D-BC	8.39	8.39	26.82	0.313	8.40	0.5	0.5	52.972	F
C-ABD	0.00	0.00	94.84	0.000	0.00	0.0	0.0	0.000	A
C-D	6.30	6.30			6.30				
C-A	248.67	248.67			248.67				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	36.17	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	23.36	0.000	0.26	0.3	0.0	0.000	A
A-BCD	23.50	23.50	105.15	0.224	23.42	0.2	0.3	11.375	B
A-B	0.00	0.00			0.00				
A-C	265.77	265.77			265.77				
D-AB	20.98	20.98	104.86	0.200	21.04	0.3	0.3	10.746	B
D-BC	6.30	6.30	24.41	0.258	6.40	0.5	0.4	50.271	F
C-ABD	0.00	0.00	92.81	0.000	0.00	0.0	0.0	0.000	A
C-D	8.39	8.39			8.39				
C-A	251.92	251.92			251.92				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	47.93	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	28.24	0.000	0.00	0.0	0.0	0.000	A
A-BCD	28.33	28.33	113.44	0.250	28.29	0.3	0.3	10.565	B
A-B	0.00	0.00			0.00				
A-C	259.69	259.69			259.69				
D-AB	24.13	24.13	106.25	0.227	24.10	0.3	0.3	10.950	B
D-BC	10.49	10.49	31.04	0.338	10.38	0.4	0.5	43.279	E
C-ABD	0.00	0.00	92.59	0.000	0.00	0.0	0.0	0.000	A
C-D	6.30	6.30			6.30				
C-A	220.86	220.86			220.86				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	49.31	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	30.85	0.000	0.00	0.0	0.0	0.000	A
A-BCD	28.75	28.75	107.19	0.268	28.72	0.3	0.4	11.463	B
A-B	0.00	0.00			0.00				
A-C	240.17	240.17			240.17				
D-AB	14.06	14.06	106.72	0.132	14.20	0.3	0.2	9.740	A
D-BC	6.30	6.30	29.22	0.215	6.49	0.5	0.3	39.902	E
C-ABD	0.00	0.00	97.18	0.000	0.00	0.0	0.0	0.000	A
C-D	10.49	10.49			10.49				
C-A	241.64	241.64			241.64				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	51.29	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	31.87	0.000	0.00	0.0	0.0	0.000	A
A-BCD	28.33	28.33	108.06	0.262	28.32	0.4	0.4	11.579	B
A-B	0.00	0.00			0.00				
A-C	235.55	235.55			235.55				
D-AB	14.16	14.16	99.86	0.142	14.15	0.2	0.2	10.852	B
D-BC	9.44	9.44	30.87	0.306	9.32	0.3	0.4	41.482	E
C-ABD	0.00	0.00	98.44	0.000	0.00	0.0	0.0	0.000	A
C-D	5.25	5.25			5.25				
C-A	243.42	243.42			243.42				

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		6.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	08:15	09:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:15 - 08:30

		To			
		A	B	C	D
From	A	0.00	0.00	308.22	17.80
	B	0.00	0.00	0.00	0.00
	C	231.20	0.00	0.00	6.18
	D	23.45	0.00	11.52	0.00

Demand (PCU/TS)

08:30 - 08:45

		To			
		A	B	C	D
From	A	0.00	0.00	336.90	24.08
	B	0.00	0.00	0.00	0.00
	C	227.01	0.00	0.00	19.79
	D	16.75	0.00	19.16	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	292.62	26.18
	B	0.00	0.00	0.00	0.00
	C	250.05	0.00	0.00	8.27
	D	20.42	0.00	13.51	0.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	5.03	335.86	15.71
	B	0.00	0.00	1.05	0.00
	C	228.16	0.00	0.00	10.37
	D	14.66	0.00	9.42	0.00

09:15 - 09:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	1.05	307.17	9.84
	B	0.00	0.00	5.03	0.00
	C	259.47	0.00	0.00	10.37
	D	11.52	0.00	12.46	0.00

09:30 - 09:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	371.35	11.52
	B	0.00	0.00	0.00	0.00
	C	210.16	0.00	0.00	7.33
	D	14.13	0.00	9.42	0.00

Vehicle Mix

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	9	0
	B	0	0	0	0
	C	9	0	0	20
	D	11	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	9	0
	B	0	0	0	0
	C	7	0	0	6
	D	0	0	21	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	11	0
	B	0	0	0	0
	C	8	0	0	14
	D	6	0	8	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A	B	C	D
From	A	0	100	9	0
	B	0	0	0	0
	C	10	0	0	13
	D	0	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A	B	C	D
From	A	0	0	9	0
	B	0	0	100	0
	C	12	0	0	13
	D	0	0	9	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		A	B	C	D
From	A	0	0	9	0
	B	0	0	0	0
	C	8	0	0	0
	D	8	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.05	17.03	0.1	C	1.01	6.07
B-AD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.25	11.31	0.3	B	17.52	105.12
A-B					1.01	6.07
A-C					325.35	1952.12
D-AB	0.69	102.66	1.9	F	16.82	100.93
D-BC	0.93	167.90	3.2	F	12.58	75.49
C-ABD	0.00	0.00	0.0	A	0.00	0.00
C-D					10.38	62.30
C-A					234.34	1406.05

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	34.83	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	18.40	0.000	0.00	0.0	0.0	0.000	A
A-BCD	17.80	17.80	110.88	0.161	17.61	0.0	0.2	9.630	A
A-B	0.00	0.00			0.00				
A-C	308.22	308.22			308.22				
D-AB	23.45	23.45	95.56	0.245	23.10	0.0	0.4	13.665	B
D-BC	11.52	11.52	25.61	0.450	10.79	0.0	0.7	58.381	F
C-ABD	0.00	0.00	84.53	0.000	0.00	0.0	0.0	0.000	A
C-D	6.18	6.18			6.18				
C-A	231.20	231.20			231.20				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	21.74	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	10.66	0.000	0.00	0.0	0.0	0.000	A
A-BCD	24.08	24.08	108.53	0.222	23.99	0.2	0.3	10.634	B
A-B	0.00	0.00			0.00				
A-C	336.90	336.90			336.90				
D-AB	16.75	16.75	24.28	0.690	15.24	0.4	1.9	102.658	F
D-BC	19.16	19.16	20.69	0.926	16.68	0.7	3.2	158.720	F
C-ABD	0.00	0.00	75.30	0.000	0.00	0.0	0.0	0.000	A
C-D	19.79	19.79			19.79				
C-A	227.01	227.01			227.01				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	33.26	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	16.97	0.000	0.00	0.0	0.0	0.000	A
A-BCD	26.18	26.18	105.65	0.248	26.13	0.3	0.3	11.309	B
A-B	0.00	0.00			0.00				
A-C	292.62	292.62			292.62				
D-AB	20.42	20.42	54.26	0.376	21.64	1.9	0.6	29.026	D
D-BC	13.51	13.51	21.15	0.639	14.02	3.2	2.7	167.903	F
C-ABD	0.00	0.00	85.32	0.000	0.00	0.0	0.0	0.000	A
C-D	8.27	8.27			8.27				
C-A	250.05	250.05			250.05				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	1.05	1.05	86.68	0.012	1.03	0.0	0.0	10.507	B
B-AD	0.00	0.00	11.64	0.000	0.00	0.0	0.0	0.000	A
A-BCD	15.71	15.71	110.59	0.142	15.86	0.3	0.2	9.515	A
A-B	5.03	5.03			5.03				
A-C	335.86	335.86			335.86				
D-AB	14.66	14.66	87.67	0.167	15.09	0.6	0.2	12.937	B
D-BC	9.42	9.42	23.72	0.397	11.32	2.7	0.8	85.383	F
C-ABD	0.00	0.00	77.20	0.000	0.00	0.0	0.0	0.000	A
C-D	10.37	10.37			10.37				
C-A	228.16	228.16			228.16				

09:15 - 09:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5.03	5.03	94.33	0.053	4.94	0.0	0.1	17.028	C
B-AD	0.00	0.00	15.20	0.000	0.00	0.0	0.0	0.000	A
A-BCD	9.84	9.84	102.77	0.096	9.90	0.2	0.1	9.697	A
A-B	1.05	1.05			1.05				
A-C	307.17	307.17			307.17				
D-AB	11.52	11.52	72.11	0.160	11.54	0.2	0.2	14.864	B
D-BC	12.46	12.46	22.48	0.554	12.17	0.8	1.1	85.918	F
C-ABD	0.00	0.00	87.24	0.000	0.00	0.0	0.0	0.000	A
C-D	10.37	10.37			10.37				
C-A	259.47	259.47			259.47				

09:30 - 09:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	78.21	0.000	0.09	0.1	0.0	0.000	A
B-AD	0.00	0.00	8.52	0.000	0.00	0.0	0.0	0.000	A
A-BCD	11.52	11.52	115.86	0.099	11.51	0.1	0.1	8.625	A
A-B	0.00	0.00			0.00				
A-C	371.35	371.35			371.35				
D-AB	14.13	14.13	99.02	0.143	14.15	0.2	0.2	11.015	B
D-BC	9.42	9.42	24.58	0.383	9.78	1.1	0.7	66.829	F
C-ABD	0.00	0.00	71.31	0.000	0.00	0.0	0.0	0.000	A
C-D	7.33	7.33			7.33				
C-A	210.16	210.16			210.16				

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:15 - 16:30

		To			
		A	B	C	D
From	A	0.00	0.00	269.74	12.59
	B	0.00	0.00	0.00	0.00
	C	230.58	0.00	0.00	5.67
	D	17.21	0.00	11.44	0.00

Demand (PCU/TS)

16:30 - 16:45

		To			
		A	B	C	D
From	A	0.00	0.00	272.68	18.36
	B	3.04	0.00	0.00	0.00
	C	254.92	0.00	0.00	6.30
	D	23.08	0.00	8.39	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	273.52	23.50
	B	0.00	0.00	0.00	0.00
	C	258.17	0.00	0.00	8.39
	D	20.98	0.00	6.30	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	267.44	28.33
	B	0.00	0.00	0.00	0.00
	C	227.11	0.00	0.00	6.30
	D	24.13	0.00	10.49	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	247.92	28.75
	B	0.00	0.00	0.00	0.00
	C	247.89	0.00	0.00	10.49
	D	14.06	0.00	6.30	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	243.30	28.33
	B	0.00	0.00	0.00	0.00
	C	249.67	0.00	0.00	5.25
	D	14.16	0.00	9.44	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	3	0	0	0
	D	14	0	11	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	6
	B	100	0	0	0
	C	3	0	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A	B	C	D
From	A	0	0	2	8
	B	0	0	0	0
	C	4	0	0	0
	D	8	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.00	0.00	0.0	A	0.00	0.00
B-AD	0.14	93.32	0.3	F	0.51	3.04
A-BCD	0.27	11.81	0.4	B	23.31	139.86
A-B					0.00	0.00
A-C					262.43	1574.60
D-AB	0.24	12.85	0.3	B	18.94	113.63
D-BC	0.37	60.87	0.5	F	8.73	52.36
C-ABD	0.00	0.00	0.0	A	0.00	0.00
C-D					7.06	42.39
C-A					244.72	1468.34

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	47.72	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	29.15	0.000	0.00	0.0	0.0	0.000	A
A-BCD	12.59	12.59	111.17	0.113	12.46	0.0	0.1	9.108	A
A-B	0.00	0.00			0.00				
A-C	269.74	269.74			269.74				
D-AB	17.21	17.21	101.14	0.170	16.98	0.0	0.2	12.188	B
D-BC	11.44	11.44	33.81	0.338	10.91	0.0	0.5	42.793	E
C-ABD	0.00	0.00	95.72	0.000	0.00	0.0	0.0	0.000	A
C-D	5.67	5.67			5.67				
C-A	230.58	230.58			230.58				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	34.36	0.000	0.00	0.0	0.0	0.000	A
B-AD	3.04	3.04	21.81	0.140	2.75	0.0	0.3	93.316	F
A-BCD	18.36	18.36	104.92	0.175	18.27	0.1	0.2	10.697	B
A-B	0.00	0.00			0.00				
A-C	272.68	272.68			272.68				
D-AB	23.08	23.08	98.09	0.235	22.99	0.2	0.3	12.852	B
D-BC	8.39	8.39	24.43	0.344	8.39	0.5	0.5	60.870	F
C-ABD	0.00	0.00	92.95	0.000	0.00	0.0	0.0	0.000	A
C-D	6.30	6.30			6.30				
C-A	254.92	254.92			254.92				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	33.17	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	20.63	0.000	0.29	0.3	0.0	0.000	A
A-BCD	23.50	23.50	103.58	0.227	23.42	0.2	0.3	11.598	B
A-B	0.00	0.00			0.00				
A-C	273.52	273.52			273.52				
D-AB	20.98	20.98	101.63	0.206	21.05	0.3	0.3	11.178	B
D-BC	6.30	6.30	22.06	0.285	6.40	0.5	0.4	57.953	F
C-ABD	0.00	0.00	90.92	0.000	0.00	0.0	0.0	0.000	A
C-D	8.39	8.39			8.39				
C-A	258.17	258.17			258.17				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	44.66	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	25.62	0.000	0.00	0.0	0.0	0.000	A
A-BCD	28.33	28.33	111.88	0.253	28.29	0.3	0.3	10.763	B
A-B	0.00	0.00			0.00				
A-C	267.44	267.44			267.44				
D-AB	24.13	24.13	102.76	0.235	24.09	0.3	0.3	11.434	B
D-BC	10.49	10.49	28.62	0.367	10.38	0.4	0.5	48.995	E
C-ABD	0.00	0.00	90.70	0.000	0.00	0.0	0.0	0.000	A
C-D	6.30	6.30			6.30				
C-A	227.11	227.11			227.11				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	46.03	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	28.26	0.000	0.00	0.0	0.0	0.000	A
A-BCD	28.75	28.75	105.63	0.272	28.72	0.3	0.4	11.694	B
A-B	0.00	0.00			0.00				
A-C	247.92	247.92			247.92				
D-AB	14.06	14.06	104.11	0.135	14.20	0.3	0.2	10.025	B
D-BC	6.30	6.30	26.81	0.235	6.51	0.5	0.3	44.788	E
C-ABD	0.00	0.00	95.29	0.000	0.00	0.0	0.0	0.000	A
C-D	10.49	10.49			10.49				
C-A	247.89	247.89			247.89				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	48.05	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	29.27	0.000	0.00	0.0	0.0	0.000	A
A-BCD	28.33	28.33	106.50	0.266	28.32	0.4	0.4	11.805	B
A-B	0.00	0.00			0.00				
A-C	243.30	243.30			243.30				
D-AB	14.16	14.16	96.79	0.146	14.15	0.2	0.2	11.252	B
D-BC	9.44	9.44	28.37	0.333	9.30	0.3	0.5	46.808	E
C-ABD	0.00	0.00	96.55	0.000	0.00	0.0	0.0	0.000	A
C-D	5.25	5.25			5.25				
C-A	249.67	249.67			249.67				

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		28.85	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	08:15	09:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:15 - 08:30

		To			
		A	B	C	D
From	A	0.00	0.00	320.81	17.80
	B	0.00	0.00	0.00	0.00
	C	255.05	0.00	0.00	11.66
	D	27.44	0.00	11.52	0.00

Demand (PCU/TS)

08:30 - 08:45

		To			
		A	B	C	D
From	A	0.00	0.00	349.50	24.08
	B	0.00	0.00	0.00	0.00
	C	250.86	0.00	0.00	25.28
	D	20.74	0.00	19.16	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	305.21	26.18
	B	0.00	0.00	0.00	0.00
	C	273.89	0.00	0.00	13.76
	D	24.40	0.00	13.51	0.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	5.03	348.45	15.71
	B	0.00	0.00	1.05	0.00
	C	240.76	0.00	0.00	14.35
	D	18.65	0.00	9.42	0.00

09:15 - 09:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	1.05	319.77	9.84
	B	0.00	0.00	5.03	0.00
	C	272.07	0.00	0.00	14.35
	D	15.50	0.00	12.46	0.00

09:30 - 09:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	383.95	11.52
	B	0.00	0.00	0.00	0.00
	C	222.75	0.00	0.00	11.32
	D	18.12	0.00	9.42	0.00

Vehicle Mix

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	11	0
	B	0	0	0	0
	C	10	0	0	30
	D	16	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	11	0
	B	0	0	0	0
	C	8	0	0	11
	D	8	0	21	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	12	0
	B	0	0	0	0
	C	9	0	0	24
	D	12	0	8	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A	B	C	D
From	A	0	100	11	0
	B	0	0	0	0
	C	12	0	0	25
	D	9	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A	B	C	D
From	A	0	0	11	0
	B	0	0	100	0
	C	13	0	0	25
	D	11	0	9	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		A	B	C	D
From	A	0	0	11	0
	B	0	0	0	0
	C	10	0	0	16
	D	17	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.06	17.65	0.1	C	1.01	6.07
B-AD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.27	12.46	0.4	B	17.52	105.12
A-B					1.01	6.07
A-C					337.95	2027.70
D-AB	1.55	525.49	13.9	F	20.81	124.86
D-BC	1.49	622.34	9.0	F	12.58	75.49
C-ABD	0.00	0.00	0.0	A	0.00	0.00
C-D					15.12	90.72
C-A					252.56	1515.38

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	25.19	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	11.19	0.000	0.00	0.0	0.0	0.000	A
A-BCD	17.80	17.80	103.55	0.172	17.59	0.0	0.2	10.455	B
A-B	0.00	0.00			0.00				
A-C	320.81	320.81			320.81				
D-AB	27.44	27.44	71.80	0.382	26.75	0.0	0.7	22.914	C
D-BC	11.52	11.52	17.50	0.658	10.14	0.0	1.4	109.321	F
C-ABD	0.00	0.00	81.47	0.000	0.00	0.0	0.0	0.000	A
C-D	11.66	11.66			11.66				
C-A	255.05	255.05			255.05				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	10.53	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	3.10	0.000	0.00	0.0	0.0	0.000	A
A-BCD	24.08	24.08	101.19	0.238	23.98	0.2	0.3	11.641	B
A-B	0.00	0.00			0.00				
A-C	349.50	349.50			349.50				
D-AB	20.74	20.74	13.42	1.546	11.51	0.7	9.9	415.361	F
D-BC	19.16	19.16	12.86	1.490	12.40	1.4	8.1	438.143	F
C-ABD	0.00	0.00	72.22	0.000	0.00	0.0	0.0	0.000	A
C-D	25.28	25.28			25.28				
C-A	250.86	250.86			250.86				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	23.27	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	7.56	0.000	0.00	0.0	0.0	0.000	A
A-BCD	26.18	26.18	98.31	0.266	26.13	0.3	0.4	12.458	B
A-B	0.00	0.00			0.00				
A-C	305.21	305.21			305.21				
D-AB	24.40	24.40	21.02	1.161	20.42	9.9	13.9	525.494	F
D-BC	13.51	13.51	13.25	1.019	12.68	8.1	9.0	622.342	F
C-ABD	0.00	0.00	82.25	0.000	0.00	0.0	0.0	0.000	A
C-D	13.76	13.76			13.76				
C-A	273.89	273.89			273.89				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	1.05	1.05	83.50	0.013	1.03	0.0	0.0	10.912	B
B-AD	0.00	0.00	3.94	0.000	0.00	0.0	0.0	0.000	A
A-BCD	15.71	15.71	106.45	0.148	15.89	0.4	0.2	9.958	A
A-B	5.03	5.03			5.03				
A-C	348.45	348.45			348.45				
D-AB	18.65	18.65	29.15	0.640	26.94	13.9	5.6	358.652	F
D-BC	9.42	9.42	16.46	0.572	14.71	9.0	3.7	415.395	F
C-ABD	0.00	0.00	74.12	0.000	0.00	0.0	0.0	0.000	A
C-D	14.35	14.35			14.35				
C-A	240.76	240.76			240.76				

09:15 - 09:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5.03	5.03	91.15	0.055	4.94	0.0	0.1	17.650	C
B-AD	0.00	0.00	9.69	0.000	0.00	0.0	0.0	0.000	A
A-BCD	9.84	9.84	98.62	0.100	9.91	0.2	0.1	10.153	B
A-B	1.05	1.05			1.05				
A-C	319.77	319.77			319.77				
D-AB	15.50	15.50	20.71	0.749	16.84	5.6	4.3	242.685	F
D-BC	12.46	12.46	15.82	0.788	12.20	3.7	3.9	265.386	F
C-ABD	0.00	0.00	84.17	0.000	0.00	0.0	0.0	0.000	A
C-D	14.35	14.35			14.35				
C-A	272.07	272.07			272.07				

09:30 - 09:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	75.03	0.000	0.10	0.1	0.0	0.000	A
B-AD	0.00	0.00	2.46	0.000	0.00	0.0	0.0	0.000	A
A-BCD	11.52	11.52	111.71	0.103	11.52	0.1	0.1	8.982	A
A-B	0.00	0.00			0.00				
A-C	383.95	383.95			383.95				
D-AB	18.12	18.12	67.23	0.270	21.97	4.3	0.4	24.393	C
D-BC	9.42	9.42	18.66	0.505	11.95	3.9	1.4	162.072	F
C-ABD	0.00	0.00	68.24	0.000	0.00	0.0	0.0	0.000	A
C-D	11.32	11.32			11.32				
C-A	222.75	222.75			222.75				

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	293.59	12.59
	B	0.00	0.00	0.00	0.00
	C	243.17	0.00	0.00	9.65
	D	22.69	0.00	11.44	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	296.53	18.36
	B	3.04	0.00	0.00	0.00
	C	267.52	0.00	0.00	10.28
	D	28.57	0.00	8.39	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	297.37	23.50
	B	0.00	0.00	0.00	0.00
	C	270.77	0.00	0.00	12.38
	D	26.47	0.00	6.30	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	280.03	28.33
	B	0.00	0.00	0.00	0.00
	C	239.71	0.00	0.00	10.28
	D	28.12	0.00	10.49	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	260.52	28.75
	B	0.00	0.00	0.00	0.00
	C	260.49	0.00	0.00	14.48
	D	18.05	0.00	6.30	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	255.90	28.33
	B	0.00	0.00	0.00	0.00
	C	262.27	0.00	0.00	9.23
	D	18.15	0.00	9.44	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	7	0
	B	0	0	0	0
	C	5	0	0	18
	D	20	0	11	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	6
	B	100	0	0	0
	C	4	0	0	18
	D	5	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	7	0	0	14
	D	6	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	4	0	0	18
	D	5	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	5	0	0	12
	D	9	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A	B	C	D
From	A	0	0	4	8
	B	0	0	0	0
	C	5	0	0	21
	D	17	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.00	0.00	0.0	A	0.00	0.00
B-AD	0.23	165.95	0.5	F	0.51	3.04
A-BCD	0.28	12.46	0.4	B	23.31	139.86
A-B					0.00	0.00
A-C					280.66	1683.94
D-AB	0.34	18.33	0.6	C	23.68	142.06
D-BC	0.48	105.01	0.9	F	8.73	52.36
C-ABD	0.00	0.00	0.0	A	0.00	0.00
C-D					11.05	66.31
C-A					257.32	1543.92

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	37.98	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	21.10	0.000	0.00	0.0	0.0	0.000	A
A-BCD	12.59	12.59	107.02	0.118	12.46	0.0	0.1	9.503	A
A-B	0.00	0.00			0.00				
A-C	293.59	293.59			293.59				
D-AB	22.69	22.69	93.05	0.244	22.32	0.0	0.4	15.162	C
D-BC	11.44	11.44	26.31	0.435	10.68	0.0	0.8	61.559	F
C-ABD	0.00	0.00	89.91	0.000	0.00	0.0	0.0	0.000	A
C-D	9.65	9.65			9.65				
C-A	243.17	243.17			243.17				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	25.05	0.000	0.00	0.0	0.0	0.000	A
B-AD	3.04	3.04	13.07	0.233	2.56	0.0	0.5	165.945	F
A-BCD	18.36	18.36	100.77	0.182	18.27	0.1	0.2	11.230	B
A-B	0.00	0.00			0.00				
A-C	296.53	296.53			296.53				
D-AB	28.57	28.57	84.30	0.339	28.38	0.4	0.6	18.330	C
D-BC	8.39	8.39	17.49	0.480	8.26	0.8	0.9	105.006	F
C-ABD	0.00	0.00	87.14	0.000	0.00	0.0	0.0	0.000	A
C-D	10.28	10.28			10.28				
C-A	267.52	267.52			267.52				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	23.77	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	11.85	0.000	0.49	0.5	0.0	0.000	A
A-BCD	23.50	23.50	99.44	0.236	23.41	0.2	0.3	12.232	B
A-B	0.00	0.00			0.00				
A-C	297.37	297.37			297.37				
D-AB	26.47	26.47	88.98	0.297	26.59	0.6	0.5	15.237	C
D-BC	6.30	6.30	15.36	0.410	6.41	0.9	0.8	102.419	F
C-ABD	0.00	0.00	85.11	0.000	0.00	0.0	0.0	0.000	A
C-D	12.38	12.38			12.38				
C-A	270.77	270.77			270.77				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	38.04	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	20.17	0.000	0.00	0.0	0.0	0.000	A
A-BCD	28.33	28.33	107.73	0.263	28.29	0.3	0.4	11.323	B
A-B	0.00	0.00			0.00				
A-C	280.03	280.03			280.03				
D-AB	28.12	28.12	92.45	0.304	28.12	0.5	0.5	14.777	B
D-BC	10.49	10.49	23.22	0.452	10.48	0.8	0.8	70.273	F
C-ABD	0.00	0.00	87.63	0.000	0.00	0.0	0.0	0.000	A
C-D	10.28	10.28			10.28				
C-A	239.71	239.71			239.71				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	39.36	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	22.92	0.000	0.00	0.0	0.0	0.000	A
A-BCD	28.75	28.75	101.48	0.283	28.71	0.4	0.4	12.362	B
A-B	0.00	0.00			0.00				
A-C	260.52	260.52			260.52				
D-AB	18.05	18.05	98.13	0.184	18.26	0.5	0.2	12.000	B
D-BC	6.30	6.30	21.49	0.293	6.63	0.8	0.4	61.789	F
C-ABD	0.00	0.00	92.22	0.000	0.00	0.0	0.0	0.000	A
C-D	14.48	14.48			14.48				
C-A	260.49	260.49			260.49				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	41.49	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	23.93	0.000	0.00	0.0	0.0	0.000	A
A-BCD	28.33	28.33	102.35	0.277	28.32	0.4	0.4	12.460	B
A-B	0.00	0.00			0.00				
A-C	255.90	255.90			255.90				
D-AB	18.15	18.15	88.96	0.204	18.11	0.2	0.3	14.186	B
D-BC	9.44	9.44	22.73	0.415	9.25	0.4	0.6	65.653	F
C-ABD	0.00	0.00	93.48	0.000	0.00	0.0	0.0	0.000	A
C-D	9.23	9.23			9.23				
C-A	262.27	262.27			262.27				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 47 (four_arm)_V2_WITHREDUCEDFLOWS.j9
Path: C:\Users\shadwelh8829\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\1 Reduced Flow Models
Report generation date: 14/04/2025 12:51:27

»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	FB+CD+N2T WD													
Stream B-CD	D7	0.1	17.33	0.05	C	15.20	C	D8	0.0	0.00	0.00	A	2.28	A
Stream B-AD		0.0	0.00	0.00	A				0.4	119.68	0.17	F		
Stream A-BCD		0.3	11.86	0.26	B				0.4	12.12	0.28	B		
Stream D-AB		6.7	277.53	1.18	F				0.4	14.90	0.28	B		
Stream D-BC		5.1	338.59	1.15	F				0.7	77.45	0.40	F		
Stream C-ABD		0.0	0.00	0.00	A				0.0	0.00	0.00	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

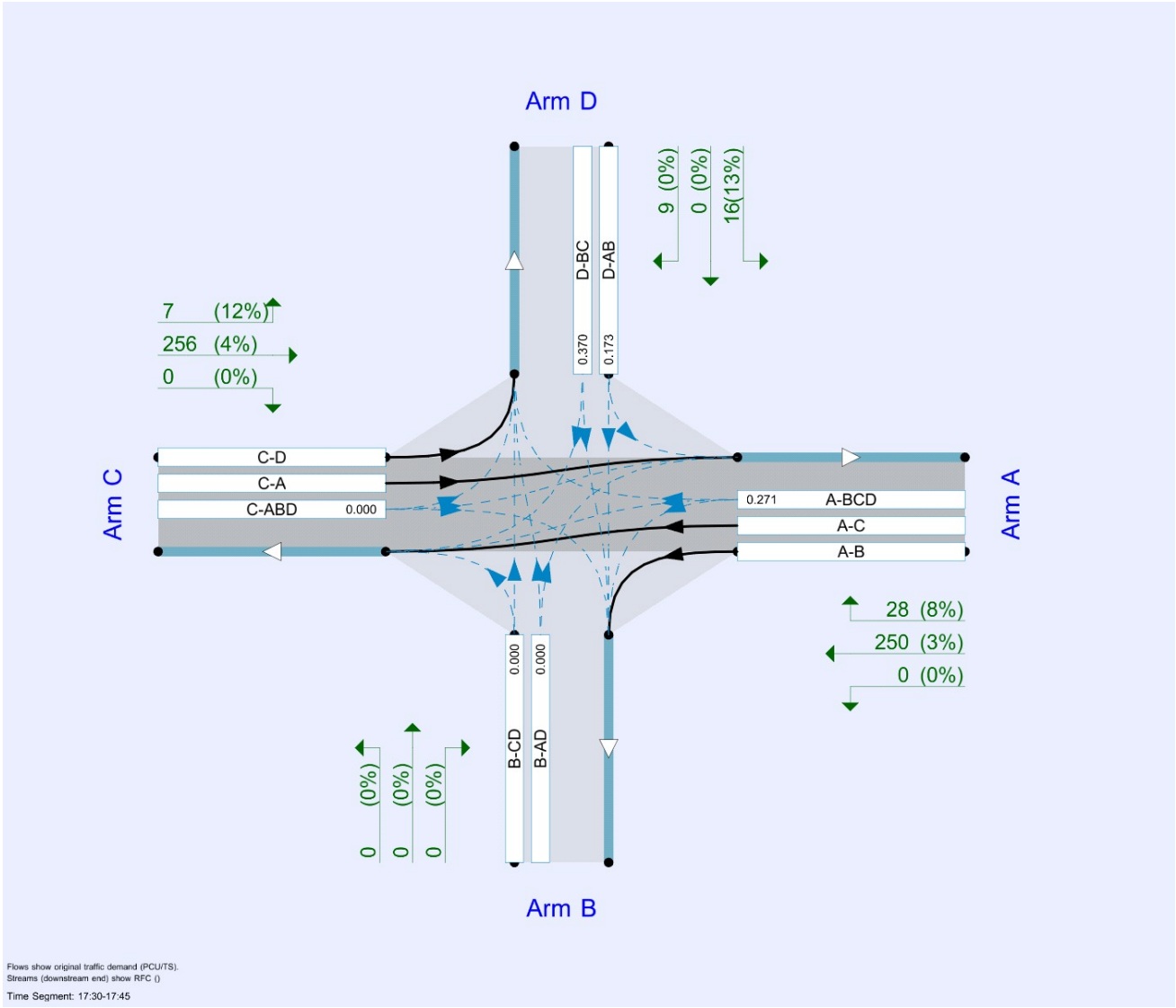
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	08:15	09:45	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Analysis Set Details

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

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		15.20	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A120 Coggeshall Road (E)		Major
B	Access Road (S)		Minor
C	A120 Coggeshall Road (W)		Major
D	Great Tay Road (N)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.20		✓	2.46	152.4	✓	12.00
C	7.20				154.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	8.89	4.43	3.43	3.27	3.18		1.00	19	15
D	One lane plus flare	10.00	6.08	4.42	3.86	3.27		1.00	40	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	170.244	-	-	-	-	-	-	0.250	0.357	0.250	-	-	-
B-A	126.912	0.088	0.222	0.222	-	-	-	0.139	0.316	-	0.222	0.222	0.111
B-C	163.640	0.095	0.240	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	126.912	0.088	0.222	0.222	-	-	-	0.139	0.316	0.139	-	-	-
B-D, offside lane	126.912	0.088	0.222	0.222	-	-	-	0.139	0.316	0.139	-	-	-
C-B	165.784	0.244	0.244	0.348	-	-	-	-	-	-	-	-	-
D-A	179.835	-	-	-	-	-	-	0.264	-	0.105	-	-	-
D-B, nearside lane	141.365	0.155	0.155	0.352	-	-	-	0.247	0.247	0.098	-	-	-
D-B, offside lane	124.513	0.137	0.137	0.310	-	-	-	0.217	0.217	0.086	-	-	-
D-C	124.513	-	0.137	0.310	0.109	0.217	0.217	0.217	0.217	0.086	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	08:15	09:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	314.51	17.80
	B	0.00	0.00	0.00	0.00
	C	243.12	0.00	0.00	8.92
	D	25.45	0.00	11.52	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	343.20	24.08
	B	0.00	0.00	0.00	0.00
	C	238.94	0.00	0.00	22.53
	D	18.75	0.00	19.16	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	298.91	26.18
	B	0.00	0.00	0.00	0.00
	C	261.97	0.00	0.00	11.02
	D	22.41	0.00	13.51	0.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	5.03	342.16	15.71
	B	0.00	0.00	1.05	0.00
	C	234.46	0.00	0.00	12.36
	D	16.65	0.00	9.42	0.00

09:15 - 09:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	1.05	313.47	9.84
	B	0.00	0.00	5.03	0.00
	C	265.77	0.00	0.00	12.36
	D	13.51	0.00	12.46	0.00

09:30 - 09:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	377.65	11.52
	B	0.00	0.00	0.00	0.00
	C	216.45	0.00	0.00	9.32
	D	16.13	0.00	9.42	0.00

Vehicle Mix

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	10	0
	B	0	0	0	0
	C	9	0	0	26
	D	14	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	10	0
	B	0	0	0	0
	C	7	0	0	9
	D	4	0	21	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	11	0
	B	0	0	0	0
	C	9	0	0	20
	D	9	0	8	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A	B	C	D
From	A	0	100	10	0
	B	0	0	0	0
	C	11	0	0	19
	D	4	0	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To			
		A	B	C	D
From	A	0	0	10	0
	B	0	0	100	0
	C	13	0	0	19
	D	6	0	9	0

Heavy Vehicle Percentages

09:30 - 09:45

		To			
		A	B	C	D
From	A	0	0	10	0
	B	0	0	0	0
	C	9	0	0	9
	D	13	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.05	17.33	0.1	C	1.01	6.07
B-AD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.26	11.86	0.3	B	17.52	105.12
A-B					1.01	6.07
A-C					331.65	1989.91
D-AB	1.18	277.53	6.7	F	18.82	112.90
D-BC	1.15	338.59	5.1	F	12.58	75.49
C-ABD	0.00	0.00	0.0	A	0.00	0.00
C-D					12.75	76.51
C-A					243.45	1460.72

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	30.14	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	14.82	0.000	0.00	0.0	0.0	0.000	A
A-BCD	17.80	17.80	107.21	0.166	17.60	0.0	0.2	10.021	B
A-B	0.00	0.00			0.00				
A-C	314.51	314.51			314.51				
D-AB	25.45	25.45	86.01	0.296	24.98	0.0	0.5	16.621	C
D-BC	11.52	11.52	21.55	0.534	10.56	0.0	1.0	76.817	F
C-ABD	0.00	0.00	83.00	0.000	0.00	0.0	0.0	0.000	A
C-D	8.92	8.92			8.92				
C-A	243.12	243.12			243.12				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	16.33	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	7.03	0.000	0.00	0.0	0.0	0.000	A
A-BCD	24.08	24.08	104.86	0.230	23.98	0.2	0.3	11.115	B
A-B	0.00	0.00			0.00				
A-C	343.20	343.20			343.20				
D-AB	18.75	18.75	15.89	1.180	12.80	0.5	6.4	277.532	F
D-BC	19.16	19.16	16.64	1.152	14.98	1.0	5.1	257.560	F
C-ABD	0.00	0.00	73.76	0.000	0.00	0.0	0.0	0.000	A
C-D	22.53	22.53			22.53				
C-A	238.94	238.94			238.94				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	28.40	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	12.44	0.000	0.00	0.0	0.0	0.000	A
A-BCD	26.18	26.18	101.98	0.257	26.13	0.3	0.3	11.858	B
A-B	0.00	0.00			0.00				
A-C	298.91	298.91			298.91				
D-AB	22.41	22.41	25.45	0.881	22.11	6.4	6.7	249.106	F
D-BC	13.51	13.51	16.46	0.820	13.78	5.1	4.9	338.590	F
C-ABD	0.00	0.00	83.78	0.000	0.00	0.0	0.0	0.000	A
C-D	11.02	11.02			11.02				
C-A	261.97	261.97			261.97				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	1.05	1.05	85.09	0.012	1.03	0.0	0.0	10.706	B
B-AD	0.00	0.00	8.31	0.000	0.00	0.0	0.0	0.000	A
A-BCD	15.71	15.71	108.52	0.145	15.87	0.3	0.2	9.731	A
A-B	5.03	5.03			5.03				
A-C	342.16	342.16			342.16				
D-AB	16.65	16.65	67.27	0.248	23.00	6.7	0.4	24.930	C
D-BC	9.42	9.42	20.15	0.468	13.11	4.9	1.2	159.321	F
C-ABD	0.00	0.00	75.66	0.000	0.00	0.0	0.0	0.000	A
C-D	12.36	12.36			12.36				
C-A	234.46	234.46			234.46				

09:15 - 09:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5.03	5.03	92.74	0.054	4.94	0.0	0.1	17.334	C
B-AD	0.00	0.00	12.85	0.000	0.00	0.0	0.0	0.000	A
A-BCD	9.84	9.84	100.69	0.098	9.90	0.2	0.1	9.919	A
A-B	1.05	1.05			1.05				
A-C	313.47	313.47			313.47				
D-AB	13.51	13.51	59.70	0.226	13.56	0.4	0.3	20.472	C
D-BC	12.46	12.46	19.51	0.639	12.16	1.2	1.5	117.563	F
C-ABD	0.00	0.00	85.71	0.000	0.00	0.0	0.0	0.000	A
C-D	12.36	12.36			12.36				
C-A	265.77	265.77			265.77				

09:30 - 09:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	76.62	0.000	0.10	0.1	0.0	0.000	A
B-AD	0.00	0.00	6.08	0.000	0.00	0.0	0.0	0.000	A
A-BCD	11.52	11.52	113.78	0.101	11.52	0.1	0.1	8.800	A
A-B	0.00	0.00			0.00				
A-C	377.65	377.65			377.65				
D-AB	16.13	16.13	91.78	0.176	16.21	0.3	0.2	12.982	B
D-BC	9.42	9.42	21.79	0.432	9.97	1.5	0.9	85.269	F
C-ABD	0.00	0.00	69.77	0.000	0.00	0.0	0.0	0.000	A
C-D	9.32	9.32			9.32				
C-A	216.45	216.45			216.45				

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	281.67	12.59
	B	0.00	0.00	0.00	0.00
	C	236.87	0.00	0.00	7.66
	D	19.95	0.00	11.44	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	284.61	18.36
	B	3.04	0.00	0.00	0.00
	C	261.22	0.00	0.00	8.29
	D	25.83	0.00	8.39	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	285.44	23.50
	B	0.00	0.00	0.00	0.00
	C	264.47	0.00	0.00	10.39
	D	23.73	0.00	6.30	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	273.73	28.33
	B	0.00	0.00	0.00	0.00
	C	233.41	0.00	0.00	8.29
	D	26.13	0.00	10.49	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	254.22	28.75
	B	0.00	0.00	0.00	0.00
	C	254.19	0.00	0.00	12.49
	D	16.05	0.00	6.30	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	249.60	28.33
	B	0.00	0.00	0.00	0.00
	C	255.97	0.00	0.00	7.24
	D	16.16	0.00	9.44	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	4	0	0	10
	D	17	0	11	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	6
	B	100	0	0	0
	C	3	0	0	10
	D	3	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	6	0	0	8
	D	3	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	3	0	0	10
	D	3	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	4	0	0	6
	D	4	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A	B	C	D
From	A	0	0	3	8
	B	0	0	0	0
	C	4	0	0	12
	D	13	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.00	0.00	0.0	A	0.00	0.00
B-AD	0.17	119.68	0.4	F	0.51	3.04
A-BCD	0.28	12.12	0.4	B	23.31	139.86
A-B					0.00	0.00
A-C					271.55	1629.27
D-AB	0.28	14.90	0.4	B	21.31	127.84
D-BC	0.40	77.45	0.7	F	8.73	52.36
C-ABD	0.00	0.00	0.0	A	0.00	0.00
C-D					9.06	54.35
C-A					251.02	1506.13

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	42.93	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	25.14	0.000	0.00	0.0	0.0	0.000	A
A-BCD	12.59	12.59	109.09	0.115	12.46	0.0	0.1	9.302	A
A-B	0.00	0.00			0.00				
A-C	281.67	281.67			281.67				
D-AB	19.95	19.95	97.73	0.204	19.66	0.0	0.3	13.471	B
D-BC	11.44	11.44	30.01	0.381	10.81	0.0	0.6	50.683	F
C-ABD	0.00	0.00	92.81	0.000	0.00	0.0	0.0	0.000	A
C-D	7.66	7.66			7.66				
C-A	236.87	236.87			236.87				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	29.83	0.000	0.00	0.0	0.0	0.000	A
B-AD	3.04	3.04	17.44	0.174	2.68	0.0	0.4	119.682	F
A-BCD	18.36	18.36	102.85	0.179	18.27	0.1	0.2	10.959	B
A-B	0.00	0.00			0.00				
A-C	284.61	284.61			284.61				
D-AB	25.83	25.83	92.58	0.279	25.70	0.3	0.4	14.899	B
D-BC	8.39	8.39	20.95	0.401	8.35	0.6	0.7	77.453	F
C-ABD	0.00	0.00	90.04	0.000	0.00	0.0	0.0	0.000	A
C-D	8.29	8.29			8.29				
C-A	261.22	261.22			261.22				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	28.60	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	16.25	0.000	0.36	0.4	0.0	0.000	A
A-BCD	23.50	23.50	101.51	0.232	23.42	0.2	0.3	11.907	B
A-B	0.00	0.00			0.00				
A-C	285.44	285.44			285.44				
D-AB	23.73	23.73	96.78	0.245	23.81	0.4	0.3	12.705	B
D-BC	6.30	6.30	18.70	0.337	6.41	0.7	0.6	74.125	F
C-ABD	0.00	0.00	88.02	0.000	0.00	0.0	0.0	0.000	A
C-D	10.39	10.39			10.39				
C-A	264.47	264.47			264.47				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	41.40	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	22.91	0.000	0.00	0.0	0.0	0.000	A
A-BCD	28.33	28.33	109.80	0.258	28.29	0.3	0.3	11.035	B
A-B	0.00	0.00			0.00				
A-C	273.73	273.73			273.73				
D-AB	26.13	26.13	98.34	0.266	26.10	0.3	0.4	12.821	B
D-BC	10.49	10.49	25.91	0.405	10.41	0.6	0.6	57.576	F
C-ABD	0.00	0.00	89.16	0.000	0.00	0.0	0.0	0.000	A
C-D	8.29	8.29			8.29				
C-A	233.41	233.41			233.41				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	42.74	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	25.59	0.000	0.00	0.0	0.0	0.000	A
A-BCD	28.75	28.75	103.56	0.278	28.71	0.3	0.4	12.018	B
A-B	0.00	0.00			0.00				
A-C	254.22	254.22			254.22				
D-AB	16.05	16.05	101.57	0.158	16.22	0.4	0.2	10.905	B
D-BC	6.30	6.30	24.11	0.261	6.55	0.6	0.4	51.931	F
C-ABD	0.00	0.00	93.76	0.000	0.00	0.0	0.0	0.000	A
C-D	12.49	12.49			12.49				
C-A	254.19	254.19			254.19				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	0.00	0.00	44.81	0.000	0.00	0.0	0.0	0.000	A
B-AD	0.00	0.00	26.61	0.000	0.00	0.0	0.0	0.000	A
A-BCD	28.33	28.33	104.42	0.271	28.32	0.4	0.4	12.125	B
A-B	0.00	0.00			0.00				
A-C	249.60	249.60			249.60				
D-AB	16.16	16.16	93.44	0.173	16.13	0.2	0.2	12.542	B
D-BC	9.44	9.44	25.52	0.370	9.28	0.4	0.5	54.789	F
C-ABD	0.00	0.00	95.01	0.000	0.00	0.0	0.0	0.000	A
C-D	7.24	7.24			7.24				
C-A	255.97	255.97			255.97				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 48 (five_arm)_V3_WITH_CONGESTION_AM.j9
Path: C:\Users\bpa76880.000\OneDrive - ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 05/06/2025 15:26:46

»2024, AM
»FB WD, AM
»FB+CD WD, AM
»FB+CD+N2T WD, AM

Summary of junction performance

	AM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024				
Arm 1	D1	11.1	27.15	0.93	D
Arm 2		17.0	118.56	1.08	F
Arm 3		1.7	10.19	0.62	B
Arm 4		1.8	3.75	0.63	A
Arm 5		4.3	28.66	0.82	D
	FB WD				
Arm 1	D3	17.1	41.18	0.97	E
Arm 2		40.5	387.50	1.21	F
Arm 3		2.0	11.40	0.65	B
Arm 4		2.0	3.97	0.65	A
Arm 5		6.4	41.90	0.88	E
	FB+CD WD				
Arm 1	D5	18.9	45.09	0.98	E
Arm 2		69.8	648.40	1.29	F
Arm 3		2.3	12.50	0.69	B
Arm 4		2.1	4.05	0.66	A
Arm 5		7.4	48.67	0.90	E
	FB+CD+N2T WD				
Arm 1	D7	45.4	86.80	1.04	F
Arm 2		112.9	1119.36	1.46	F
Arm 3		2.6	14.17	0.72	B
Arm 4		2.5	4.65	0.70	A
Arm 5		19.9	127.25	0.99	F

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

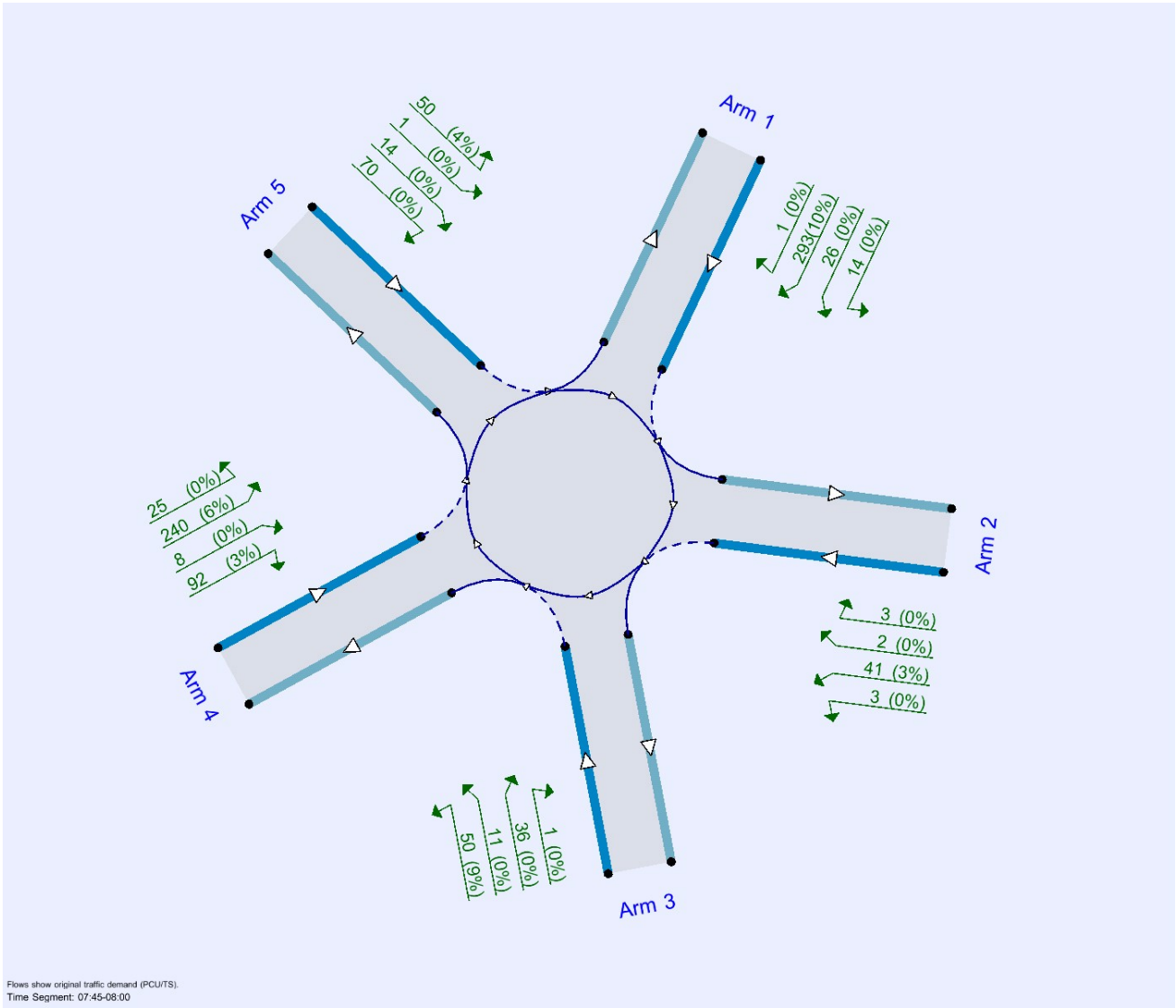
File summary

File Description

Title	
Location	
Site number	
Date	21/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\shresthb4012
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	24.45	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A120 (NE)	
2	Long Green (E)	
3	B1018 (S)	
4	A120 (W)	
5	Cressing Road (NW)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	9.30	9.30	0.0	42.3	65.0	45.0	
2	3.70	5.90	7.2	23.9	65.0	17.0	
3	7.40	8.90	1.3	11.3	65.0	21.0	
4	9.90	9.90	0.0	23.2	65.0	17.5	
5	3.70	10.20	6.3	18.0	65.0	17.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.695	685.968
2	0.516	383.889
3	0.631	581.012
4	0.781	787.511
5	0.529	409.716

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1	Percentage		78.00
3	Percentage		85.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.00	14.00	26.00	293.40	1.00
	2	3.00	0.00	3.00	40.90	2.00
	3	36.00	1.00	0.00	49.60	11.00
	4	239.60	8.40	91.70	3.00	25.00
	5	49.80	1.00	14.00	70.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.00	21.70	31.70	298.50	5.00
	2	6.00	0.00	4.00	76.50	6.00
	3	42.00	7.90	1.00	87.00	14.00
	4	240.60	19.70	102.70	0.00	26.90
	5	44.00	5.00	21.00	77.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.00	27.00	45.70	304.90	1.00
	2	16.80	0.00	15.00	68.70	12.00
	3	58.80	2.00	0.00	39.90	16.50
	4	272.60	22.80	119.10	0.00	30.00
	5	43.00	3.00	14.00	58.90	0.00

08:30 - 08:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.00	31.90	56.70	289.70	3.00
	2	14.90	0.00	8.00	60.90	4.00
	3	37.80	1.00	0.00	51.80	9.00
	4	254.20	26.80	95.30	0.00	34.00
	5	50.70	5.90	11.50	80.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.90	15.00	73.80	238.90	7.00
	2	7.90	0.00	16.00	80.70	6.00
	3	45.90	3.00	0.00	67.80	7.00
	4	239.30	33.90	112.80	0.00	28.00
	5	41.00	5.00	12.00	81.90	0.00

09:00 - 09:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.00	14.00	65.80	309.70	4.00
	2	11.90	0.00	20.90	51.60	6.00
	3	60.90	7.00	0.00	68.60	8.00
	4	215.50	28.00	110.50	0.00	24.90
	5	40.00	3.00	7.00	48.00	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	10	0
	2	0	0	0	3	0
	3	0	0	0	9	0
	4	6	0	3	0	0
	5	4	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	19	11	7	0
	2	0	0	0	7	0
	3	0	17	0	14	0
	4	9	21	3	0	4
	5	0	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	7	9	0
	2	14	0	0	1	0
	3	4	0	0	3	7
	4	10	10	8	0	0
	5	0	0	0	2	0

08:30 - 08:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	3	6	11	0
	2	8	0	0	2	0
	3	6	0	0	4	0
	4	10	8	8	0	0
	5	6	20	10	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To				
		1	2	3	4	5
From	1	100	0	3	10	0
	2	14	0	0	4	0
	3	2	0	0	3	0
	4	9	3	2	0	0
	5	0	0	0	1	0

Heavy Vehicle Percentages

09:00 - 09:15

		To				
		1	2	3	4	5
From	1	0	0	3	13	0
	2	10	0	5	9	0
	3	2	0	0	6	0
	4	14	0	5	0	4
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.93	27.15	11.1	D	364.88	2189.30
2	1.08	118.56	17.0	F	90.45	542.70
3	0.62	10.19	1.7	B	122.42	734.50
4	0.63	3.75	1.8	A	400.88	2405.30
5	0.82	28.66	4.3	D	131.12	786.70

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	336.40	336.40	187.65	433.30	0.776	332.79	328.79	0.0	3.6	9.448	A
2	48.90	48.90	496.24	127.87	0.382	48.28	24.21	0.0	0.6	11.464	B
3	97.60	97.60	410.58	273.65	0.357	97.03	133.94	0.0	0.6	5.304	A
4	367.70	367.70	55.62	744.06	0.494	366.68	451.98	0.0	1.0	2.498	A
5	134.80	134.80	383.47	206.79	0.652	132.97	38.83	0.0	1.8	12.099	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	357.90	357.90	232.93	408.74	0.876	354.84	332.66	3.6	6.7	17.052	C
2	92.50	92.50	533.95	108.41	0.853	88.56	53.82	0.6	4.6	42.025	E
3	151.90	151.90	462.96	245.55	0.619	150.76	159.56	0.6	1.7	10.190	B
4	389.90	389.90	81.84	723.57	0.539	389.67	531.88	1.0	1.3	2.904	A
5	147.00	147.00	420.08	187.42	0.784	145.52	51.44	1.8	3.3	20.726	C

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	380.60	380.60	219.71	415.91	0.915	377.78	390.28	6.7	9.5	23.512	C
2	112.50	112.50	542.89	103.80	1.084	100.08	54.59	4.6	17.0	118.562	F
3	117.20	117.20	451.89	251.49	0.466	117.99	191.08	1.7	0.9	7.018	A
4	444.50	444.50	105.51	705.09	0.630	443.91	464.38	1.3	1.8	3.749	A
5	118.90	118.90	491.38	149.69	0.794	118.61	58.04	3.3	3.6	28.656	D

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	383.30	383.30	220.14	415.68	0.922	381.94	361.33	9.5	10.8	27.149	D
2	87.80	87.80	536.78	106.95	0.821	98.45	65.30	17.0	6.3	107.035	F
3	99.60	99.60	462.26	245.93	0.405	99.80	172.98	0.9	0.7	6.430	A
4	410.30	410.30	74.88	729.01	0.563	410.73	487.18	1.8	1.4	3.072	A
5	148.10	148.10	434.08	180.02	0.823	147.39	51.53	3.6	4.3	27.698	D

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	336.60	336.60	248.39	400.36	0.841	341.22	336.43	10.8	6.2	17.507	C
2	110.60	110.60	532.09	109.37	1.011	103.99	57.51	6.3	12.9	103.940	F
3	123.70	123.70	422.61	267.19	0.463	123.55	213.47	0.7	0.9	6.414	A
4	414.00	414.00	78.36	726.29	0.570	414.01	467.80	1.4	1.4	3.048	A
5	139.90	139.90	444.80	174.34	0.802	140.03	47.58	4.3	4.2	26.528	D

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	394.50	394.50	205.72	423.50	0.932	389.66	329.61	6.2	11.1	25.834	D
2	90.40	90.40	543.40	103.54	0.873	93.98	51.98	12.9	9.3	105.870	F
3	144.50	144.50	433.67	261.26	0.553	144.11	203.71	0.9	1.3	7.933	A
4	378.90	378.90	98.33	710.69	0.533	379.04	479.46	1.4	1.3	2.969	A
5	98.00	98.00	434.38	179.86	0.545	100.95	42.99	4.2	1.2	11.809	B

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	52.77	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00

		To				
		1	2	3	4	5
From	1	2.06	14.45	26.83	302.81	1.03
	2	3.10	0.00	3.10	42.21	2.06
	3	37.15	1.03	0.00	51.19	11.35
	4	247.29	8.67	94.64	3.10	25.80
	5	51.40	1.03	14.45	72.25	0.00

Demand (PCU/TS)

08:00 - 08:15

		To				
		1	2	3	4	5
From	1	1.03	22.40	32.72	308.08	5.16
	2	6.19	0.00	4.13	78.95	6.19
	3	43.35	8.15	1.03	89.79	14.45
	4	248.32	20.33	105.99	0.00	27.76
	5	45.41	5.16	21.67	79.47	0.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.06	27.87	47.17	314.68	1.03
	2	17.34	0.00	15.48	70.90	12.38
	3	60.69	2.06	0.00	41.18	17.03
	4	281.35	23.53	122.92	0.00	30.96
	5	44.38	3.10	14.45	60.79	0.00

08:30 - 08:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.06	32.92	58.52	298.99	3.10
	2	15.38	0.00	8.26	62.85	4.13
	3	39.01	1.03	0.00	53.46	9.29
	4	262.35	27.66	98.36	0.00	35.09
	5	52.33	6.09	11.87	82.57	0.00

08:45 - 09:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.96	15.48	76.17	246.56	7.22
	2	8.15	0.00	16.51	83.29	6.19
	3	47.37	3.10	0.00	69.98	7.22
	4	246.98	34.99	116.42	0.00	28.90
	5	42.32	5.16	12.38	84.53	0.00

09:00 - 09:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	14.45	67.91	319.64	4.13
	2	12.28	0.00	21.57	53.26	6.19
	3	62.85	7.22	0.00	70.80	8.26
	4	222.41	28.90	114.04	0.00	25.70
	5	41.28	3.10	7.22	49.54	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	10	0
	2	0	0	0	3	0
	3	0	0	0	9	0
	4	6	0	3	0	0
	5	4	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	19	11	7	0
	2	0	0	0	7	0
	3	0	17	0	14	0
	4	9	21	3	0	4
	5	0	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	7	9	0
	2	14	0	0	1	0
	3	4	0	0	3	7
	4	10	10	8	0	0
	5	0	0	0	2	0

08:30 - 08:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	3	6	11	0
	2	8	0	0	2	0
	3	6	0	0	4	0
	4	10	8	8	0	0
	5	6	20	10	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	100	0	3	10	0
	2	14	0	0	4	0
	3	2	0	0	3	0
	4	9	3	2	0	0
	5	0	0	0	1	0

09:00 - 09:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	3	13	0
	2	10	0	5	9	0
	3	2	0	0	6	0
	4	14	0	5	0	4
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.97	41.18	17.1	E	376.59	2259.53
2	1.21	387.50	40.5	F	93.35	560.11
3	0.65	11.40	2.0	B	126.34	758.06
4	0.65	3.97	2.0	A	413.74	2482.46
5	0.88	41.90	6.4	E	135.32	811.94

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	347.19	347.19	193.47	430.14	0.807	342.91	339.18	0.0	4.3	10.771	B
2	50.47	50.47	511.42	120.04	0.420	49.75	24.96	0.0	0.7	12.951	B
3	100.73	100.73	423.02	266.97	0.377	100.10	138.15	0.0	0.6	5.612	A
4	379.50	379.50	57.38	742.69	0.511	378.41	465.75	0.0	1.1	2.586	A
5	139.12	139.12	395.72	200.31	0.695	136.93	40.06	0.0	2.2	13.975	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	369.38	369.38	239.83	405.00	0.912	364.75	342.89	4.3	8.9	21.805	C
2	95.47	95.47	549.17	100.56	0.949	88.72	55.40	0.7	7.5	62.000	F
3	156.77	156.77	473.60	239.85	0.654	155.42	164.30	0.6	2.0	11.400	B
4	402.41	402.41	84.02	721.88	0.557	402.15	545.00	1.1	1.3	3.033	A
5	151.72	151.72	433.30	180.43	0.841	149.42	52.87	2.2	4.5	27.094	D

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	392.81	392.81	226.47	412.24	0.953	387.77	401.00	8.9	14.0	32.982	D
2	116.11	116.11	558.06	95.97	1.210	94.74	56.18	7.5	28.8	193.656	F
3	120.96	120.96	457.35	248.56	0.487	121.94	195.45	2.0	1.0	7.410	A
4	458.76	458.76	106.41	704.38	0.651	458.10	472.88	1.3	2.0	3.973	A
5	122.71	122.71	505.60	142.16	0.863	121.87	58.90	4.5	5.3	41.905	E

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	395.60	395.60	226.97	411.98	0.960	392.46	371.60	14.0	17.1	41.182	E
2	90.62	90.62	552.27	98.96	0.916	95.53	67.16	28.8	23.9	250.647	F
3	102.80	102.80	469.66	241.96	0.425	103.01	178.13	1.0	0.8	6.764	A
4	423.46	423.46	76.40	727.82	0.582	423.95	496.27	2.0	1.5	3.221	A
5	152.85	152.85	446.78	173.29	0.882	151.79	53.57	5.3	6.4	40.339	E

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	347.40	347.40	256.22	396.11	0.877	355.63	348.39	17.1	8.9	26.890	D
2	114.15	114.15	552.11	99.05	1.152	98.40	59.74	23.9	39.7	314.545	F
3	127.67	127.67	432.10	262.10	0.487	127.49	218.41	0.8	1.0	6.844	A
4	427.28	427.28	81.32	723.98	0.590	427.29	478.27	1.5	1.5	3.209	A
5	144.39	144.39	460.14	166.22	0.869	144.47	48.47	6.4	6.3	40.785	E

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	407.16	407.16	213.63	419.21	0.971	399.03	338.50	8.9	17.0	37.288	E
2	93.30	93.30	559.04	95.47	0.977	92.51	53.62	39.7	40.5	387.497	F
3	149.14	149.14	444.85	255.27	0.584	148.67	206.70	1.0	1.4	8.709	A
4	391.06	391.06	98.65	710.45	0.550	391.22	494.87	1.5	1.3	3.088	A
5	101.14	101.14	446.12	173.64	0.582	106.01	43.74	6.3	1.4	14.198	B

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	78.99	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00

		To				
		1	2	3	4	5
From	1	2.06	15.20	27.58	302.81	1.03
	2	5.35	0.00	3.10	46.46	2.31
	3	39.40	1.03	0.00	55.44	11.60
	4	247.29	10.17	96.14	3.10	25.80
	5	51.40	1.03	14.45	72.25	0.00

Demand (PCU/TS)

08:00 - 08:15

		To				
		1	2	3	4	5
From	1	1.03	23.15	33.47	308.08	5.16
	2	8.44	0.00	4.13	83.20	6.44
	3	45.60	8.15	1.03	94.04	14.70
	4	248.32	21.83	107.49	0.00	27.76
	5	45.41	5.16	21.67	79.47	0.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.06	28.62	47.92	314.68	1.03
	2	19.59	0.00	15.48	75.15	12.63
	3	62.94	2.06	0.00	45.43	17.28
	4	281.35	25.03	124.42	0.00	30.96
	5	44.38	3.10	14.45	60.79	0.00

08:30 - 08:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.06	33.67	59.27	298.99	3.10
	2	17.63	0.00	8.26	67.10	4.38
	3	41.26	1.03	0.00	57.71	9.54
	4	262.35	29.16	99.86	0.00	35.09
	5	52.33	6.09	11.87	82.57	0.00

08:45 - 09:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.96	16.23	76.92	246.56	7.22
	2	10.40	0.00	16.51	87.54	6.44
	3	49.62	3.10	0.00	74.23	7.47
	4	246.98	36.49	117.92	0.00	28.90
	5	42.32	5.16	12.38	84.53	0.00

09:00 - 09:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	15.20	68.66	319.64	4.13
	2	14.53	0.00	21.57	57.51	6.44
	3	65.10	7.22	0.00	75.05	8.51
	4	222.41	30.40	115.54	0.00	25.70
	5	41.28	3.10	7.22	49.54	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	10	0
	2	0	0	0	2	0
	3	0	0	0	8	0
	4	6	0	3	0	0
	5	4	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	18	11	7	0
	2	0	0	0	7	0
	3	0	17	0	13	0
	4	9	19	3	0	4
	5	0	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	7	9	0
	2	12	0	0	1	0
	3	3	0	0	2	7
	4	10	9	8	0	0
	5	0	0	0	2	0

08:30 - 08:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	3	6	11	0
	2	7	0	0	2	0
	3	6	0	0	4	0
	4	10	8	8	0	0
	5	6	20	10	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	100	0	3	10	0
	2	11	0	0	4	0
	3	2	0	0	3	0
	4	9	3	2	0	0
	5	0	0	0	1	0

09:00 - 09:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	3	13	0
	2	8	0	5	8	0
	3	2	0	0	6	0
	4	14	0	5	0	4
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.98	45.09	18.9	E	378.09	2268.53
2	1.29	648.40	69.8	F	100.10	600.61
3	0.69	12.50	2.3	B	133.09	798.56
4	0.66	4.05	2.1	A	416.74	2500.46
5	0.90	48.67	7.4	E	135.32	811.94

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	348.69	348.69	196.37	428.57	0.814	344.24	343.54	0.0	4.4	11.106	B
2	57.22	57.22	513.43	119.00	0.481	56.30	27.19	0.0	0.9	14.425	B
3	107.48	107.48	429.39	263.56	0.408	106.77	140.35	0.0	0.7	5.951	A
4	382.50	382.50	62.29	738.85	0.518	381.38	473.87	0.0	1.1	2.635	A
5	139.12	139.12	403.12	196.40	0.708	136.79	40.55	0.0	2.3	14.809	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	370.88	370.88	242.56	403.52	0.919	365.85	346.84	4.4	9.5	22.991	C
2	102.22	102.22	550.82	99.71	1.025	91.91	57.59	0.9	11.2	81.783	F
3	163.52	163.52	476.41	238.34	0.686	161.97	166.32	0.7	2.3	12.504	B
4	405.41	405.41	88.31	718.52	0.564	405.14	550.07	1.1	1.4	3.093	A
5	151.72	151.72	440.32	176.71	0.859	149.07	53.13	2.3	5.0	29.895	D

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	394.31	394.31	229.35	410.68	0.960	388.63	403.87	9.5	15.1	35.439	E
2	122.86	122.86	559.61	95.17	1.291	94.66	58.37	11.2	39.4	259.525	F
3	127.71	127.71	457.68	248.38	0.514	128.86	196.59	2.3	1.1	7.847	A
4	461.76	461.76	109.18	702.22	0.658	461.08	477.37	1.4	2.1	4.055	A
5	122.71	122.71	511.59	139.00	0.883	121.63	58.66	5.0	6.1	47.721	E

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	397.10	397.10	229.84	410.42	0.968	393.37	374.85	15.1	18.9	45.092	E
2	97.37	97.37	553.88	98.13	0.992	96.69	69.33	39.4	40.1	379.824	F
3	109.55	109.55	470.39	241.56	0.453	109.78	180.18	1.1	0.9	7.117	A
4	426.46	426.46	80.45	724.66	0.589	426.96	499.72	2.1	1.6	3.286	A
5	152.85	152.85	453.09	169.96	0.899	151.61	54.33	6.1	7.3	46.156	E

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	348.90	348.90	259.05	394.58	0.884	358.13	353.44	18.9	9.6	30.103	D
2	120.90	120.90	555.07	97.52	1.240	97.26	62.11	40.1	63.7	504.569	F
3	134.42	134.42	433.34	261.44	0.514	134.23	218.99	0.9	1.1	7.231	A
4	430.28	430.28	86.33	720.06	0.598	430.29	481.23	1.6	1.6	3.284	A
5	144.39	144.39	468.19	161.97	0.891	144.30	48.44	7.3	7.4	48.665	E

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	408.66	408.66	217.36	417.19	0.980	399.55	341.11	9.6	18.7	40.605	E
2	100.05	100.05	561.05	94.43	1.059	94.00	55.86	63.7	69.8	648.403	F
3	155.89	155.89	448.86	253.11	0.616	155.34	206.19	1.1	1.6	9.467	A
4	394.06	394.06	100.88	708.70	0.556	394.24	503.32	1.6	1.4	3.132	A
5	101.14	101.14	451.44	170.83	0.592	107.03	43.68	7.4	1.5	15.320	C

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	138.08	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.06	15.20	27.58	321.72	1.03
	2	5.35	0.00	3.10	46.46	2.31
	3	39.40	1.03	0.00	60.03	11.60
	4	266.20	10.17	100.73	3.10	25.80
	5	51.40	1.03	14.45	72.25	0.00

08:00 - 08:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	23.15	33.47	326.99	5.16
	2	8.44	0.00	4.13	83.20	6.44
	3	45.60	8.15	1.03	98.63	14.70
	4	273.98	21.83	112.09	0.00	27.76
	5	45.41	5.16	21.67	79.47	0.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.06	28.62	47.92	333.59	1.03
	2	19.59	0.00	15.48	75.15	12.63
	3	62.94	2.06	0.00	50.02	17.28
	4	307.01	25.03	129.01	0.00	30.96
	5	44.38	3.10	14.45	60.79	0.00

08:30 - 08:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.06	33.67	59.27	317.90	3.10
	2	17.63	0.00	8.26	67.10	4.38
	3	41.26	1.03	0.00	62.30	9.54
	4	288.02	29.16	104.45	0.00	35.09
	5	52.33	6.09	11.87	82.57	0.00

08:45 - 09:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.96	16.23	76.92	265.47	7.22
	2	10.40	0.00	16.51	87.54	6.44
	3	49.62	3.10	0.00	78.82	7.47
	4	272.64	36.49	122.51	0.00	28.90
	5	42.32	5.16	12.38	84.53	0.00

09:00 - 09:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	15.20	68.66	338.55	4.13
	2	14.53	0.00	21.57	57.51	6.44
	3	65.10	7.22	0.00	79.64	8.51
	4	241.32	30.40	120.14	0.00	25.70
	5	41.28	3.10	7.22	49.54	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	13	0
	2	0	0	0	2	0
	3	0	0	0	11	0
	4	9	0	5	0	0
	5	4	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	18	11	9	0
	2	0	0	0	7	0
	3	0	17	0	15	0
	4	12	19	4	0	4
	5	0	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	7	12	0
	2	12	0	0	1	0
	3	3	0	0	6	7
	4	12	9	9	0	0
	5	0	0	0	2	0

08:30 - 08:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	3	6	13	0
	2	7	0	0	2	0
	3	6	0	0	6	0
	4	12	8	9	0	0
	5	6	20	10	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	100	0	3	13	0
	2	11	0	0	4	0
	3	2	0	0	5	0
	4	11	3	3	0	0
	5	0	0	0	1	0

09:00 - 09:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	3	15	0
	2	8	0	5	8	0
	3	2	0	0	8	0
	4	17	0	6	0	4
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.04	86.80	45.4	F	397.00	2382.00
2	1.46	1119.36	112.9	F	100.10	600.61
3	0.72	14.17	2.6	B	137.69	826.11
4	0.70	4.65	2.5	A	444.75	2668.48
5	0.99	127.25	19.9	F	135.32	811.94

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	367.60	367.60	200.56	426.30	0.862	361.42	362.07	0.0	6.2	14.262	B
2	57.22	57.22	534.87	107.94	0.530	56.12	27.12	0.0	1.1	17.351	C
3	112.07	112.07	446.27	254.50	0.440	111.25	144.72	0.0	0.8	6.603	A
4	406.00	406.00	62.22	738.91	0.549	404.70	495.31	0.0	1.3	2.873	A
5	139.12	139.12	426.40	184.08	0.756	136.23	40.52	0.0	2.9	18.150	C

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	389.79	389.79	245.03	402.18	0.969	380.28	371.07	6.2	15.7	34.429	D
2	102.22	102.22	568.13	90.78	1.126	86.28	57.18	1.1	17.0	118.251	F
3	168.11	168.11	484.57	233.96	0.719	166.30	169.85	0.8	2.6	14.169	B
4	435.66	435.66	87.32	719.30	0.606	435.29	563.54	1.3	1.7	3.467	A
5	151.72	151.72	469.93	161.04	0.942	146.16	52.68	2.9	8.4	47.981	E

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	413.22	413.22	231.86	409.32	1.010	400.14	426.33	15.7	28.8	59.630	F
2	122.86	122.86	574.23	87.63	1.402	87.56	57.77	17.0	52.3	371.890	F
3	132.30	132.30	463.38	245.33	0.539	133.69	198.41	2.6	1.2	8.522	A
4	492.01	492.01	106.70	704.15	0.699	491.16	490.37	1.7	2.5	4.654	A
5	122.71	122.71	540.11	123.91	0.990	118.08	57.75	8.4	13.1	96.992	F

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	416.01	416.01	232.59	408.93	1.017	403.80	398.39	28.8	41.0	86.652	F
2	97.37	97.37	568.08	90.80	1.072	90.49	68.30	52.3	59.2	587.988	F
3	114.14	114.14	475.21	238.98	0.478	114.41	183.36	1.2	1.0	7.636	A
4	456.71	456.71	79.38	725.50	0.630	457.34	510.23	2.5	1.9	3.707	A
5	152.85	152.85	482.04	154.63	0.988	148.94	54.69	13.1	17.0	104.268	F

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	367.81	367.81	261.19	393.42	0.935	385.14	379.37	41.0	23.6	80.713	F
2	120.90	120.90	583.16	83.02	1.456	82.92	63.17	59.2	97.2	857.889	F
3	139.01	139.01	445.57	254.88	0.545	138.77	220.51	1.0	1.2	8.010	A
4	460.53	460.53	85.90	720.40	0.639	460.54	498.44	1.9	1.9	3.724	A
5	144.39	144.39	499.03	145.64	0.991	141.53	47.41	17.0	19.9	127.247	F

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	427.57	427.57	230.59	410.02	1.043	405.84	360.96	23.6	45.4	86.799	F
2	100.05	100.05	580.44	84.43	1.185	84.32	55.98	97.2	112.9	1119.356	F
3	160.48	160.48	457.95	248.24	0.646	159.85	206.81	1.2	1.9	10.560	B
4	417.56	417.56	97.38	711.43	0.587	417.85	520.41	1.9	1.6	3.420	A
5	101.14	101.14	472.39	159.74	0.633	119.16	42.84	19.9	1.8	31.811	D

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 48 (five_arm)_V3_PM.j9
Path: C:\Users\bpa76880.000\OneDrive - ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 05/06/2025 15:29:50

»2024, PM
»FB WD, PM
»FB+CD WD, PM
»FB+CD+N2T WD, PM

Summary of junction performance

	PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024				
Arm 1	D2	2.3	5.57	0.68	A
Arm 2		1.2	15.16	0.55	C
Arm 3		1.8	6.86	0.64	A
Arm 4		1.9	4.00	0.63	A
Arm 5		3.2	27.21	0.77	D
	FB WD				
Arm 1	D4	2.6	6.18	0.71	A
Arm 2		1.5	18.36	0.60	C
Arm 3		2.1	7.65	0.68	A
Arm 4		2.1	4.31	0.66	A
Arm 5		5.0	42.32	0.85	E
	FB+CD WD				
Arm 1	D6	2.7	6.50	0.73	A
Arm 2		1.8	20.86	0.64	C
Arm 3		2.2	7.94	0.69	A
Arm 4		2.2	4.47	0.67	A
Arm 5		6.3	53.57	0.89	F
	FB+CD+N2T WD				
Arm 1	D8	3.4	7.68	0.76	A
Arm 2		2.4	28.90	0.72	D
Arm 3		2.6	9.14	0.72	A
Arm 4		2.6	5.06	0.71	A
Arm 5		13.8	113.68	0.98	F

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

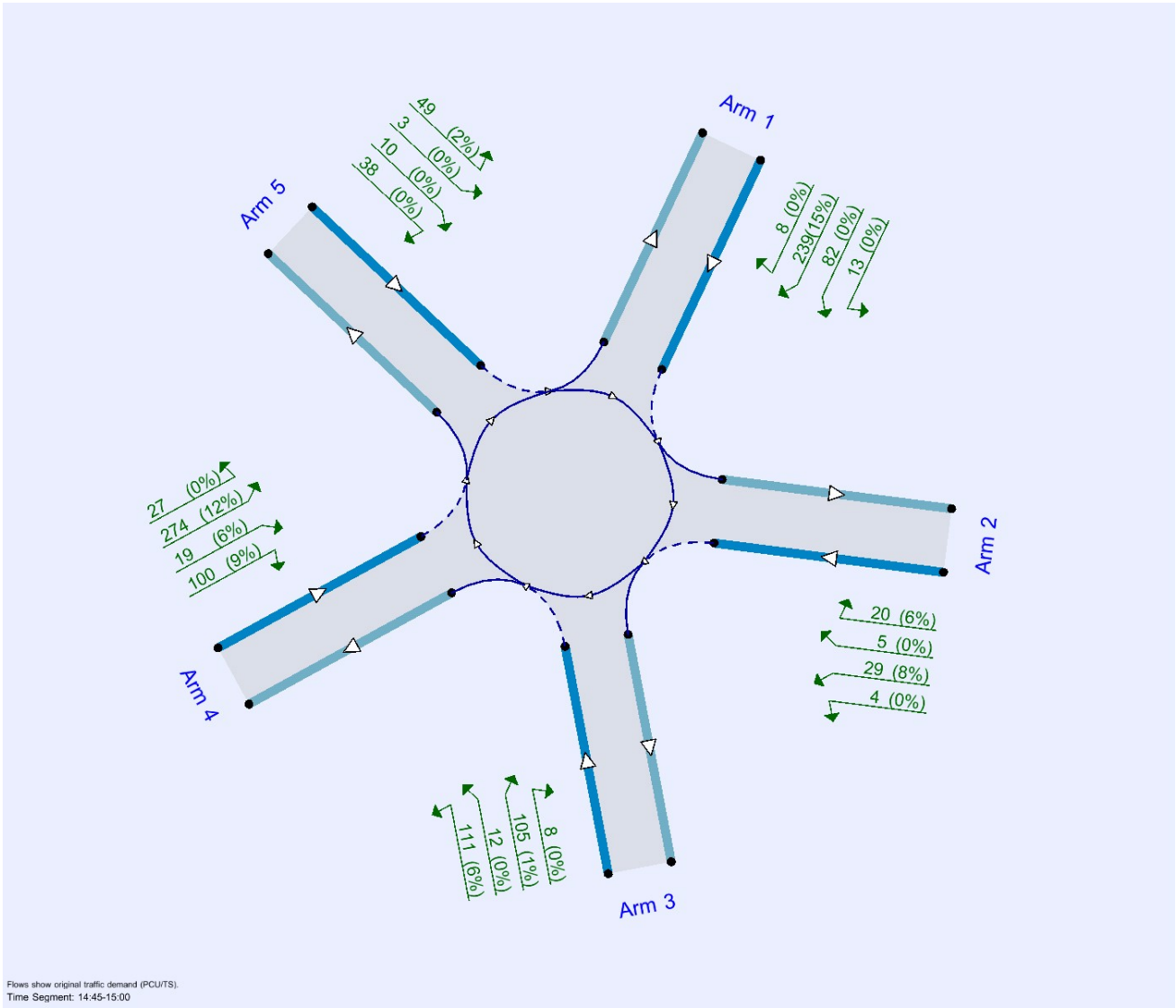
File summary

File Description

Title	
Location	
Site number	
Date	21/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\shresthb4012
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	14:45	16:15	90	15	✓
D4	FB WD	PM	DIRECT	14:45	16:15	90	15	✓
D6	FB+CD WD	PM	DIRECT	14:45	16:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	14:45	16:15	90	15	✓

Analysis Set Details

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

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	7.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A120 (NE)	
2	Long Green (E)	
3	B1018 (S)	
4	A120 (W)	
5	Cressing Road (NW)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	9.30	9.30	0.0	42.3	65.0	45.0	
2	3.70	5.90	7.2	23.9	65.0	17.0	
3	7.40	8.90	1.3	11.3	65.0	21.0	
4	9.90	9.90	0.0	23.2	65.0	17.5	
5	3.70	10.20	6.3	18.0	65.0	17.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.695	685.968
2	0.516	383.889
3	0.631	581.012
4	0.781	787.511
5	0.529	409.716

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	14:45	16:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

14:45 - 15:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.00	13.00	82.00	238.60	8.00
	2	19.90	0.00	4.00	28.80	5.00
	3	104.90	8.00	0.00	111.40	12.00
	4	273.60	18.90	100.20	0.00	27.00
	5	48.90	3.00	10.00	38.00	0.00

15:00 - 15:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.00	19.00	122.60	176.30	4.00
	2	10.00	0.00	13.00	34.90	18.00
	3	89.90	7.90	1.90	112.60	16.00
	4	294.20	19.90	82.60	0.00	24.30
	5	29.00	5.90	13.00	58.00	0.00

15:15 - 15:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.00	43.80	90.60	222.40	9.00
	2	10.00	0.00	13.90	26.80	9.00
	3	81.40	6.90	0.00	104.70	20.50
	4	276.50	25.80	102.80	0.00	24.00
	5	33.00	6.00	12.00	59.00	0.00

15:30 - 15:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.00	36.00	90.90	189.30	9.00
	2	15.00	0.00	14.00	31.80	6.00
	3	98.90	6.90	0.00	106.50	12.00
	4	213.00	31.50	126.50	0.00	27.00
	5	40.80	3.00	15.40	42.00	0.00

15:45 - 16:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	3.00	29.00	103.90	231.70	14.00
	2	18.90	0.00	8.00	34.80	12.00
	3	81.30	5.00	0.00	100.00	7.00
	4	265.90	13.90	82.90	1.00	15.00
	5	40.90	2.00	10.40	35.00	0.00

16:00 - 16:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	3.00	23.00	90.80	206.30	12.00
	2	25.40	0.00	9.00	26.00	13.00
	3	78.00	5.00	1.00	96.50	7.00
	4	269.90	22.80	78.80	0.00	17.00
	5	37.00	4.00	12.00	36.00	1.90

Vehicle Mix

14:45 - 15:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	15	0
	2	6	0	0	8	0
	3	1	0	0	6	0
	4	12	6	9	0	0
	5	2	0	0	0	0

15:00 - 15:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	3	11	0
	2	0	0	0	3	0
	3	1	14	100	4	0
	4	7	6	5	0	4
	5	0	20	0	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	5	5	8	0
	2	0	0	8	8	0
	3	0	20	0	3	5
	4	6	9	2	0	0
	5	0	0	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	1	6	0
	2	0	0	0	7	0
	3	1	17	0	5	0
	4	5	20	4	0	0
	5	0	0	15	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	1	10	0
	2	6	0	0	6	0
	3	1	0	0	0	0
	4	4	8	1	0	0
	5	3	0	0	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To				
		1	2	3	4	5
From	1	0	0	2	7	0
	2	0	0	0	0	0
	3	0	0	0	6	0
	4	6	11	3	0	0
	5	0	0	0	0	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.68	5.57	2.3	A	346.20	2077.20
2	0.55	15.16	1.2	C	67.87	407.20
3	0.64	6.86	1.8	A	213.87	1283.20
4	0.63	4.00	1.9	A	405.83	2435.00
5	0.77	27.21	3.2	D	99.37	596.20

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	343.60	343.60	176.08	563.56	0.610	341.90	445.64	0.0	1.7	4.437	A
2	57.70	57.70	475.37	138.64	0.416	56.96	42.61	0.0	0.7	11.563	B
3	236.30	236.30	337.32	368.16	0.642	234.49	195.02	0.0	1.8	6.855	A
4	419.70	419.70	158.48	663.71	0.632	417.83	413.33	0.0	1.9	4.004	A
5	99.90	99.90	524.62	132.10	0.756	97.10	51.68	0.0	2.8	24.352	C

15:00 - 15:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	322.90	322.90	188.62	554.84	0.582	323.09	424.99	1.7	1.5	4.170	A
2	75.90	75.90	459.10	147.03	0.516	75.59	52.61	0.7	1.1	12.703	B
3	228.30	228.30	301.87	390.53	0.585	228.64	232.81	1.8	1.5	5.745	A
4	421.00	421.00	148.87	671.21	0.627	421.07	381.64	1.9	1.8	3.824	A
5	105.90	105.90	507.80	141.00	0.751	105.80	62.14	2.8	2.9	25.573	D

15:15 - 15:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	367.80	367.80	212.31	538.37	0.683	367.05	402.86	1.5	2.3	5.573	A
2	59.70	59.70	497.07	127.44	0.468	59.80	82.29	1.1	0.9	14.029	B
3	213.50	213.50	337.65	367.95	0.580	213.54	219.22	1.5	1.4	5.978	A
4	429.10	429.10	138.86	679.03	0.632	429.11	412.33	1.8	1.8	3.772	A
5	110.00	110.00	505.43	142.26	0.773	109.74	62.54	2.9	3.2	27.214	D

15:30 - 15:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	326.20	326.20	226.07	528.80	0.617	326.76	368.94	2.3	1.7	4.641	A
2	66.80	66.80	475.26	138.69	0.482	66.81	77.58	0.9	0.9	12.901	B
3	224.30	224.30	295.23	394.72	0.568	224.36	246.84	1.4	1.4	5.458	A
4	398.00	398.00	148.83	671.24	0.593	398.24	370.75	1.8	1.6	3.483	A
5	101.20	101.20	492.94	148.87	0.680	102.08	54.13	3.2	2.3	20.013	C

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	381.60	381.60	151.16	580.88	0.657	381.30	410.23	1.7	2.0	4.768	A
2	73.70	73.70	482.40	135.01	0.546	73.43	50.06	0.9	1.2	15.157	C
3	193.30	193.30	350.24	360.01	0.537	193.49	205.59	1.4	1.2	5.439	A
4	378.70	378.70	141.10	677.28	0.559	378.93	402.63	1.6	1.3	3.129	A
5	88.30	88.30	472.09	159.90	0.552	89.30	47.94	2.3	1.3	13.068	B

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	335.10	335.10	161.31	573.82	0.584	335.61	413.32	2.0	1.5	3.970	A
2	73.40	73.40	442.14	155.78	0.471	73.70	54.78	1.2	0.9	11.007	B
3	187.50	187.50	324.12	376.49	0.498	187.65	191.72	1.2	1.0	4.903	A
4	388.50	388.50	146.39	673.15	0.577	388.40	365.38	1.3	1.4	3.330	A
5	90.90	90.90	483.87	153.67	0.592	90.77	50.92	1.3	1.4	14.413	B

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	9.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	14:45	16:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

14:45 - 15:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.07	13.44	84.75	246.60	8.27
	2	20.57	0.00	4.13	29.77	5.17
	3	108.42	8.27	0.00	115.14	12.40
	4	282.78	19.53	103.56	0.00	27.91
	5	50.54	3.10	10.34	39.27	0.00

15:00 - 15:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	19.64	126.71	182.21	4.13
	2	10.34	0.00	13.44	36.07	18.60
	3	92.92	8.16	1.96	116.38	16.54
	4	304.07	20.57	85.37	0.00	25.11
	5	29.97	6.10	13.44	59.95	0.00

15:15 - 15:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.07	45.27	93.64	229.86	9.30
	2	10.34	0.00	14.37	27.70	9.30
	3	84.13	7.13	0.00	108.21	21.19
	4	285.77	26.67	106.25	0.00	24.80
	5	34.11	6.20	12.40	60.98	0.00

15:30 - 15:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	37.21	93.95	195.65	9.30
	2	15.50	0.00	14.47	32.87	6.20
	3	102.22	7.13	0.00	110.07	12.40
	4	220.14	32.56	130.74	0.00	27.91
	5	42.17	3.10	15.92	43.41	0.00

15:45 - 16:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	3.10	29.97	107.38	239.47	14.47
	2	19.53	0.00	8.27	35.97	12.40
	3	84.03	5.17	0.00	103.35	7.23
	4	274.82	14.37	85.68	1.03	15.50
	5	42.27	2.07	10.75	36.17	0.00

16:00 - 16:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	3.10	23.77	93.85	213.22	12.40
	2	26.25	0.00	9.30	26.87	13.44
	3	80.62	5.17	1.03	99.74	7.23
	4	278.95	23.56	81.44	0.00	17.57
	5	38.24	4.13	12.40	37.21	1.96

Vehicle Mix

14:45 - 15:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	15	0
	2	6	0	0	8	0
	3	1	0	0	6	0
	4	12	6	9	0	0
	5	2	0	0	0	0

15:00 - 15:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	3	11	0
	2	0	0	0	3	0
	3	1	14	100	4	0
	4	7	6	5	0	4
	5	0	20	0	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	5	5	8	0
	2	0	0	8	8	0
	3	0	20	0	3	5
	4	6	9	2	0	0
	5	0	0	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	1	6	0
	2	0	0	0	7	0
	3	1	17	0	5	0
	4	5	20	4	0	0
	5	0	0	15	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	1	10	0
	2	6	0	0	6	0
	3	1	0	0	0	0
	4	4	8	1	0	0
	5	3	0	0	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	2	7	0
	2	0	0	0	0	0
	3	0	0	0	6	0
	4	6	11	3	0	0
	5	0	0	0	0	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.71	6.18	2.6	A	357.81	2146.87
2	0.60	18.36	1.5	C	70.14	420.86
3	0.68	7.65	2.1	A	221.04	1326.24
4	0.66	4.31	2.1	A	419.44	2516.67
5	0.85	42.32	5.0	E	102.70	616.20

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	355.12	355.12	181.27	559.94	0.634	353.24	459.72	0.0	1.9	4.752	A
2	59.64	59.64	490.54	130.81	0.456	58.77	43.98	0.0	0.9	13.073	B
3	244.23	244.23	347.95	361.45	0.676	242.13	201.35	0.0	2.1	7.653	A
4	433.78	433.78	163.63	659.68	0.658	431.69	426.46	0.0	2.1	4.313	A
5	103.25	103.25	541.93	122.94	0.840	99.06	53.38	0.0	4.2	33.790	D

15:00 - 15:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	333.73	333.73	194.56	550.71	0.606	333.94	439.53	1.9	1.7	4.459	A
2	78.45	78.45	474.17	139.25	0.563	78.05	54.33	0.9	1.3	14.791	B
3	235.96	235.96	311.68	384.34	0.614	236.38	240.54	2.1	1.7	6.293	A
4	435.12	435.12	153.88	667.29	0.652	435.20	394.17	2.1	2.0	4.124	A
5	109.45	109.45	524.89	131.96	0.829	109.20	64.20	4.2	4.4	38.673	E

15:15 - 15:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	380.14	380.14	219.27	533.53	0.712	379.22	416.25	1.7	2.6	6.177	A
2	61.70	61.70	513.48	118.98	0.519	61.80	85.01	1.3	1.2	16.609	C
3	220.66	220.66	348.75	360.95	0.611	220.70	226.53	1.7	1.6	6.579	A
4	443.49	443.49	143.51	675.40	0.657	443.51	425.93	2.0	2.0	4.066	A
5	113.69	113.69	522.38	133.29	0.853	113.14	64.64	4.4	5.0	42.318	E

15:30 - 15:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	337.14	337.14	234.32	523.06	0.645	337.81	381.49	2.6	1.9	5.065	A
2	69.04	69.04	491.87	130.12	0.531	69.06	80.26	1.2	1.2	15.187	C
3	231.82	231.82	305.74	388.09	0.597	231.90	255.19	1.6	1.6	5.957	A
4	411.35	411.35	153.83	667.33	0.616	411.63	383.81	2.0	1.7	3.719	A
5	104.59	104.59	509.50	140.10	0.747	106.32	55.96	5.0	3.3	28.446	D

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	394.40	394.40	156.65	577.06	0.683	394.06	424.21	1.9	2.2	5.197	A
2	76.17	76.17	498.95	126.47	0.602	75.81	51.77	1.2	1.5	18.364	C
3	199.78	199.78	362.14	352.50	0.567	200.00	212.62	1.6	1.3	5.940	A
4	391.40	391.40	145.79	673.61	0.581	391.66	416.35	1.7	1.4	3.309	A
5	91.26	91.26	487.93	151.52	0.602	92.94	49.53	3.3	1.6	15.944	C

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	346.34	346.34	166.68	570.09	0.608	346.95	427.20	2.2	1.6	4.240	A
2	75.86	75.86	457.00	148.11	0.512	76.29	56.62	1.5	1.1	12.610	B
3	193.79	193.79	335.13	369.55	0.524	193.98	198.17	1.3	1.1	5.276	A
4	401.53	401.53	151.35	669.27	0.600	401.41	377.75	1.4	1.6	3.541	A
5	93.95	93.95	500.12	145.07	0.648	93.76	52.64	1.6	1.8	17.623	C

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	11.02	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	14:45	16:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

14:45 - 15:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.07	15.19	86.50	246.60	8.27
	2	22.32	0.00	4.13	31.52	5.17
	3	109.42	8.27	0.00	116.89	12.40
	4	282.78	22.78	106.81	0.00	27.91
	5	50.54	3.10	10.59	39.27	0.00

15:00 - 15:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	21.39	128.46	182.21	4.13
	2	12.09	0.00	13.44	37.82	18.60
	3	93.92	8.16	1.96	118.13	16.54
	4	304.07	23.82	88.62	0.00	25.11
	5	29.97	6.10	13.69	59.95	0.00

15:15 - 15:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.07	47.02	95.39	229.86	9.30
	2	12.09	0.00	14.37	29.45	9.30
	3	85.13	7.13	0.00	109.96	21.19
	4	285.77	29.92	109.50	0.00	24.80
	5	34.11	6.20	12.65	60.98	0.00

15:30 - 15:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	38.96	95.70	195.65	9.30
	2	17.25	0.00	14.47	34.62	6.20
	3	103.22	7.13	0.00	111.82	12.40
	4	220.14	35.81	133.99	0.00	27.91
	5	42.17	3.10	16.17	43.41	0.00

15:45 - 16:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	3.10	31.72	109.13	239.47	14.47
	2	21.28	0.00	8.27	37.72	12.40
	3	85.03	5.17	0.00	105.10	7.23
	4	274.82	17.62	88.93	1.03	15.50
	5	42.27	2.07	11.00	36.17	0.00

16:00 - 16:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	3.10	25.52	95.60	213.22	12.40
	2	28.00	0.00	9.30	28.62	13.44
	3	81.62	5.17	1.03	101.49	7.23
	4	278.95	26.81	84.69	0.00	17.57
	5	38.24	4.13	12.65	37.21	1.96

Vehicle Mix

14:45 - 15:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	15	0
	2	5	0	0	7	0
	3	1	0	0	6	0
	4	12	5	9	0	0
	5	2	0	0	0	0

15:00 - 15:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	3	11	0
	2	0	0	0	3	0
	3	1	14	100	4	0
	4	7	5	5	0	4
	5	0	20	0	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	5	5	8	0
	2	0	0	8	7	0
	3	0	20	0	3	5
	4	6	8	2	0	0
	5	0	0	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	1	6	0
	2	0	0	0	6	0
	3	1	17	0	5	0
	4	5	18	4	0	0
	5	0	0	15	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	1	10	0
	2	5	0	0	6	0
	3	1	0	0	0	0
	4	4	6	1	0	0
	5	3	0	0	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	2	7	0
	2	0	0	0	0	0
	3	0	0	0	6	0
	4	6	9	3	0	0
	5	0	0	0	0	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.73	6.50	2.7	A	361.31	2167.87
2	0.64	20.86	1.8	C	73.64	441.86
3	0.69	7.94	2.2	A	223.79	1342.74
4	0.67	4.47	2.2	A	425.94	2555.67
5	0.89	53.57	6.3	F	102.95	617.70

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	358.62	358.62	187.52	555.60	0.645	356.65	461.91	0.0	2.0	4.929	A
2	63.14	63.14	495.26	128.38	0.492	62.15	48.92	0.0	1.0	14.133	B
3	246.98	246.98	350.96	359.56	0.687	244.78	206.44	0.0	2.2	7.942	A
4	440.28	440.28	166.26	657.62	0.670	438.08	429.47	0.0	2.2	4.470	A
5	103.50	103.50	550.98	118.16	0.876	98.45	53.37	0.0	5.0	39.509	E

15:00 - 15:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	337.23	337.23	201.00	546.23	0.617	337.45	442.43	2.0	1.8	4.626	A
2	81.95	81.95	479.15	136.69	0.600	81.48	59.30	1.0	1.5	16.354	C
3	238.71	238.71	314.90	382.31	0.624	239.16	245.73	2.2	1.7	6.502	A
4	441.62	441.62	156.63	665.15	0.664	441.70	397.43	2.2	2.1	4.278	A
5	109.70	109.70	534.16	127.05	0.863	109.26	64.17	5.0	5.5	48.131	E

15:15 - 15:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	383.64	383.64	225.86	528.95	0.725	382.64	418.88	1.8	2.7	6.504	A
2	65.20	65.20	518.52	116.38	0.560	65.28	89.98	1.5	1.4	18.539	C
3	223.41	223.41	352.06	358.86	0.623	223.45	231.74	1.7	1.7	6.815	A
4	449.99	449.99	146.26	673.25	0.668	450.01	429.25	2.1	2.1	4.220	A
5	113.94	113.94	531.61	128.40	0.887	113.12	64.65	5.5	6.3	53.571	F

15:30 - 15:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	340.64	340.64	241.60	518.00	0.658	341.35	384.39	2.7	2.0	5.314	A
2	72.54	72.54	497.64	127.15	0.571	72.56	85.32	1.4	1.4	16.967	C
3	234.57	234.57	309.70	385.59	0.608	234.66	260.50	1.7	1.6	6.163	A
4	417.85	417.85	156.59	665.18	0.628	418.14	387.77	2.1	1.8	3.846	A
5	104.84	104.84	518.76	135.20	0.775	107.23	55.97	6.3	3.9	35.069	E

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	397.90	397.90	163.72	572.15	0.695	397.55	427.12	2.0	2.4	5.445	A
2	79.67	79.67	504.48	123.62	0.644	79.24	56.79	1.4	1.8	20.860	C
3	202.53	202.53	365.75	350.22	0.578	202.76	217.97	1.6	1.4	6.146	A
4	397.90	397.90	148.50	671.50	0.593	398.18	420.01	1.8	1.5	3.411	A
5	91.51	91.51	497.17	146.63	0.624	93.67	49.51	3.9	1.8	17.812	C

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	349.84	349.84	173.40	565.42	0.619	350.49	429.98	2.4	1.7	4.403	A
2	79.36	79.36	462.27	145.39	0.546	79.91	61.62	1.8	1.2	13.856	B
3	196.54	196.54	338.74	367.27	0.535	196.74	203.43	1.4	1.2	5.432	A
4	408.03	408.03	154.14	667.09	0.612	407.91	381.34	1.5	1.6	3.653	A
5	94.20	94.20	509.40	140.16	0.672	93.98	52.65	1.8	2.0	19.545	C

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	17.09	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	14:45	16:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

14:45 - 15:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.07	15.19	86.50	265.51	8.27
	2	22.32	0.00	4.13	31.52	5.17
	3	109.42	8.27	0.00	121.48	12.40
	4	301.69	22.78	111.40	0.00	27.91
	5	50.54	3.10	10.59	39.27	0.00

15:00 - 15:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	21.39	128.46	201.12	4.13
	2	12.09	0.00	13.44	37.82	18.60
	3	93.92	8.16	1.96	122.72	16.54
	4	322.98	23.82	93.21	0.00	25.11
	5	29.97	6.10	13.69	59.95	0.00

15:15 - 15:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.07	47.02	95.39	248.77	9.30
	2	12.09	0.00	14.37	29.45	9.30
	3	85.13	7.13	0.00	114.55	21.19
	4	304.68	29.92	114.09	0.00	24.80
	5	34.11	6.20	12.65	60.98	0.00

15:30 - 15:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	38.96	95.70	214.56	9.30
	2	17.25	0.00	14.47	34.62	6.20
	3	103.22	7.13	0.00	116.41	12.40
	4	239.05	35.81	138.58	0.00	27.91
	5	42.17	3.10	16.17	43.41	0.00

15:45 - 16:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	3.10	31.72	109.13	258.38	14.47
	2	21.28	0.00	8.27	37.72	12.40
	3	85.03	5.17	0.00	109.70	7.23
	4	293.73	17.62	93.52	1.03	15.50
	5	42.27	2.07	11.00	36.17	0.00

16:00 - 16:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	3.10	25.52	95.60	238.88	12.40
	2	28.00	0.00	9.30	28.62	13.44
	3	81.62	5.17	1.03	106.08	7.23
	4	297.86	26.81	89.28	0.00	17.57
	5	38.24	4.13	12.65	37.21	1.96

Vehicle Mix

14:45 - 15:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	18	0
	2	5	0	0	7	0
	3	1	0	0	7	0
	4	14	5	10	0	0
	5	2	0	0	0	0

15:00 - 15:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	3	15	0
	2	0	0	0	3	0
	3	1	14	100	5	0
	4	9	5	7	0	4
	5	0	20	0	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	5	5	11	0
	2	0	0	8	7	0
	3	0	20	0	4	5
	4	8	8	3	0	0
	5	0	0	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	1	10	0
	2	0	0	0	6	0
	3	1	17	0	6	0
	4	8	18	5	0	0
	5	0	0	15	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	1	12	0
	2	5	0	0	6	0
	3	1	0	0	1	0
	4	7	6	3	0	0
	5	3	0	0	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	2	10	0
	2	0	0	0	0	0
	3	0	0	0	7	0
	4	9	9	4	0	0
	5	0	0	0	0	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.76	7.68	3.4	A	381.35	2288.08
2	0.72	28.90	2.4	D	73.64	441.86
3	0.72	9.14	2.6	A	228.38	1370.29
4	0.71	5.06	2.6	A	449.45	2696.68
5	0.98	113.68	13.8	F	102.95	617.70

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	377.53	377.53	190.17	553.76	0.682	375.18	478.57	0.0	2.4	5.570	A
2	63.14	63.14	516.58	117.37	0.538	61.96	48.77	0.0	1.2	16.798	C
3	251.57	251.57	368.04	348.78	0.721	248.98	210.50	0.0	2.6	9.140	A
4	463.78	463.78	165.99	657.83	0.705	461.15	451.03	0.0	2.6	5.057	A
5	103.50	103.50	573.84	106.06	0.976	94.91	53.31	0.0	8.6	60.972	F

15:00 - 15:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	356.14	356.14	203.57	544.44	0.654	356.39	461.69	2.4	2.1	5.235	A
2	81.95	81.95	500.86	125.49	0.653	81.32	59.11	1.2	1.8	20.317	C
3	243.30	243.30	332.22	371.38	0.655	243.87	249.97	2.6	2.0	7.359	A
4	465.12	465.12	156.65	665.13	0.699	465.22	419.44	2.6	2.5	4.866	A
5	109.70	109.70	557.75	114.57	0.958	107.52	64.12	8.6	10.8	93.891	F

15:15 - 15:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	402.55	402.55	229.03	526.74	0.764	401.25	436.99	2.1	3.4	7.680	A
2	65.20	65.20	540.46	105.06	0.621	65.22	89.82	1.8	1.8	23.795	C
3	228.00	228.00	369.60	347.80	0.656	228.03	236.08	2.0	2.0	7.757	A
4	473.49	473.49	146.24	673.27	0.703	473.52	451.39	2.5	2.5	4.799	A
5	113.94	113.94	555.10	115.97	0.982	110.92	64.65	10.8	13.8	113.675	F

15:30 - 15:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	359.55	359.55	249.32	512.63	0.701	360.40	404.14	3.4	2.5	6.293	A
2	72.54	72.54	524.09	113.50	0.639	72.54	85.64	1.8	1.8	22.564	C
3	239.16	239.16	331.24	372.00	0.643	239.25	265.40	2.0	1.9	7.056	A
4	441.35	441.35	156.58	665.18	0.664	441.71	413.90	2.5	2.1	4.331	A
5	104.84	104.84	542.29	122.75	0.854	111.18	56.01	13.8	7.5	83.773	F

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	416.81	416.81	170.17	567.66	0.734	416.44	447.15	2.5	2.9	6.387	A
2	79.67	79.67	529.71	110.60	0.720	79.00	56.91	1.8	2.4	28.901	D
3	207.12	207.12	385.62	337.68	0.613	207.39	223.09	1.9	1.6	7.014	A
4	421.40	421.40	148.38	671.59	0.627	421.75	444.63	2.1	1.8	3.806	A
5	91.51	91.51	520.68	134.19	0.682	96.65	49.46	7.5	2.3	26.920	D

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	375.50	375.50	177.90	562.29	0.668	376.23	448.91	2.9	2.2	5.176	A
2	79.36	79.36	492.52	129.79	0.611	80.16	61.61	2.4	1.7	18.412	C
3	201.13	201.13	364.62	350.93	0.573	201.36	208.05	1.6	1.4	6.244	A
4	431.53	431.53	154.21	667.04	0.647	431.38	411.77	1.8	1.9	4.096	A
5	94.20	94.20	532.92	127.71	0.738	93.89	52.68	2.3	2.6	26.469	D

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 48 (five_arm)_V3_WITHREDUCEDFLOWS.j9
Path: C:\Users\shadwelh8829\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\1 Reduced Flow Models
Report generation date: 14/04/2025 15:28:08

»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	FB+CD+N2T WD									
Arm 1	D7	27.7	62.56	1.01	F	D8	13.3	29.25	0.96	D
Arm 2		92.6	882.19	1.35	F		2.0	23.75	0.67	C
Arm 3		2.4	13.34	0.70	B		4.4	15.22	0.82	C
Arm 4		2.3	4.34	0.68	A		2.4	4.73	0.69	A
Arm 5		11.3	74.74	0.94	F		8.9	75.45	0.93	F

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

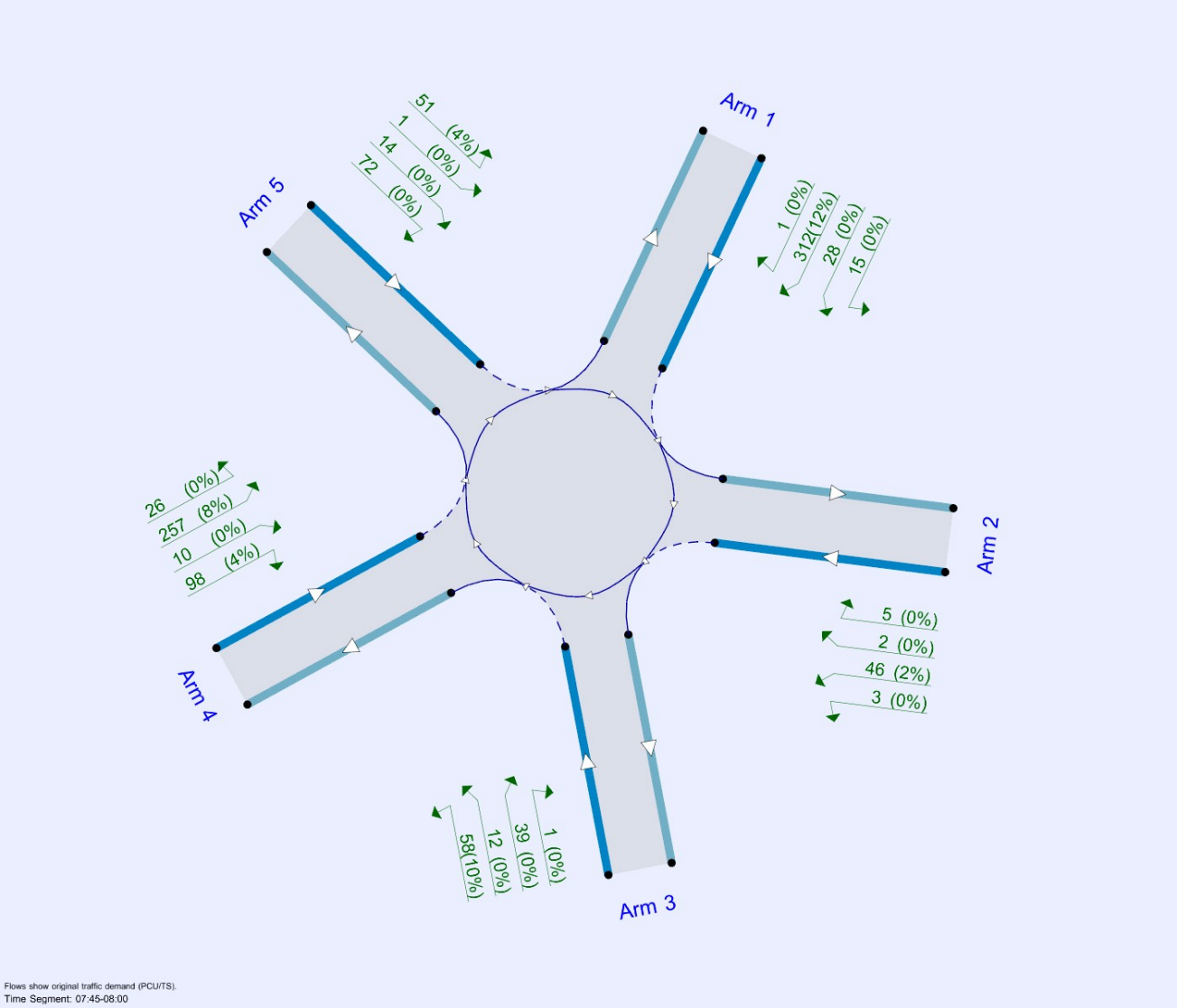
File summary

File Description

Title	
Location	
Site number	
Date	21/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\shresthb4012
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	14:45	16:15	90	15	✓

Analysis Set Details

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

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	106.25	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A120 (NE)	
2	Long Green (E)	
3	B1018 (S)	
4	A120 (W)	
5	Cressing Road (NW)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	9.30	9.30	0.0	42.3	65.0	45.0	
2	3.70	5.90	7.2	23.9	65.0	17.0	
3	7.40	8.90	1.3	11.3	65.0	21.0	
4	9.90	9.90	0.0	23.2	65.0	17.5	
5	3.70	10.20	6.3	18.0	65.0	17.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.695	685.968
2	0.516	383.889
3	0.631	581.012
4	0.781	787.511
5	0.529	409.716

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1	Percentage		78.00
3	Percentage		85.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.06	15.20	27.58	312.27	1.03
	2	5.35	0.00	3.10	46.46	2.31
	3	39.40	1.03	0.00	57.74	11.60
	4	256.74	10.17	98.44	3.10	25.80
	5	51.40	1.03	14.45	72.25	0.00

08:00 - 08:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	23.15	33.47	317.53	5.16
	2	8.44	0.00	4.13	83.20	6.44
	3	45.60	8.15	1.03	96.34	14.70
	4	261.15	21.83	109.79	0.00	27.76
	5	45.41	5.16	21.67	79.47	0.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.06	28.62	47.92	324.14	1.03
	2	19.59	0.00	15.48	75.15	12.63
	3	62.94	2.06	0.00	47.73	17.28
	4	294.18	25.03	126.72	0.00	30.96
	5	44.38	3.10	14.45	60.79	0.00

08:30 - 08:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.06	33.67	59.27	308.45	3.10
	2	17.63	0.00	8.26	67.10	4.38
	3	41.26	1.03	0.00	60.01	9.54
	4	275.19	29.16	102.15	0.00	35.09
	5	52.33	6.09	11.87	82.57	0.00

08:45 - 09:00

Demand (PCU/TS)

From \ To	1	2	3	4	5
1	1.96	16.23	76.92	256.02	7.22
2	10.40	0.00	16.51	87.54	6.44
3	49.62	3.10	0.00	76.52	7.47
4	259.81	36.49	120.21	0.00	28.90
5	42.32	5.16	12.38	84.53	0.00

09:00 - 09:15

Demand (PCU/TS)

From \ To	1	2	3	4	5
1	1.03	15.20	68.66	329.09	4.13
2	14.53	0.00	21.57	57.51	6.44
3	65.10	7.22	0.00	77.35	8.51
4	231.87	30.40	117.84	0.00	25.70
5	41.28	3.10	7.22	49.54	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

From \ To	1	2	3	4	5
1	0	0	0	12	0
2	0	0	0	2	0
3	0	0	0	10	0
4	8	0	4	0	0
5	4	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	1	2	3	4	5
1	0	18	11	8	0
2	0	0	0	7	0
3	0	17	0	14	0
4	11	19	4	0	4
5	0	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	1	2	3	4	5
1	0	0	7	11	0
2	12	0	0	1	0
3	3	0	0	4	7
4	11	9	9	0	0
5	0	0	0	2	0

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	1	2	3	4	5
1	0	3	6	12	0
2	7	0	0	2	0
3	6	0	0	5	0
4	11	8	9	0	0
5	6	20	10	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To				
		1	2	3	4	5
From	1	100	0	3	12	0
	2	11	0	0	4	0
	3	2	0	0	4	0
	4	10	3	2	0	0
	5	0	0	0	1	0

Heavy Vehicle Percentages

09:00 - 09:15

		To				
		1	2	3	4	5
From	1	0	0	3	14	0
	2	8	0	5	8	0
	3	2	0	0	7	0
	4	16	0	5	0	4
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.01	62.56	27.7	F	387.54	2325.26
2	1.35	882.19	92.6	F	100.10	600.61
3	0.70	13.34	2.4	B	135.39	812.34
4	0.68	4.34	2.3	A	430.74	2584.47
5	0.94	74.74	11.3	F	135.32	811.94

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	358.15	358.15	198.49	427.42	0.838	352.94	352.82	0.0	5.2	12.529	B
2	57.22	57.22	524.27	113.41	0.505	56.22	27.15	0.0	1.0	15.773	C
3	109.78	109.78	437.94	258.97	0.424	109.01	142.54	0.0	0.8	6.265	A
4	394.25	394.25	62.26	738.88	0.534	393.04	484.70	0.0	1.2	2.750	A
5	139.12	139.12	414.76	190.24	0.731	136.54	40.54	0.0	2.6	16.323	C

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	380.34	380.34	244.03	402.72	0.944	373.46	359.05	5.2	12.1	28.033	D
2	102.22	102.22	560.07	94.94	1.077	89.11	57.42	1.0	14.1	99.572	F
3	165.82	165.82	481.02	235.87	0.703	164.13	168.16	0.8	2.4	13.340	B
4	420.53	420.53	87.82	718.90	0.585	420.22	557.32	1.2	1.5	3.271	A
5	151.72	151.72	455.13	168.87	0.898	147.95	52.91	2.6	6.3	37.398	E

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	403.76	403.76	230.99	409.80	0.985	395.09	415.29	12.1	20.8	45.952	E
2	122.86	122.86	567.94	90.88	1.352	90.64	58.13	14.1	46.3	317.183	F
3	130.01	130.01	460.99	246.61	0.527	131.27	197.60	2.4	1.2	8.191	A
4	476.89	476.89	107.82	703.28	0.678	476.13	484.44	1.5	2.3	4.336	A
5	122.71	122.71	525.79	131.48	0.933	120.49	58.16	6.3	8.6	66.914	F

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	406.55	406.55	231.62	409.45	0.993	399.60	386.73	20.8	27.7	62.560	F
2	97.37	97.37	562.27	93.80	1.038	93.25	68.94	46.3	50.4	487.510	F
3	111.84	111.84	473.60	239.84	0.466	112.09	181.93	1.2	0.9	7.394	A
4	441.59	441.59	79.88	725.11	0.609	442.15	505.82	2.3	1.7	3.487	A
5	152.85	152.85	467.49	162.33	0.942	150.86	54.53	8.6	10.6	66.533	F

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	358.35	358.35	260.73	393.67	0.910	371.96	366.58	27.7	14.1	48.462	E
2	120.90	120.90	570.09	89.77	1.347	89.61	62.61	50.4	81.7	682.339	F
3	136.71	136.71	439.76	257.99	0.530	136.50	219.94	0.9	1.1	7.612	A
4	445.41	445.41	86.15	720.21	0.618	445.41	490.11	1.7	1.7	3.493	A
5	144.39	144.39	483.64	153.79	0.939	143.67	47.92	10.6	11.3	74.742	F

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	418.11	418.11	222.33	414.49	1.009	404.49	349.90	14.1	27.7	56.517	F
2	100.05	100.05	570.95	89.33	1.120	89.17	55.88	81.7	92.6	882.187	F
3	158.18	158.18	454.27	250.21	0.632	157.59	205.85	1.1	1.7	10.036	B
4	405.81	405.81	98.58	710.50	0.571	406.04	513.27	1.7	1.5	3.268	A
5	101.14	101.14	461.45	165.53	0.611	110.78	43.17	11.3	1.6	19.175	C

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	21.37	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	14:45	16:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

14:45 - 15:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.07	15.19	86.50	256.06	8.27
	2	22.32	0.00	4.13	31.52	5.17
	3	109.42	8.27	0.00	119.18	12.40
	4	292.23	22.78	109.11	0.00	27.91
	5	50.54	3.10	10.59	39.27	0.00

15:00 - 15:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	21.39	128.46	191.67	4.13
	2	12.09	0.00	13.44	37.82	18.60
	3	93.92	8.16	1.96	120.42	16.54
	4	313.52	23.82	90.92	0.00	25.11
	5	29.97	6.10	13.69	59.95	0.00

15:15 - 15:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.07	47.02	95.39	239.31	9.30
	2	12.09	0.00	14.37	29.45	9.30
	3	85.13	7.13	0.00	112.26	21.19
	4	295.23	29.92	111.79	0.00	24.80
	5	34.11	6.20	12.65	60.98	0.00

15:30 - 15:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	38.96	95.70	205.10	9.30
	2	17.25	0.00	14.47	34.62	6.20
	3	103.22	7.13	0.00	114.12	12.40
	4	229.60	35.81	136.29	0.00	27.91
	5	42.17	3.10	16.17	43.41	0.00

15:45 - 16:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	3.10	31.72	109.13	248.93	14.47
	2	21.28	0.00	8.27	37.72	12.40
	3	85.03	5.17	0.00	107.40	7.23
	4	284.27	17.62	91.23	1.03	15.50
	5	42.27	2.07	11.00	36.17	0.00

16:00 - 16:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	3.10	25.52	95.60	226.05	12.40
	2	28.00	0.00	9.30	28.62	13.44
	3	81.62	5.17	1.03	103.78	7.23
	4	288.41	26.81	86.99	0.00	17.57
	5	38.24	4.13	12.65	37.21	1.96

Vehicle Mix

14:45 - 15:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	17	0
	2	5	0	0	7	0
	3	1	0	0	7	0
	4	13	5	10	0	0
	5	2	0	0	0	0

15:00 - 15:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	3	13	0
	2	0	0	0	3	0
	3	1	14	100	4	0
	4	8	5	6	0	4
	5	0	20	0	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	5	5	9	0
	2	0	0	8	7	0
	3	0	20	0	4	5
	4	7	8	3	0	0
	5	0	0	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	1	8	0
	2	0	0	0	6	0
	3	1	17	0	6	0
	4	7	18	5	0	0
	5	0	0	15	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	1	11	0
	2	5	0	0	6	0
	3	1	0	0	1	0
	4	6	6	2	0	0
	5	3	0	0	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	2	8	0
	2	0	0	0	0	0
	3	0	0	0	6	0
	4	7	9	4	0	0
	5	0	0	0	0	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.96	29.25	13.3	D	371.33	2227.97
2	0.67	23.75	2.0	C	73.64	441.86
3	0.82	15.22	4.4	C	226.09	1356.51
4	0.69	4.73	2.4	A	437.70	2626.17
5	0.93	75.45	8.9	F	102.95	617.70

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	368.08	368.08	189.03	432.55	0.851	362.35	469.59	0.0	5.7	13.309	B
2	63.14	63.14	502.73	124.52	0.507	62.09	48.65	0.0	1.0	14.968	B
3	249.27	249.27	357.13	302.31	0.825	244.86	207.69	0.0	4.4	15.217	C
4	452.03	452.03	164.99	658.62	0.686	449.64	437.00	0.0	2.4	4.730	A
5	103.50	103.50	561.47	112.60	0.919	97.15	53.16	0.0	6.3	47.758	E

15:00 - 15:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	346.68	346.68	202.57	425.21	0.815	347.38	452.35	5.7	5.0	12.646	B
2	81.95	81.95	490.75	130.70	0.627	81.37	59.20	1.0	1.6	18.242	C
3	241.00	241.00	324.56	319.78	0.754	242.10	247.56	4.4	3.3	12.162	B
4	453.37	453.37	157.02	664.85	0.682	453.46	409.64	2.4	2.3	4.563	A
5	109.70	109.70	546.28	120.64	0.909	108.63	64.19	6.3	7.4	65.573	F

15:15 - 15:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	393.09	393.09	227.74	411.56	0.955	384.78	428.13	5.0	13.3	29.249	D
2	65.20	65.20	523.62	113.74	0.573	65.36	88.89	1.6	1.5	19.618	C
3	225.71	225.71	356.34	302.74	0.746	225.90	232.64	3.3	3.1	12.094	B
4	461.74	461.74	146.11	673.37	0.686	461.76	436.13	2.3	2.3	4.492	A
5	113.94	113.94	543.43	122.15	0.933	112.44	64.44	7.4	8.9	75.450	F

15:30 - 15:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	350.10	350.10	245.02	402.19	0.870	355.47	394.11	13.3	8.0	21.891	C
2	72.54	72.54	514.46	118.47	0.612	72.44	86.03	1.5	1.6	20.037	C
3	236.87	236.87	323.07	320.58	0.739	236.97	263.83	3.1	3.0	11.183	B
4	429.60	429.60	156.67	665.12	0.646	429.92	403.37	2.3	2.0	4.077	A
5	104.84	104.84	530.47	129.01	0.813	108.66	56.12	8.9	5.1	49.766	E

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	407.35	407.35	166.63	444.70	0.916	405.53	437.07	8.0	9.8	22.959	C
2	79.67	79.67	515.23	118.07	0.675	79.21	56.93	1.6	2.0	23.753	C
3	204.83	204.83	374.36	293.07	0.699	205.42	220.09	3.0	2.4	10.434	B
4	409.65	409.65	148.56	671.45	0.610	409.96	431.22	2.0	1.7	3.604	A
5	91.51	91.51	509.09	140.32	0.652	94.61	49.43	5.1	2.0	21.075	C

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	362.67	362.67	175.65	439.80	0.825	367.14	439.53	9.8	5.3	13.791	B
2	79.36	79.36	480.85	135.81	0.584	79.92	61.94	2.0	1.5	16.267	C
3	198.83	198.83	354.02	303.98	0.654	199.26	206.75	2.4	2.0	8.910	A
4	419.78	419.78	154.39	666.90	0.629	419.65	398.89	1.7	1.8	3.867	A
5	94.20	94.20	521.24	133.89	0.704	93.94	52.79	2.0	2.3	22.524	C

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site 48 (five_arm)_V3_REDUCEDFLOWS_PM.j9
Path: C:\Users\shadwelh8829\OneDrive - ARCADIS\Desktop
Report generation date: 15/04/2025 12:46:47

»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	FB+CD+N2T WD									
Arm 1	D7	3.9	8.66	0.79	A	D8	3.0	7.06	0.74	A
Arm 2		101.5	1007.67	1.41	F		2.1	24.17	0.68	C
Arm 3		1.6	8.76	0.60	A		2.4	8.51	0.70	A
Arm 4		2.3	4.32	0.68	A		2.4	4.75	0.69	A
Arm 5		11.4	75.51	0.94	F		8.9	75.45	0.93	F

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

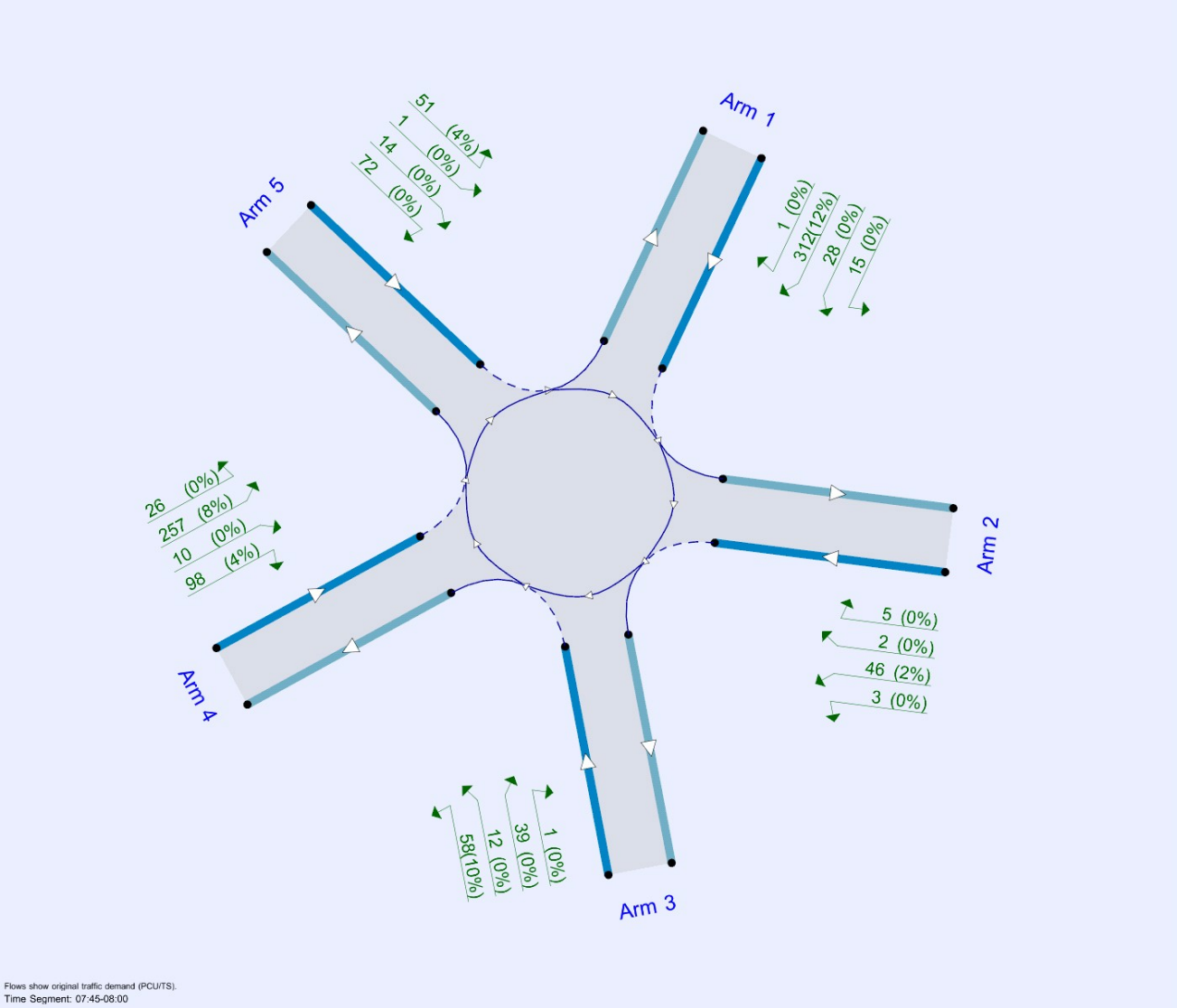
File summary

File Description

Title	
Location	
Site number	
Date	21/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\shresthb4012
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	14:45	16:15	90	15	✓

Analysis Set Details

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

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	98.81	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A120 (NE)	
2	Long Green (E)	
3	B1018 (S)	
4	A120 (W)	
5	Cressing Road (NW)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	9.30	9.30	0.0	42.3	65.0	45.0	
2	3.70	5.90	7.2	23.9	65.0	17.0	
3	7.40	8.90	1.3	11.3	65.0	21.0	
4	9.90	9.90	0.0	23.2	65.0	17.5	
5	3.70	10.20	6.3	18.0	65.0	17.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.695	685.968
2	0.516	383.889
3	0.631	581.012
4	0.781	787.511
5	0.529	409.716

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.06	15.20	27.58	312.27	1.03
	2	5.35	0.00	3.10	46.46	2.31
	3	39.40	1.03	0.00	57.74	11.60
	4	256.74	10.17	98.44	3.10	25.80
	5	51.40	1.03	14.45	72.25	0.00

08:00 - 08:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	23.15	33.47	317.53	5.16
	2	8.44	0.00	4.13	83.20	6.44
	3	45.60	8.15	1.03	96.34	14.70
	4	261.15	21.83	109.79	0.00	27.76
	5	45.41	5.16	21.67	79.47	0.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.06	28.62	47.92	324.14	1.03
	2	19.59	0.00	15.48	75.15	12.63
	3	62.94	2.06	0.00	47.73	17.28
	4	294.18	25.03	126.72	0.00	30.96
	5	44.38	3.10	14.45	60.79	0.00

08:30 - 08:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.06	33.67	59.27	308.45	3.10
	2	17.63	0.00	8.26	67.10	4.38
	3	41.26	1.03	0.00	60.01	9.54
	4	275.19	29.16	102.15	0.00	35.09
	5	52.33	6.09	11.87	82.57	0.00

08:45 - 09:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.96	16.23	76.92	256.02	7.22
	2	10.40	0.00	16.51	87.54	6.44
	3	49.62	3.10	0.00	76.52	7.47
	4	259.81	36.49	120.21	0.00	28.90
	5	42.32	5.16	12.38	84.53	0.00

Demand (PCU/TS)

09:00 - 09:15

		To				
		1	2	3	4	5
From	1	1.03	15.20	68.66	329.09	4.13
	2	14.53	0.00	21.57	57.51	6.44
	3	65.10	7.22	0.00	77.35	8.51
	4	231.87	30.40	117.84	0.00	25.70
	5	41.28	3.10	7.22	49.54	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

		To				
		1	2	3	4	5
From	1	0	0	0	12	0
	2	0	0	0	2	0
	3	0	0	0	10	0
	4	8	0	4	0	0
	5	4	0	0	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To				
		1	2	3	4	5
From	1	0	18	11	8	0
	2	0	0	0	7	0
	3	0	17	0	14	0
	4	11	19	4	0	4
	5	0	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To				
		1	2	3	4	5
From	1	0	0	7	11	0
	2	12	0	0	1	0
	3	3	0	0	4	7
	4	11	9	9	0	0
	5	0	0	0	2	0

Heavy Vehicle Percentages

08:30 - 08:45

		To				
		1	2	3	4	5
From	1	0	3	6	12	0
	2	7	0	0	2	0
	3	6	0	0	5	0
	4	11	8	9	0	0
	5	6	20	10	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To				
		1	2	3	4	5
From	1	100	0	3	12	0
	2	11	0	0	4	0
	3	2	0	0	4	0
	4	10	3	2	0	0
	5	0	0	0	1	0

Heavy Vehicle Percentages

09:00 - 09:15

		To				
		1	2	3	4	5
From	1	0	0	3	14	0
	2	8	0	5	8	0
	3	2	0	0	7	0
	4	16	0	5	0	4
	5	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.79	8.66	3.9	A	387.54	2325.26
2	1.41	1007.67	101.5	F	100.10	600.61
3	0.60	8.76	1.6	A	135.39	812.34
4	0.68	4.32	2.3	A	430.74	2584.47
5	0.94	75.51	11.4	F	135.32	811.94

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	358.15	358.15	198.49	547.98	0.654	356.11	352.90	0.0	2.0	5.103	A
2	57.22	57.22	527.30	111.84	0.512	56.19	27.29	0.0	1.0	16.196	C
3	109.78	109.78	440.71	302.93	0.362	109.19	142.78	0.0	0.6	4.858	A
4	394.25	394.25	62.36	738.79	0.534	393.04	487.53	0.0	1.2	2.751	A
5	139.12	139.12	414.84	190.19	0.731	136.54	40.56	0.0	2.6	16.338	C

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	380.34	380.34	244.07	516.28	0.737	379.42	359.07	2.0	3.0	7.106	A
2	102.22	102.22	565.61	92.08	1.110	87.18	57.88	1.0	16.1	112.046	F
3	165.82	165.82	484.13	275.52	0.602	164.81	168.65	0.6	1.6	8.759	A
4	420.53	420.53	87.93	718.81	0.585	420.22	561.00	1.2	1.5	3.272	A
5	151.72	151.72	455.20	168.84	0.899	147.94	52.96	2.6	6.4	37.437	E

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	403.76	403.76	231.05	525.34	0.769	403.21	414.58	3.0	3.5	8.003	A
2	122.86	122.86	575.49	86.98	1.412	86.89	58.77	16.1	52.0	367.619	F
3	130.01	130.01	464.16	288.12	0.451	130.74	198.22	1.6	0.9	5.969	A
4	476.89	476.89	106.44	704.36	0.677	476.14	488.47	1.5	2.3	4.315	A
5	122.71	122.71	524.99	131.91	0.930	120.64	57.58	6.4	8.4	65.971	F

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	406.55	406.55	231.66	524.92	0.775	406.38	386.07	3.5	3.7	8.336	A
2	97.37	97.37	568.32	90.68	1.074	90.37	69.71	52.0	59.0	559.386	F
3	111.84	111.84	475.32	281.09	0.398	112.01	183.37	0.9	0.7	5.581	A
4	441.59	441.59	79.51	725.40	0.609	442.14	507.81	2.3	1.7	3.483	A
5	152.85	152.85	466.80	162.70	0.939	150.92	54.85	8.4	10.4	65.250	F

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	358.35	358.35	260.53	504.84	0.710	359.31	367.77	3.7	2.7	6.784	A
2	120.90	120.90	558.71	95.64	1.264	95.48	61.12	59.0	84.5	735.082	F
3	136.71	136.71	434.98	306.54	0.446	136.59	219.21	0.7	0.8	5.448	A
4	445.41	445.41	87.74	718.97	0.620	445.40	483.83	1.7	1.7	3.509	A
5	144.39	144.39	484.94	153.10	0.943	143.36	48.21	10.4	11.4	75.509	F

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	418.11	418.11	222.44	531.33	0.787	416.90	349.06	2.7	3.9	8.663	A
2	100.05	100.05	583.08	83.07	1.204	82.99	56.25	84.5	101.5	1007.669	F
3	158.18	158.18	460.18	290.64	0.544	157.78	205.90	0.8	1.2	7.021	A
4	405.81	405.81	97.32	711.48	0.570	406.05	520.64	1.7	1.5	3.258	A
5	101.14	101.14	460.60	165.98	0.609	110.90	42.77	11.4	1.6	19.085	C

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	13.35	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	14:45	16:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

14:45 - 15:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.07	15.19	86.50	256.06	8.27
	2	22.32	0.00	4.13	31.52	5.17
	3	109.42	8.27	0.00	119.18	12.40
	4	292.23	22.78	109.11	0.00	27.91
	5	50.54	3.10	10.59	39.27	0.00

15:00 - 15:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	21.39	128.46	191.67	4.13
	2	12.09	0.00	13.44	37.82	18.60
	3	93.92	8.16	1.96	120.42	16.54
	4	313.52	23.82	90.92	0.00	25.11
	5	29.97	6.10	13.69	59.95	0.00

15:15 - 15:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	2.07	47.02	95.39	239.31	9.30
	2	12.09	0.00	14.37	29.45	9.30
	3	85.13	7.13	0.00	112.26	21.19
	4	295.23	29.92	111.79	0.00	24.80
	5	34.11	6.20	12.65	60.98	0.00

15:30 - 15:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	38.96	95.70	205.10	9.30
	2	17.25	0.00	14.47	34.62	6.20
	3	103.22	7.13	0.00	114.12	12.40
	4	229.60	35.81	136.29	0.00	27.91
	5	42.17	3.10	16.17	43.41	0.00

15:45 - 16:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	3.10	31.72	109.13	248.93	14.47
	2	21.28	0.00	8.27	37.72	12.40
	3	85.03	5.17	0.00	107.40	7.23
	4	284.27	17.62	91.23	1.03	15.50
	5	42.27	2.07	11.00	36.17	0.00

16:00 - 16:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	3.10	25.52	95.60	226.05	12.40
	2	28.00	0.00	9.30	28.62	13.44
	3	81.62	5.17	1.03	103.78	7.23
	4	288.41	26.81	86.99	0.00	17.57
	5	38.24	4.13	12.65	37.21	1.96

Vehicle Mix

14:45 - 15:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	17	0
	2	5	0	0	7	0
	3	1	0	0	7	0
	4	13	5	10	0	0
	5	2	0	0	0	0

15:00 - 15:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	3	13	0
	2	0	0	0	3	0
	3	1	14	100	4	0
	4	8	5	6	0	4
	5	0	20	0	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	5	5	9	0
	2	0	0	8	7	0
	3	0	20	0	4	5
	4	7	8	3	0	0
	5	0	0	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	1	8	0
	2	0	0	0	6	0
	3	1	17	0	6	0
	4	7	18	5	0	0
	5	0	0	15	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	1	11	0
	2	5	0	0	6	0
	3	1	0	0	1	0
	4	6	6	2	0	0
	5	3	0	0	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	2	8	0
	2	0	0	0	0	0
	3	0	0	0	6	0
	4	7	9	4	0	0
	5	0	0	0	0	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.74	7.06	3.0	A	371.33	2227.97
2	0.68	24.17	2.1	C	73.64	441.86
3	0.70	8.51	2.4	A	226.09	1356.51
4	0.69	4.75	2.4	A	437.70	2626.17
5	0.93	75.45	8.9	F	102.95	617.70

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	368.08	368.08	189.02	554.56	0.664	365.93	470.41	0.0	2.2	5.237	A
2	63.14	63.14	506.09	122.79	0.514	62.06	48.86	0.0	1.1	15.377	C
3	249.27	249.27	359.64	354.08	0.704	246.89	208.51	0.0	2.4	8.509	A
4	452.03	452.03	166.14	657.72	0.687	449.63	440.39	0.0	2.4	4.748	A
5	103.50	103.50	562.42	112.10	0.923	97.01	53.34	0.0	6.5	48.633	E

15:00 - 15:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	346.68	346.68	202.62	545.10	0.636	346.92	452.09	2.2	1.9	4.919	A
2	81.95	81.95	490.31	130.93	0.626	81.41	59.23	1.1	1.6	18.184	C
3	241.00	241.00	323.82	376.68	0.640	241.51	247.90	2.4	1.9	6.912	A
4	453.37	453.37	156.64	665.14	0.682	453.46	408.69	2.4	2.3	4.558	A
5	109.70	109.70	545.95	120.81	0.908	108.75	64.15	6.5	7.4	65.749	F

15:15 - 15:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	393.09	393.09	227.74	527.64	0.745	391.96	428.09	1.9	3.0	7.060	A
2	65.20	65.20	529.77	110.57	0.590	65.26	89.93	1.6	1.6	20.913	C
3	225.71	225.71	361.07	353.18	0.639	225.74	233.95	1.9	1.8	7.267	A
4	461.74	461.74	146.25	673.26	0.686	461.76	440.56	2.3	2.3	4.494	A
5	113.94	113.94	543.36	122.19	0.933	112.46	64.65	7.4	8.9	75.450	F

15:30 - 15:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	350.10	350.10	245.01	515.63	0.679	350.88	394.16	3.0	2.3	5.757	A
2	72.54	72.54	510.46	120.53	0.602	72.56	85.43	1.6	1.5	19.301	C
3	236.87	236.87	320.11	379.02	0.625	236.96	262.91	1.8	1.8	6.568	A
4	429.60	429.60	156.59	665.18	0.646	429.93	400.48	2.3	2.0	4.077	A
5	104.84	104.84	530.53	128.98	0.813	108.65	55.99	8.9	5.1	49.814	E

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	407.35	407.35	166.62	570.13	0.714	407.00	436.93	2.3	2.6	5.873	A
2	79.67	79.67	516.78	117.27	0.679	79.15	56.83	1.5	2.1	24.170	C
3	204.83	204.83	375.49	344.08	0.595	205.07	220.44	1.8	1.5	6.544	A
4	409.65	409.65	148.46	671.53	0.610	409.96	432.11	2.0	1.7	3.600	A
5	91.51	91.51	508.93	140.41	0.652	94.62	49.49	5.1	2.0	21.045	C

16:00 - 16:15

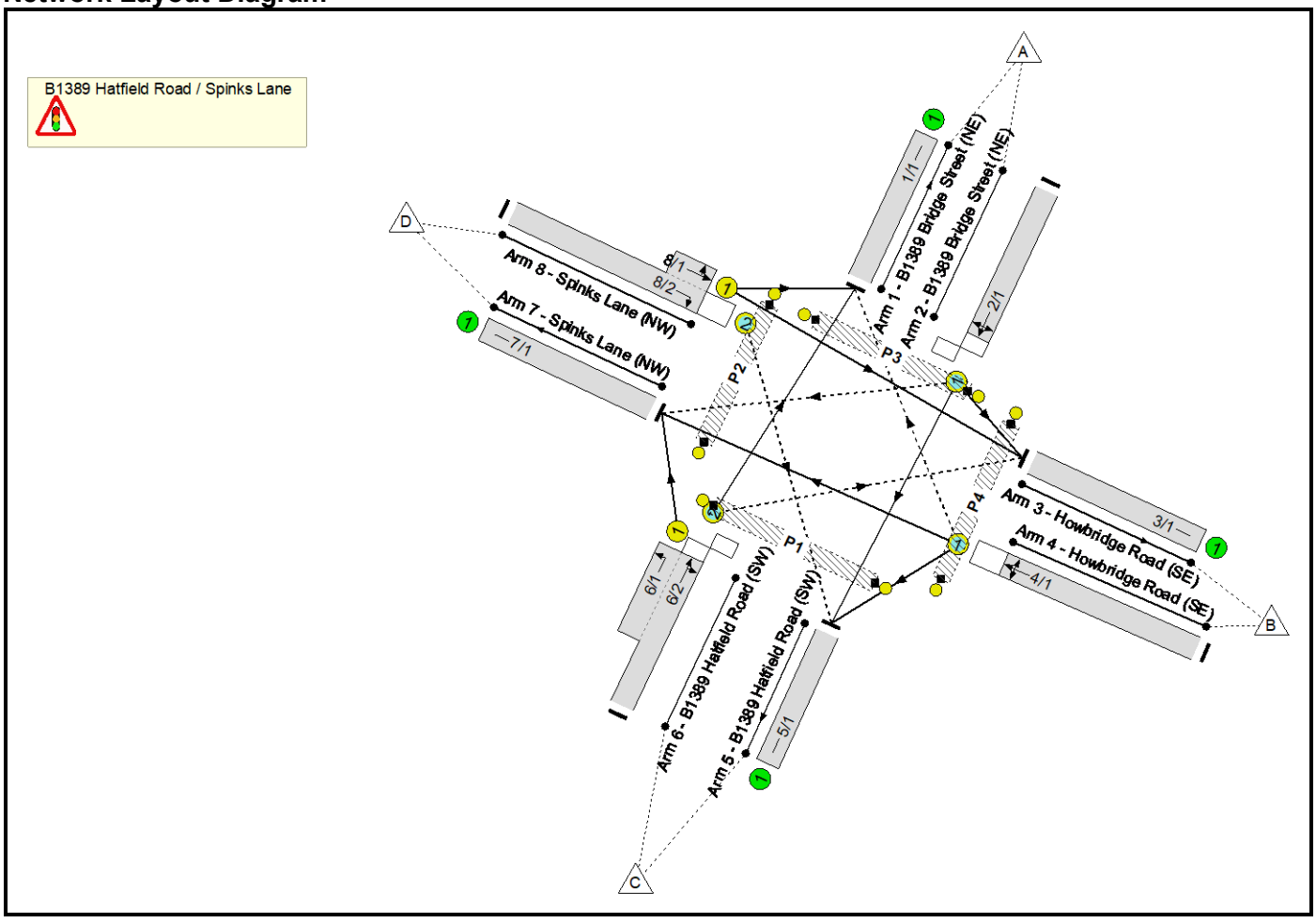
Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	362.67	362.67	175.65	563.85	0.643	363.35	439.44	2.6	1.9	4.761	A
2	79.36	79.36	477.39	137.59	0.577	80.00	61.61	2.1	1.4	15.799	C
3	198.83	198.83	351.66	359.12	0.554	199.05	205.74	1.5	1.3	5.812	A
4	419.78	419.78	154.17	667.07	0.629	419.65	396.54	1.7	1.8	3.864	A
5	94.20	94.20	521.15	133.94	0.703	93.94	52.66	2.0	2.3	22.497	C

Full Input Data And Results

User and Project Details

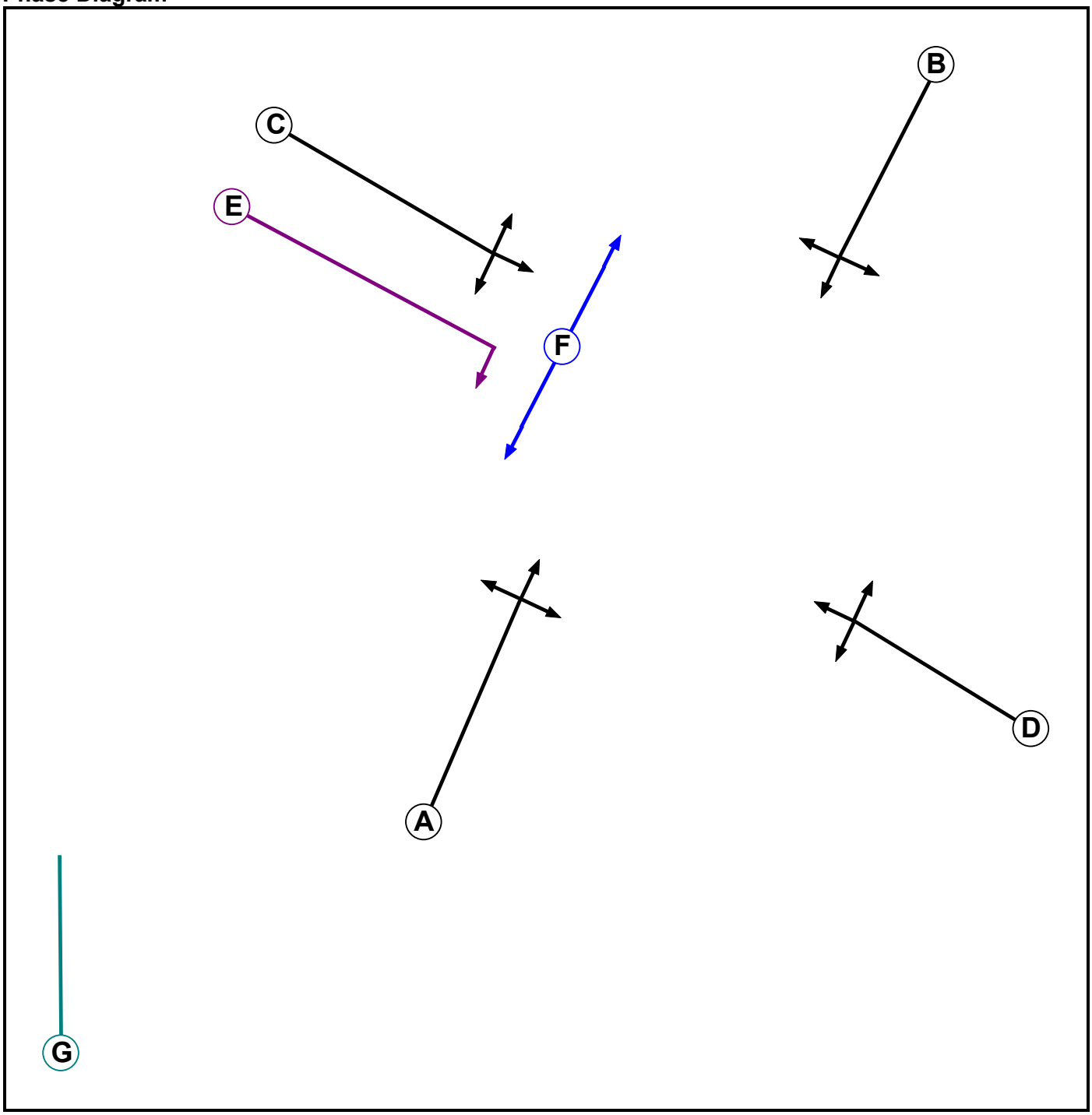
Project:	
Title:	
Location:	
Additional detail:	
File name:	Site 50_DM.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Ind. Arrow	C	-9999	4
F	Pedestrian		-9999	10
G	Dummy		-9999	2

Full Input Data And Results

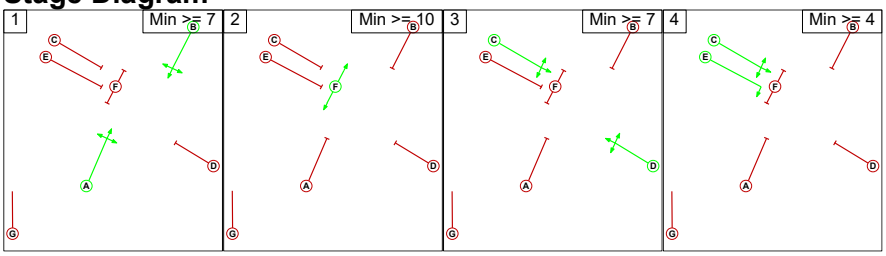
Phase Intergreens Matrix

Terminating Phase	Starting Phase							
		A	B	C	D	E	F	G
	A		-	8	8	8	12	3
	B	-		8	8	8	12	3
	C	5	5		-	-	9	3
	D	7	7	-		5	10	3
	E	5	5	-	5		9	3
	F	14	14	14	14	14		3
	G	2	2	2	2	2	2	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		12	8	8
	2	14		14	14
	3	7	10		5
	4	5	9	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B1389 Hatfield Road / Spinks Lane											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
2/1 (B1389 Bridge Street (NE))	7/1 (Right)	1439	0	6/2	1.09	To 1/1 (Ahead)	2.00	1.00	0.50	2	2.00
				6/1	1.09	All					
4/1 (Howbridge Road (SE))	1/1 (Right)	1439	0	8/1	1.09	To 1/1 (Left) To 3/1 (Ahead)	2.00	-	0.50	2	2.00
6/2 (B1389 Hatfield Road (SW))	3/1 (Right)	1439	0	2/1	1.09	To 3/1 (Left) To 5/1 (Ahead)	2.00	1.00	0.50	2	2.00
8/2 (Spinks Lane (NW))	5/1 (Right)	1439	0	4/1	1.09	To 5/1 (Left) To 7/1 (Ahead)	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: B1389 Hatfield Road / Spinks Lane												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (B1389 Bridge Street (NE))	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (B1389 Bridge Street (NE))	O	B	2	3	60.0	User	1765	-	-	-	-	-
3/1 (Howbridge Road (SE))	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Howbridge Road (SE))	O	D	2	3	60.0	User	1811	-	-	-	-	-
5/1 (B1389 Hatfield Road (SW))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B1389 Hatfield Road (SW))	U	A	2	3	6.1	User	1720	-	-	-	-	-
6/2 (B1389 Hatfield Road (SW))	O	A	2	3	60.0	User	1737	-	-	-	-	-
7/1 (Spinks Lane (NW))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Spinks Lane (NW))	U	C	2	3	2.8	User	1800	-	-	-	-	-
8/2 (Spinks Lane (NW))	O	C E	2	3	60.0	User	1800	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Base Peak'	08:15	09:15	01:00	
2: 'PM Base Peak'	17:00	18:00	01:00	
3: 'FB WD AM'	08:15	09:15	01:00	
4: 'FB WD PM'	17:00	18:00	01:00	
5: 'FB+CD WD AM'	08:15	09:15	01:00	
6: 'FB+CD WD PM'	17:00	18:00	01:00	
7: 'FB+CD+N2T WD AM'	08:15	09:15	01:00	
8: 'FB+CD+N2T WD PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	67	332	27	426
	B	85	0	41	147	273
	C	316	23	0	210	549
	D	51	141	292	0	484
	Tot.	452	231	665	384	1732

Traffic Lane Flows

Lane	Scenario 1: AM Base Peak
Junction: B1389 Hatfield Road / Spinks Lane	
1/1	452
2/1	426
3/1	231
4/1	273
5/1	665
6/1 (short)	210
6/2 (with short)	549(In) 339(Out)
7/1	384
8/1 (short)	192
8/2 (with short)	484(In) 292(Out)

Full Input Data And Results

Lane Saturation Flows

Junction: B1389 Hatfield Road / Spinks Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B1389 Bridge Street (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (B1389 Bridge Street (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1765	1765
3/1 (Howbridge Road (SE) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Howbridge Road (SE) Lane 1)	This lane uses a directly entered Saturation Flow						1811	1811
5/1 (B1389 Hatfield Road (SW) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1389 Hatfield Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1720	1720
6/2 (B1389 Hatfield Road (SW) Lane 2)	This lane uses a directly entered Saturation Flow						1737	1737
7/1 (Spinks Lane (NW) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Spinks Lane (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Spinks Lane (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	52	426	35	513
	B	48	0	43	202	293
	C	334	17	0	372	723
	D	44	142	259	0	445
	Tot.	426	211	728	609	1974

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Base Peak
Junction: B1389 Hatfield Road / Spinks Lane	
1/1	426
2/1	513
3/1	211
4/1	293
5/1	728
6/1 (short)	372
6/2 (with short)	723(In) 351(Out)
7/1	609
8/1 (short)	186
8/2 (with short)	445(In) 259(Out)

Lane Saturation Flows

Junction: B1389 Hatfield Road / Spinks Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B1389 Bridge Street (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (B1389 Bridge Street (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1765	1765
3/1 (Howbridge Road (SE) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Howbridge Road (SE) Lane 1)	This lane uses a directly entered Saturation Flow						1811	1811
5/1 (B1389 Hatfield Road (SW) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1389 Hatfield Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1720	1720
6/2 (B1389 Hatfield Road (SW) Lane 2)	This lane uses a directly entered Saturation Flow						1737	1737
7/1 (Spinks Lane (NW) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Spinks Lane (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Spinks Lane (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

Scenario 3: 'FB WD AM' (FG3: 'FB WD AM', Plan 1: 'Network Control Plan AM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	70	343	28	441
	B	89	0	43	153	285
	C	327	24	0	218	569
	D	53	146	303	0	502
	Tot.	469	240	689	399	1797

Traffic Lane Flows

Lane	Scenario 3: FB WD AM
Junction: B1389 Hatfield Road / Spinks Lane	
1/1	469
2/1	441
3/1	240
4/1	285
5/1	689
6/1 (short)	218
6/2 (with short)	569(In) 351(Out)
7/1	399
8/1 (short)	199
8/2 (with short)	502(In) 303(Out)

Full Input Data And Results

Lane Saturation Flows

Junction: B1389 Hatfield Road / Spinks Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B1389 Bridge Street (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (B1389 Bridge Street (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1765	1765
3/1 (Howbridge Road (SE) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Howbridge Road (SE) Lane 1)	This lane uses a directly entered Saturation Flow						1811	1811
5/1 (B1389 Hatfield Road (SW) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1389 Hatfield Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1720	1720
6/2 (B1389 Hatfield Road (SW) Lane 2)	This lane uses a directly entered Saturation Flow						1737	1737
7/1 (Spinks Lane (NW) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Spinks Lane (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Spinks Lane (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 4: 'FB WD PM' (FG4: 'FB WD PM', Plan 2: 'Network Control Plan PM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	55	441	37	533
	B	51	0	45	210	306
	C	346	18	0	386	750
	D	46	147	268	0	461
	Tot.	443	220	754	633	2050

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: FB WD PM
Junction: B1389 Hatfield Road / Spinks Lane	
1/1	443
2/1	533
3/1	220
4/1	306
5/1	754
6/1 (short)	386
6/2 (with short)	750(In) 364(Out)
7/1	633
8/1 (short)	193
8/2 (with short)	461(In) 268(Out)

Lane Saturation Flows

Junction: B1389 Hatfield Road / Spinks Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B1389 Bridge Street (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (B1389 Bridge Street (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1765	1765
3/1 (Howbridge Road (SE) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Howbridge Road (SE) Lane 1)	This lane uses a directly entered Saturation Flow						1811	1811
5/1 (B1389 Hatfield Road (SW) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1389 Hatfield Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1720	1720
6/2 (B1389 Hatfield Road (SW) Lane 2)	This lane uses a directly entered Saturation Flow						1737	1737
7/1 (Spinks Lane (NW) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Spinks Lane (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Spinks Lane (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

Scenario 5: 'FB+CD WD AM' (FG5: 'FB+CD WD AM', Plan 1: 'Network Control Plan AM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	70	343	28	441
	B	89	0	43	153	285
	C	327	24	0	218	569
	D	53	146	303	0	502
	Tot.	469	240	689	399	1797

Traffic Lane Flows

Lane	Scenario 5: FB+CD WD AM
Junction: B1389 Hatfield Road / Spinks Lane	
1/1	469
2/1	441
3/1	240
4/1	285
5/1	689
6/1 (short)	218
6/2 (with short)	569(In) 351(Out)
7/1	399
8/1 (short)	199
8/2 (with short)	502(In) 303(Out)

Full Input Data And Results

Lane Saturation Flows

Junction: B1389 Hatfield Road / Spinks Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B1389 Bridge Street (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (B1389 Bridge Street (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1765	1765
3/1 (Howbridge Road (SE) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Howbridge Road (SE) Lane 1)	This lane uses a directly entered Saturation Flow						1811	1811
5/1 (B1389 Hatfield Road (SW) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1389 Hatfield Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1720	1720
6/2 (B1389 Hatfield Road (SW) Lane 2)	This lane uses a directly entered Saturation Flow						1737	1737
7/1 (Spinks Lane (NW) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Spinks Lane (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Spinks Lane (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 6: 'FB+CD WD PM' (FG6: 'FB+CD WD PM', Plan 2: 'Network Control Plan PM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	55	441	37	533
	B	51	0	45	210	306
	C	346	18	0	386	750
	D	46	147	268	0	461
	Tot.	443	220	754	633	2050

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: FB+CD WD PM
Junction: B1389 Hatfield Road / Spinks Lane	
1/1	443
2/1	533
3/1	220
4/1	306
5/1	754
6/1 (short)	386
6/2 (with short)	750(In) 364(Out)
7/1	633
8/1 (short)	193
8/2 (with short)	461(In) 268(Out)

Lane Saturation Flows

Junction: B1389 Hatfield Road / Spinks Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B1389 Bridge Street (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (B1389 Bridge Street (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1765	1765
3/1 (Howbridge Road (SE) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Howbridge Road (SE) Lane 1)	This lane uses a directly entered Saturation Flow						1811	1811
5/1 (B1389 Hatfield Road (SW) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1389 Hatfield Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1720	1720
6/2 (B1389 Hatfield Road (SW) Lane 2)	This lane uses a directly entered Saturation Flow						1737	1737
7/1 (Spinks Lane (NW) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Spinks Lane (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Spinks Lane (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan AM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	70	343	28	441
	B	89	0	43	153	285
	C	327	24	0	243	594
	D	53	146	327	0	526
	Tot.	469	240	713	424	1846

Traffic Lane Flows

Lane	Scenario 7: FB+CD+N2T WD AM
Junction: B1389 Hatfield Road / Spinks Lane	
1/1	469
2/1	441
3/1	240
4/1	285
5/1	713
6/1 (short)	243
6/2 (with short)	594(In) 351(Out)
7/1	424
8/1 (short)	199
8/2 (with short)	526(In) 327(Out)

Full Input Data And Results

Lane Saturation Flows

Junction: B1389 Hatfield Road / Spinks Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B1389 Bridge Street (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (B1389 Bridge Street (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1765	1765
3/1 (Howbridge Road (SE) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Howbridge Road (SE) Lane 1)	This lane uses a directly entered Saturation Flow						1811	1811
5/1 (B1389 Hatfield Road (SW) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1389 Hatfield Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1720	1720
6/2 (B1389 Hatfield Road (SW) Lane 2)	This lane uses a directly entered Saturation Flow						1737	1737
7/1 (Spinks Lane (NW) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Spinks Lane (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Spinks Lane (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 2: 'Network Control Plan PM')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	55	441	37	533
	B	51	0	45	210	306
	C	346	18	0	410	774
	D	46	147	293	0	486
	Tot.	443	220	779	657	2099

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: FB+CD+N2T WD PM
Junction: B1389 Hatfield Road / Spinks Lane	
1/1	443
2/1	533
3/1	220
4/1	306
5/1	779
6/1 (short)	410
6/2 (with short)	774(In) 364(Out)
7/1	657
8/1 (short)	193
8/2 (with short)	486(In) 293(Out)

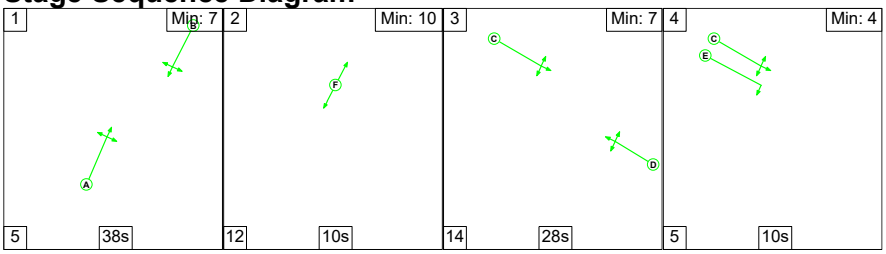
Lane Saturation Flows

Junction: B1389 Hatfield Road / Spinks Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B1389 Bridge Street (NE) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (B1389 Bridge Street (NE) Lane 1)	This lane uses a directly entered Saturation Flow						1765	1765
3/1 (Howbridge Road (SE) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Howbridge Road (SE) Lane 1)	This lane uses a directly entered Saturation Flow						1811	1811
5/1 (B1389 Hatfield Road (SW) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1389 Hatfield Road (SW) Lane 1)	This lane uses a directly entered Saturation Flow						1720	1720
6/2 (B1389 Hatfield Road (SW) Lane 2)	This lane uses a directly entered Saturation Flow						1737	1737
7/1 (Spinks Lane (NW) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Spinks Lane (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Spinks Lane (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

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

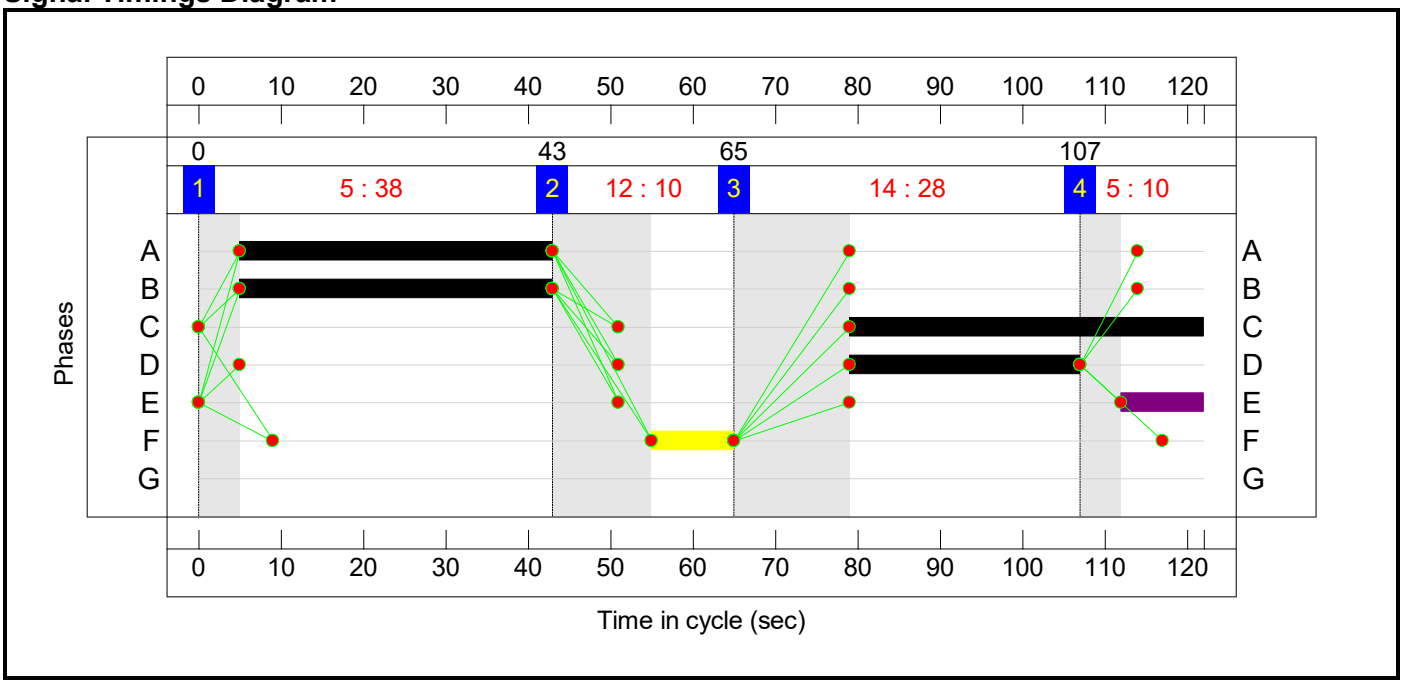
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	38	10	28	10
Change Point	0	43	65	107

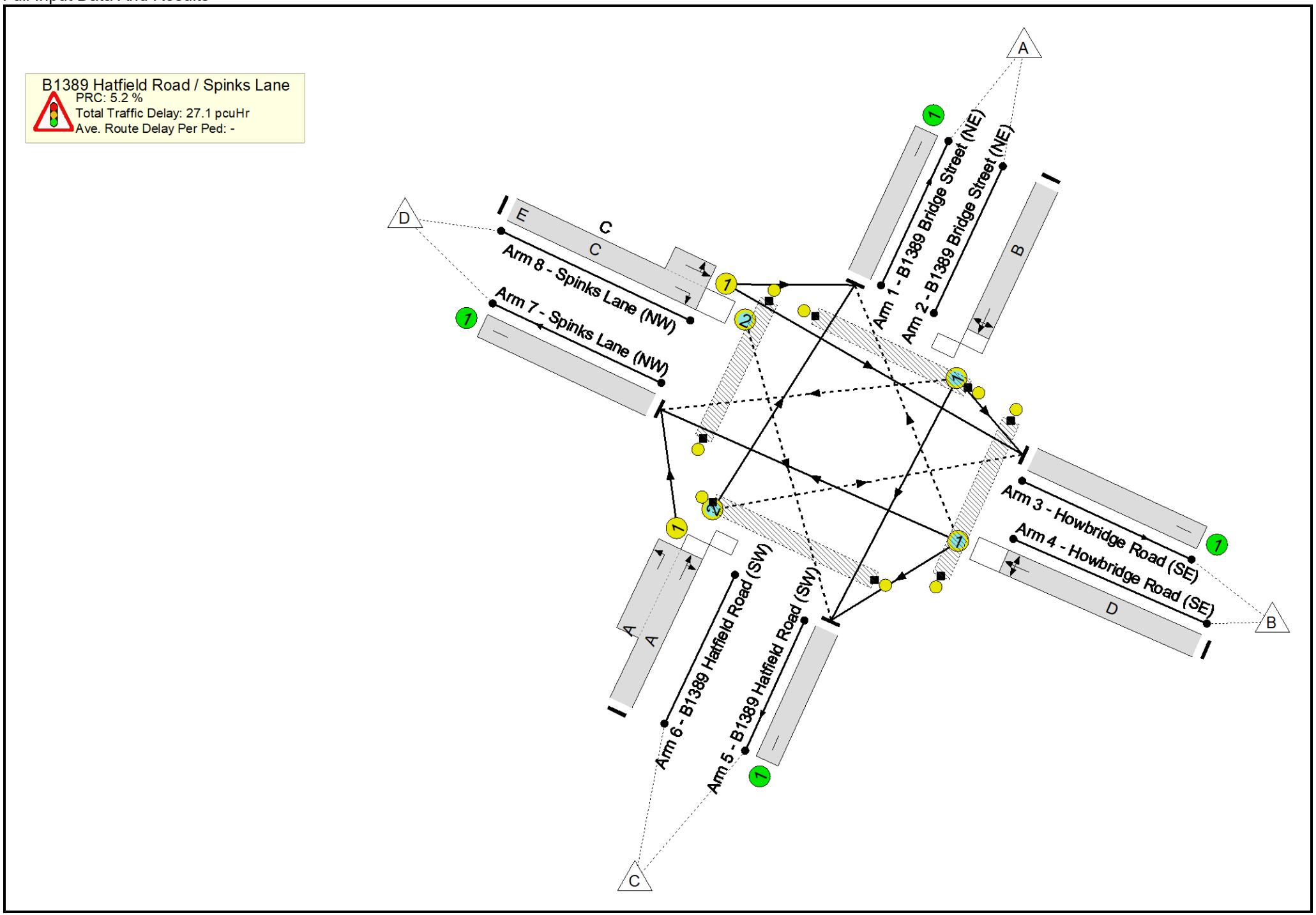
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.5%**
B1389 Hatfield Road / Spinks Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.5%**
1/1	B1389 Bridge Street (NE)	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
2/1	B1389 Bridge Street (NE) Left Ahead Right	O	N/A	N/A	B		1	38	-	426	1765	537	79.3%
3/1	Howbridge Road (SE)	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
4/1	Howbridge Road (SE) Right Left Ahead	O	N/A	N/A	D		1	28	-	273	1811	319	85.5%
5/1	B1389 Hatfield Road (SW)	U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%
6/2+6/1	B1389 Hatfield Road (SW) Ahead Right Left	O+U	N/A	N/A	A		1	38	-	549	1737:1720	416+258	81.5 : 81.5%
7/1	Spinks Lane (NW)	U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
8/2+8/1	Spinks Lane (NW) Left Ahead Right	O+U	N/A	N/A	C	E	1	43	10	484	1800:1800	359+236	81.3 : 81.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**277**	**140**	**9**	**17.6**	**8.7**	**0.7**	**27.1**	**-**	**-**	**-**	**-**
B1389 Hatfield Road / Spinks Lane	**-**	**-**	**277**	**140**	**9**	**17.6**	**8.7**	**0.7**	**27.1**	**-**	**-**	**-**	**-**
1/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	426	426	27	0	0	4.4	1.9	0.1	6.4	53.8	12.9	1.9	14.8
3/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	273	273	81	0	4	3.4	2.7	0.1	6.2	81.3	8.8	2.7	11.4
5/1	665	665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	549	549	23	0	0	5.4	2.1	0.1	7.6	49.9	12.8	2.1	15.0
7/1	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	484	484	147	140	5	4.4	2.1	0.4	6.9	51.7	11.6	2.1	13.7
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - MCC Site 50 - B1389 Hatfield Road / Spinks Lane

PRC for Signalled Lanes (%): 5.2
PRC Over All Lanes (%): 5.2

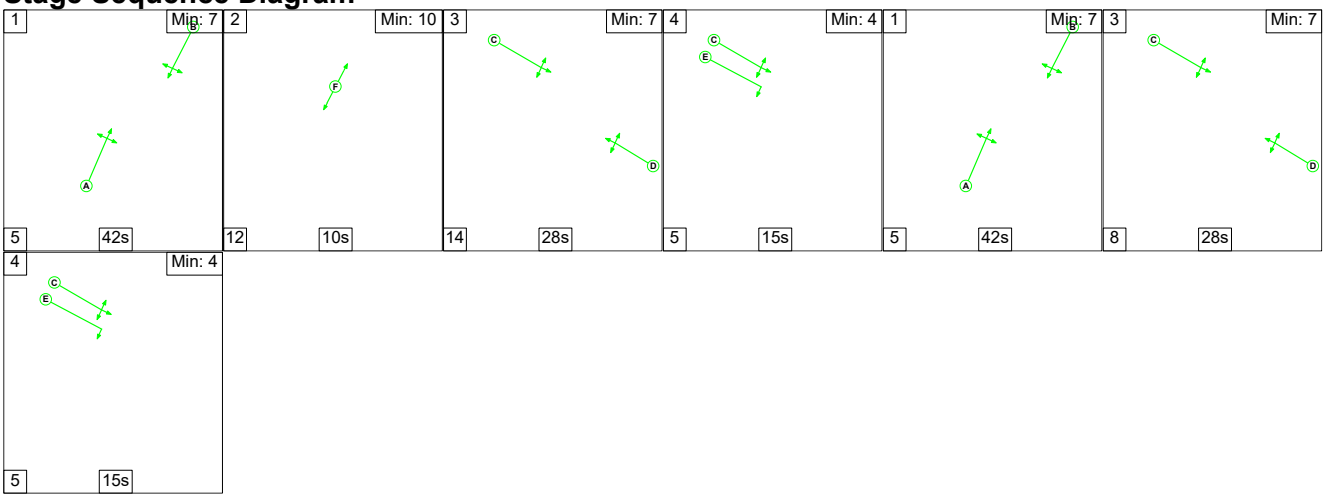
Total Delay for Signalled Lanes (pcuHr): 27.10
Total Delay Over All Lanes(pcuHr): 27.10

Cycle Time (s): 122

Full Input Data And Results

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

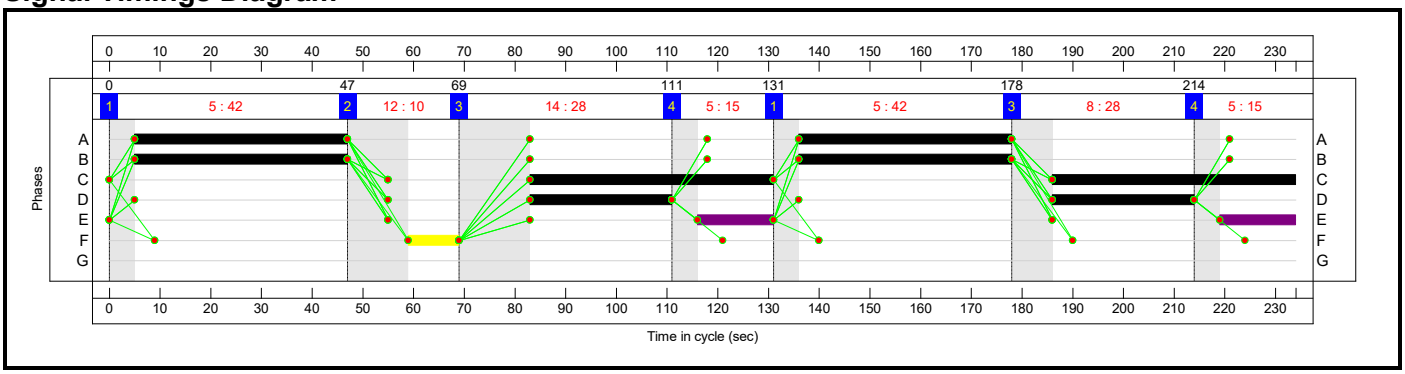
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	3	4
Duration	42	10	28	15	42	28	15
Change Point	0	47	69	111	131	178	214

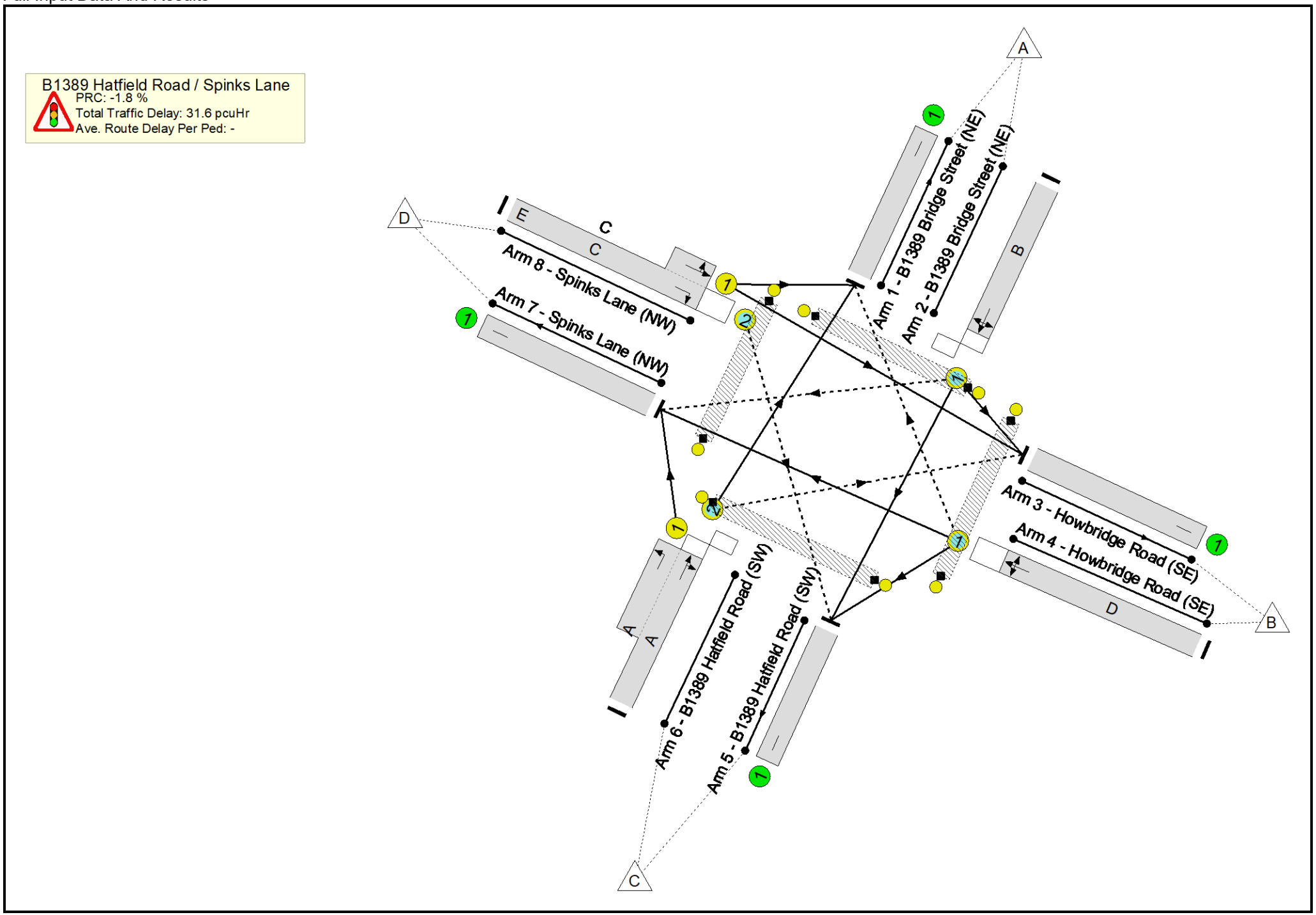
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.6%**
B1389 Hatfield Road / Spinks Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.6%**
1/1	B1389 Bridge Street (NE)	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
2/1	B1389 Bridge Street (NE) Left Ahead Right	O	N/A	N/A	B		2	84	-	513	1765	560	91.6%
3/1	Howbridge Road (SE)	U	N/A	N/A	-		-	-	-	211	Inf	Inf	0.0%
4/1	Howbridge Road (SE) Right Left Ahead	O	N/A	N/A	D		2	56	-	293	1811	375	78.1%
5/1	B1389 Hatfield Road (SW)	U	N/A	N/A	-		-	-	-	728	Inf	Inf	0.0%
6/2+6/1	B1389 Hatfield Road (SW) Ahead Right Left	O+U	N/A	N/A	A		2	84	-	723	1737:1720	392+415	89.6 : 89.6%
7/1	Spinks Lane (NW)	U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
8/2+8/1	Spinks Lane (NW) Left Ahead Right	O+U	N/A	N/A	C	E	2	96	30	445	1800:1800	379+272	68.4 : 68.4%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**193**	**143**	**23**	**19.6**	**11.3**	**0.8**	**31.6**	**-**	**-**	**-**	**-**
B1389 Hatfield Road / Spinks Lane	**-**	**-**	**193**	**143**	**23**	**19.6**	**11.3**	**0.8**	**31.6**	**-**	**-**	**-**	**-**
1/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	513	513	18	0	17	6.1	4.6	0.2	10.9	76.2	18.7	4.6	23.2
3/1	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	293	293	46	0	2	3.5	1.7	0.0	5.3	65.0	10.3	1.7	12.1
5/1	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	723	723	17	0	0	6.6	3.9	0.1	10.6	52.7	20.6	3.9	24.5
7/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	445	445	111	143	4	3.4	1.1	0.5	4.9	39.5	10.6	1.1	11.7
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - MCC Site 50 - B1389 Hatfield Road / Spinks Lane

PRC for Signalled Lanes (%): -1.8
PRC Over All Lanes (%): -1.8

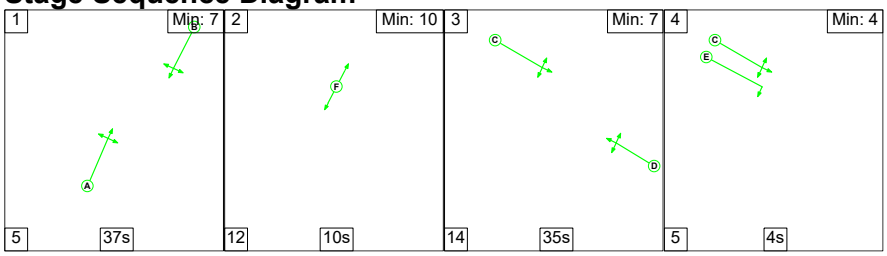
Total Delay for Signalled Lanes (pcuHr): 31.62
Total Delay Over All Lanes(pcuHr): 31.62

Cycle Time (s): 234

Full Input Data And Results

Scenario 3: 'FB WD AM' (FG3: 'FB WD AM', Plan 1: 'Network Control Plan AM')

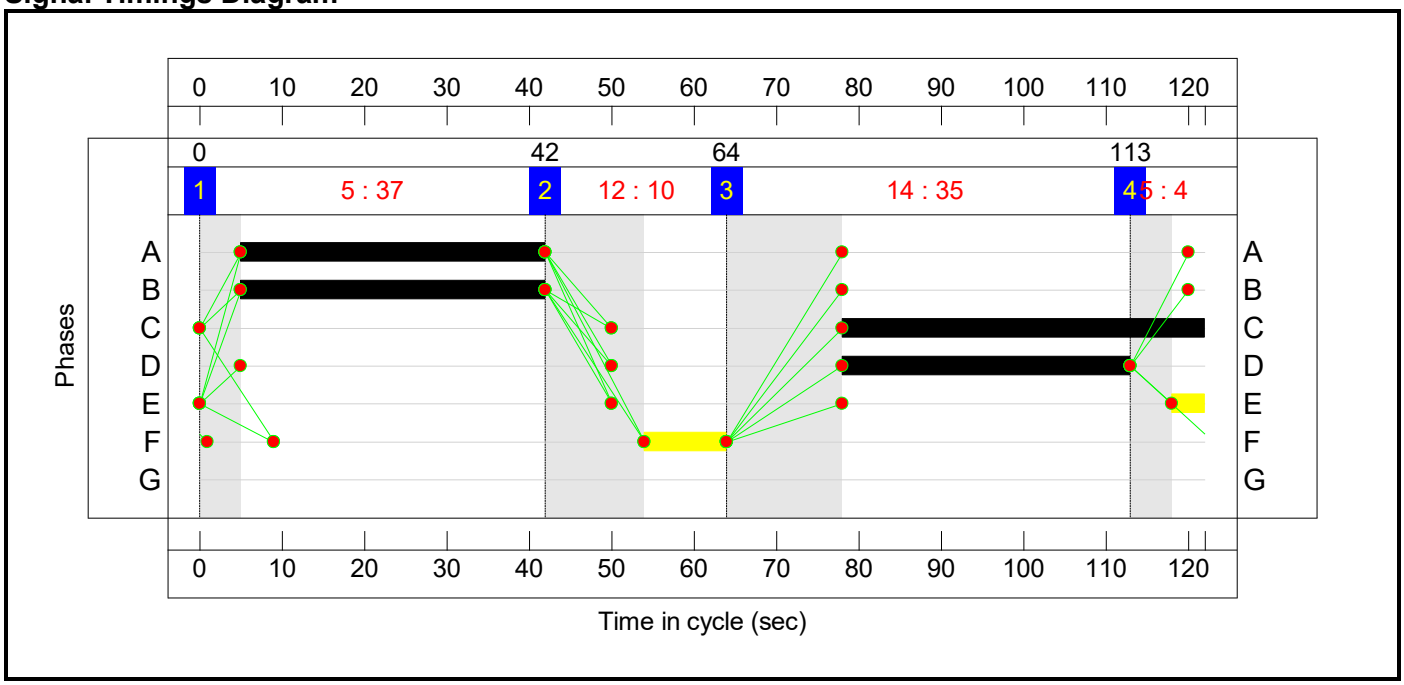
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	37	10	35	4
Change Point	0	42	64	113

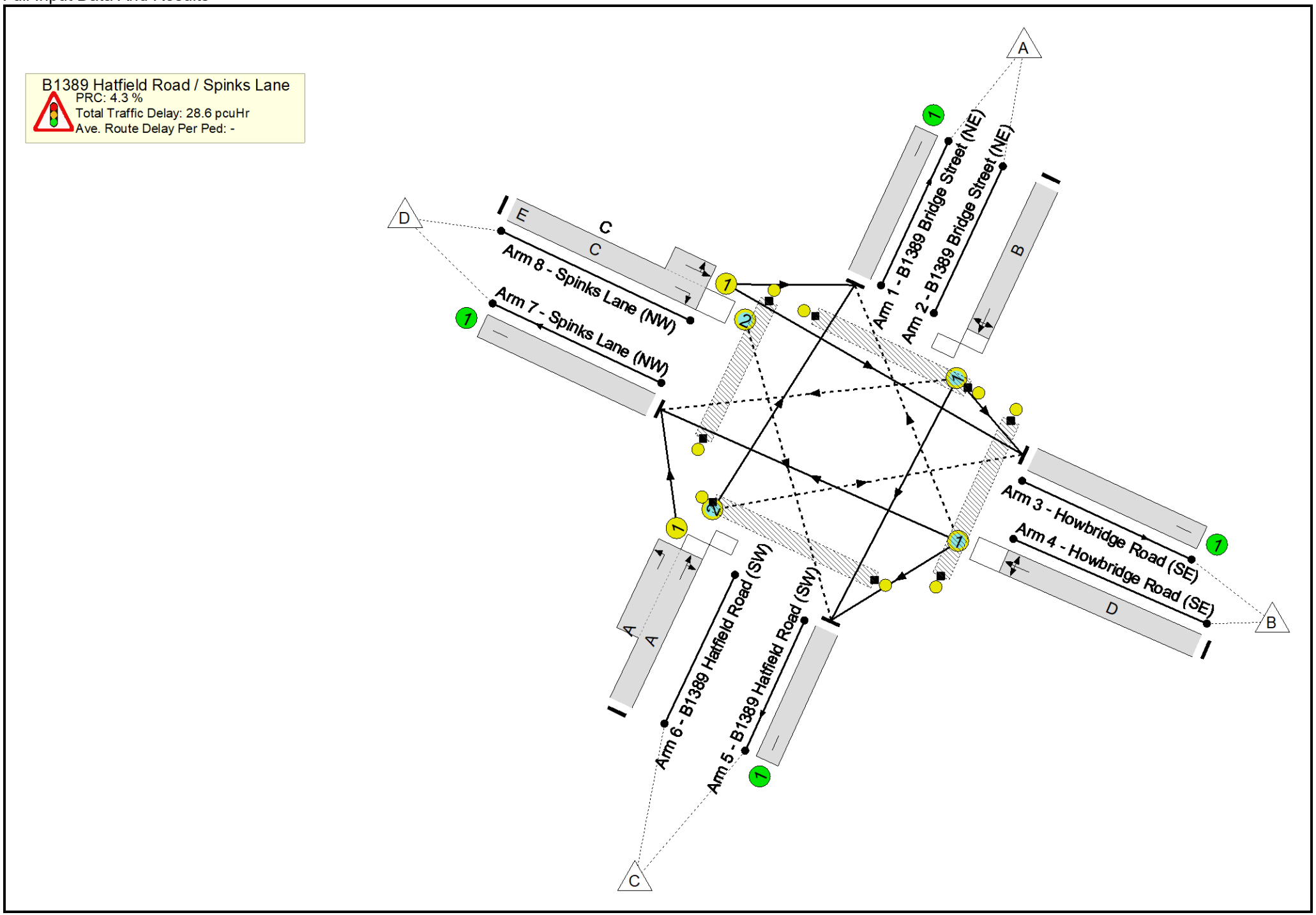
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.3%**
B1389 Hatfield Road / Spinks Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.3%**
1/1	B1389 Bridge Street (NE)	U	N/A	N/A	-		-	-	-	469	Inf	Inf	0.0%
2/1	B1389 Bridge Street (NE) Left Ahead Right	O	N/A	N/A	B		1	37	-	441	1765	517	85.3%
3/1	Howbridge Road (SE)	U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%
4/1	Howbridge Road (SE) Right Left Ahead	O	N/A	N/A	D		1	35	-	285	1811	388	73.4%
5/1	B1389 Hatfield Road (SW)	U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%
6/2+6/1	B1389 Hatfield Road (SW) Ahead Right Left	O+U	N/A	N/A	A		1	37	-	569	1737:1720	407+253	86.3 : 86.3%
7/1	Spinks Lane (NW)	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
8/2+8/1	Spinks Lane (NW) Left Ahead Right	O+U	N/A	N/A	C	E	1	44	4	502	1800:1800	356+234	85.1 : 85.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**354**	**83**	**8**	**18.2**	**9.7**	**0.8**	**28.6**	**-**	**-**	**-**	**-**
B1389 Hatfield Road / Spinks Lane	**-**	**-**	**354**	**83**	**8**	**18.2**	**9.7**	**0.8**	**28.6**	**-**	**-**	**-**	**-**
1/1	469	469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	441	441	28	0	0	4.7	2.7	0.1	7.6	61.6	13.6	2.7	16.3
3/1	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	285	285	88	0	1	3.1	1.3	0.1	4.5	57.1	8.6	1.3	10.0
5/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	569	569	24	0	0	5.8	2.9	0.1	8.9	56.1	13.9	2.9	16.9
7/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	502	502	214	83	6	4.6	2.7	0.5	7.7	55.3	12.1	2.7	14.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - MCC Site 50 - B1389 Hatfield Road / Spinks Lane

PRC for Signalled Lanes (%): 4.3
PRC Over All Lanes (%): 4.3

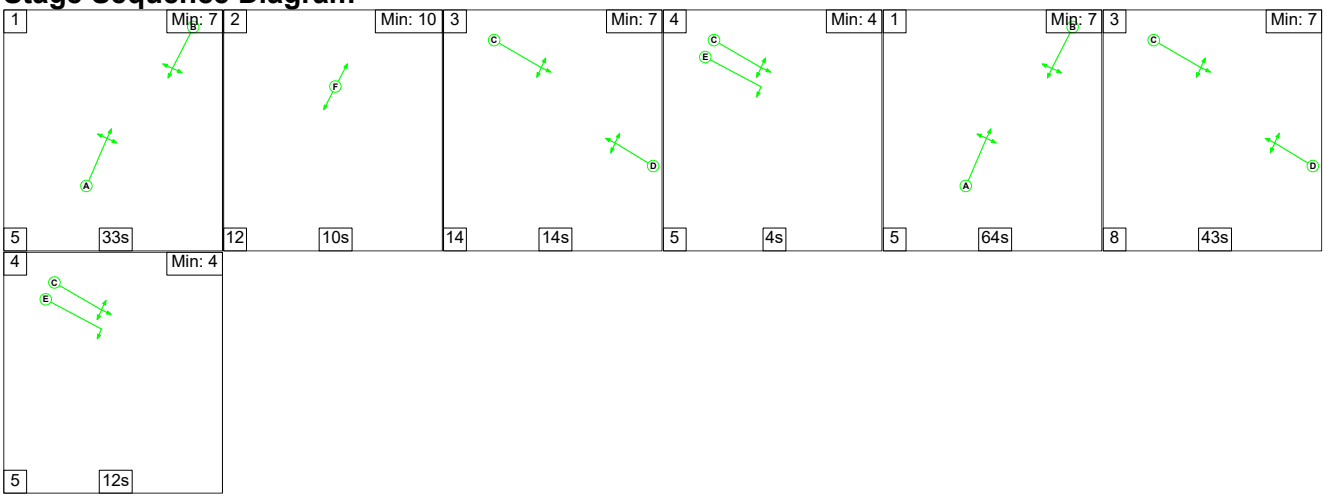
Total Delay for Signalled Lanes (pcuHr): 28.65
Total Delay Over All Lanes(pcuHr): 28.65

Cycle Time (s): 122

Full Input Data And Results

Scenario 4: 'FB WD PM' (FG4: 'FB WD PM', Plan 2: 'Network Control Plan PM')

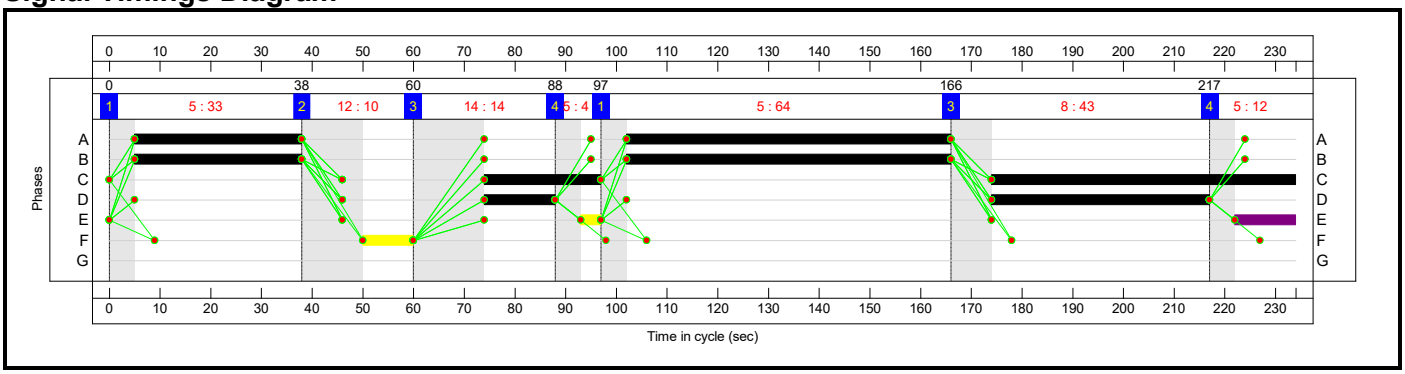
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	3	4
Duration	33	10	14	4	64	43	12
Change Point	0	38	60	88	97	166	217

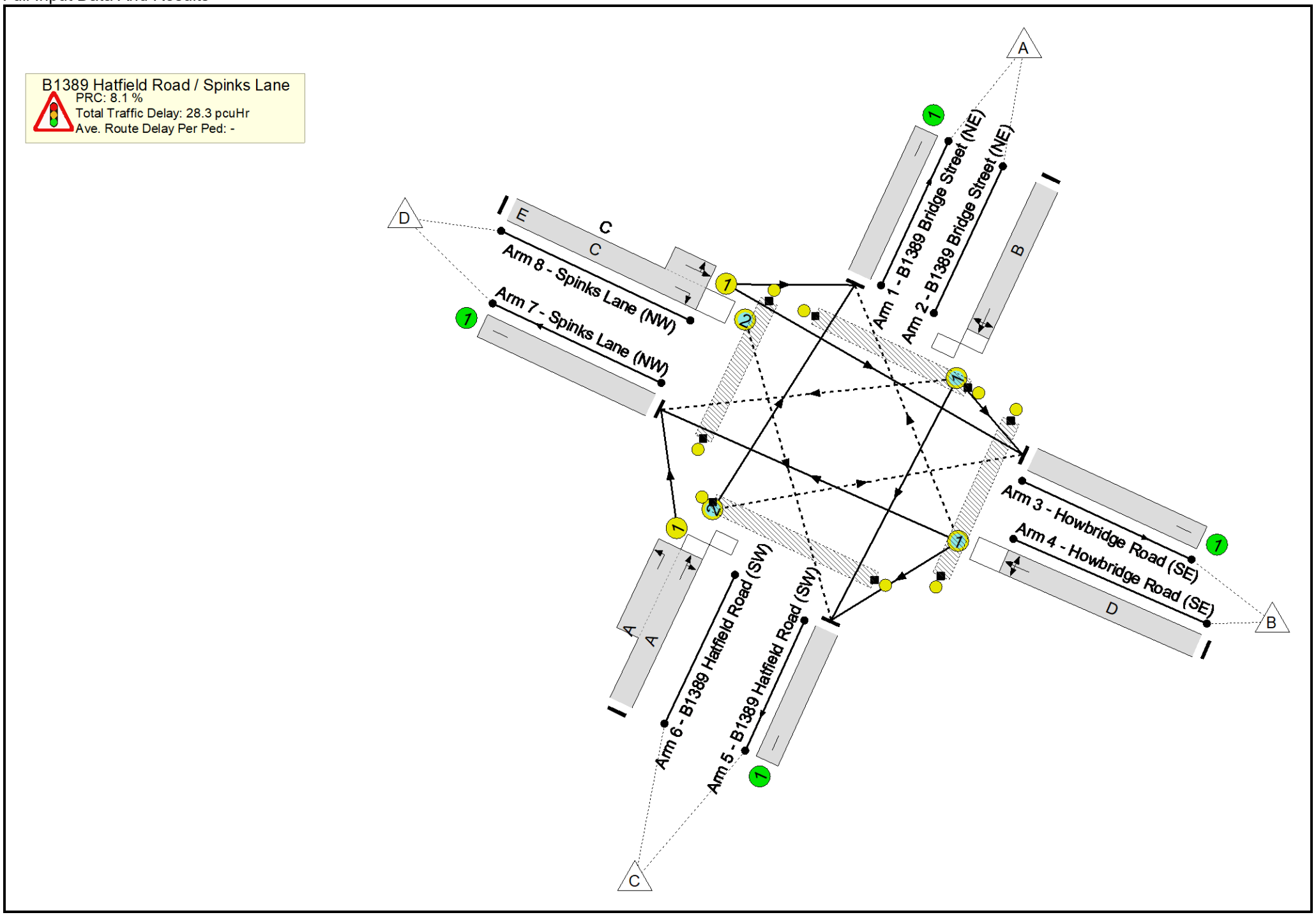
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.3%**
B1389 Hatfield Road / Spinks Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.3%**
1/1	B1389 Bridge Street (NE)	U	N/A	N/A	-		-	-	-	443	Inf	Inf	0.0%
2/1	B1389 Bridge Street (NE) Left Ahead Right	O	N/A	N/A	B		2	97	-	533	1765	706	75.4%
3/1	Howbridge Road (SE)	U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
4/1	Howbridge Road (SE) Right Left Ahead	O	N/A	N/A	D		2	57	-	306	1811	371	82.5%
5/1	B1389 Hatfield Road (SW)	U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
6/2+6/1	B1389 Hatfield Road (SW) Ahead Right Left	O+U	N/A	N/A	A		2	97	-	750	1737:1720	438+465	83.1 : 83.1%
7/1	Spinks Lane (NW)	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
8/2+8/1	Spinks Lane (NW) Left Ahead Right	O+U	N/A	N/A	C	E	2	83	16	461	1800:1800	322+232	83.3 : 83.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**209**	**116**	**49**	**19.1**	**8.5**	**0.8**	**28.3**	**-**	**-**	**-**	**-**
B1389 Hatfield Road / Spinks Lane	**-**	**-**	**209**	**116**	**49**	**19.1**	**8.5**	**0.8**	**28.3**	**-**	**-**	**-**	**-**
1/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	533	533	20	0	17	4.3	1.5	0.2	5.9	40.1	15.7	1.5	17.2
3/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	306	306	45	0	6	5.1	2.2	0.1	7.4	86.9	13.2	2.2	15.4
5/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	750	750	18	0	0	5.5	2.4	0.1	8.0	38.2	16.3	2.4	18.7
7/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	461	461	125	116	27	4.2	2.4	0.5	7.0	55.0	10.1	2.4	12.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - MCC Site 50 - B1389 Hatfield Road / Spinks Lane

PRC for Signalled Lanes (%): 8.1
PRC Over All Lanes (%): 8.1

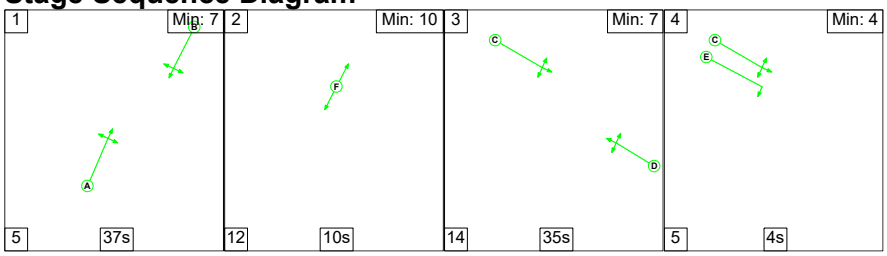
Total Delay for Signalled Lanes (pcuHr): 28.34
Total Delay Over All Lanes(pcuHr): 28.34

Cycle Time (s): 234

Full Input Data And Results

Scenario 5: 'FB+CD WD AM' (FG5: 'FB+CD WD AM', Plan 1: 'Network Control Plan AM')

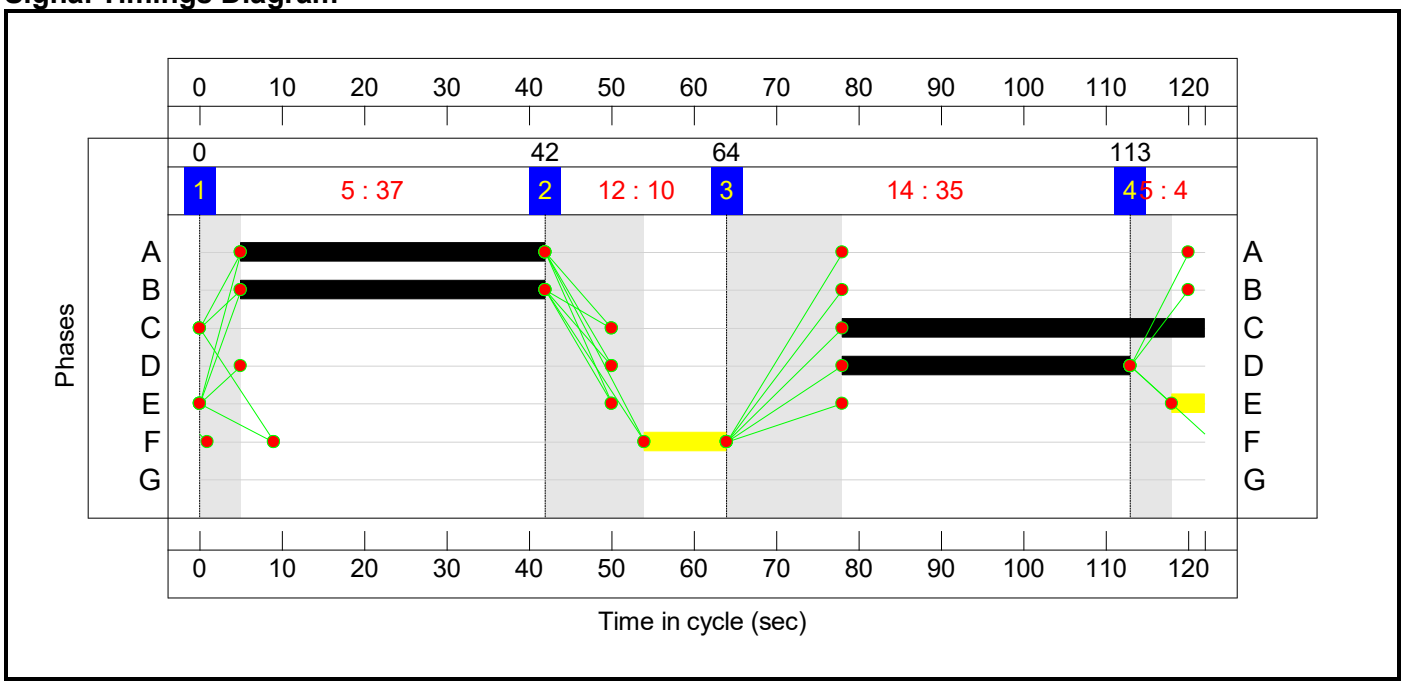
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	37	10	35	4
Change Point	0	42	64	113

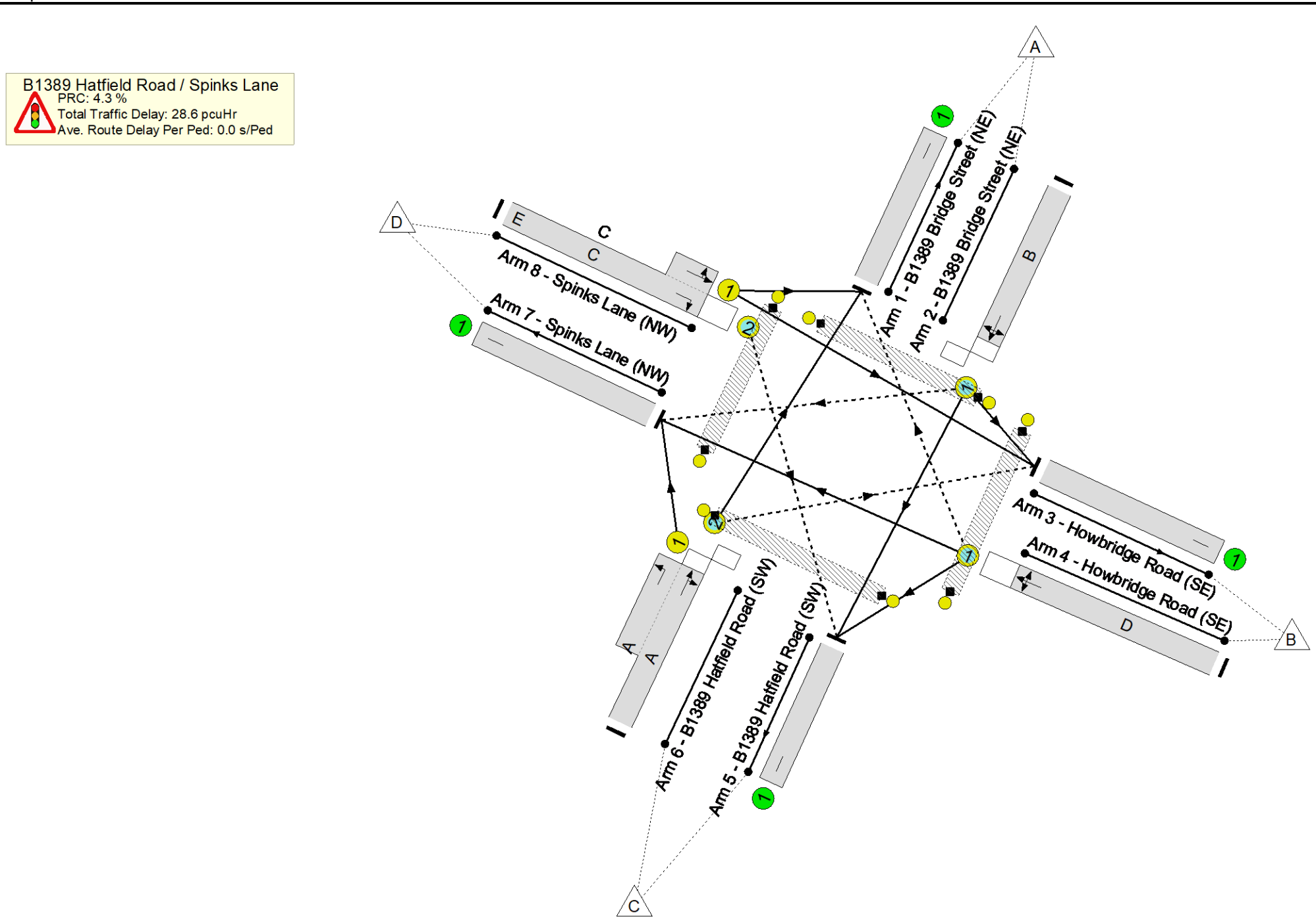
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.3%**
B1389 Hatfield Road / Spinks Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.3%**
1/1	B1389 Bridge Street (NE)	U	N/A	N/A	-		-	-	-	469	Inf	Inf	0.0%
2/1	B1389 Bridge Street (NE) Left Ahead Right	O	N/A	N/A	B		1	37	-	441	1765	517	85.3%
3/1	Howbridge Road (SE)	U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%
4/1	Howbridge Road (SE) Right Left Ahead	O	N/A	N/A	D		1	35	-	285	1811	388	73.4%
5/1	B1389 Hatfield Road (SW)	U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%
6/2+6/1	B1389 Hatfield Road (SW) Ahead Right Left	O+U	N/A	N/A	A		1	37	-	569	1737:1720	407+253	86.3 : 86.3%
7/1	Spinks Lane (NW)	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
8/2+8/1	Spinks Lane (NW) Left Ahead Right	O+U	N/A	N/A	C	E	1	44	4	502	1800:1800	356+234	85.1 : 85.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**354**	**83**	**8**	**18.2**	**9.7**	**0.8**	**28.6**	**-**	**-**	**-**	**-**
B1389 Hatfield Road / Spinks Lane	**-**	**-**	**354**	**83**	**8**	**18.2**	**9.7**	**0.8**	**28.6**	**-**	**-**	**-**	**-**
1/1	469	469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	441	441	28	0	0	4.7	2.7	0.1	7.6	61.6	13.6	2.7	16.3
3/1	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	285	285	88	0	1	3.1	1.3	0.1	4.5	57.1	8.6	1.3	10.0
5/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	569	569	24	0	0	5.8	2.9	0.1	8.9	56.1	13.9	2.9	16.9
7/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	502	502	214	83	6	4.6	2.7	0.5	7.7	55.3	12.1	2.7	14.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - MCC Site 50 - B1389 Hatfield Road / Spinks Lane

PRC for Signalled Lanes (%): 4.3
PRC Over All Lanes (%): 4.3

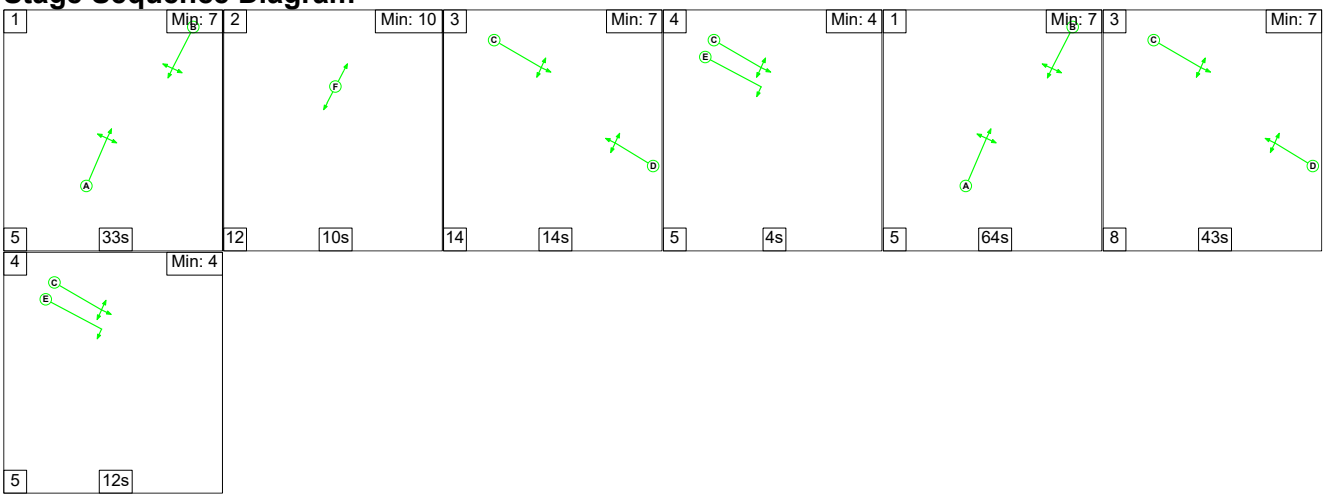
Total Delay for Signalled Lanes (pcuHr): 28.65
Total Delay Over All Lanes(pcuHr): 28.65

Cycle Time (s): 122

Full Input Data And Results

Scenario 6: 'FB+CD WD PM' (FG6: 'FB+CD WD PM', Plan 2: 'Network Control Plan PM')

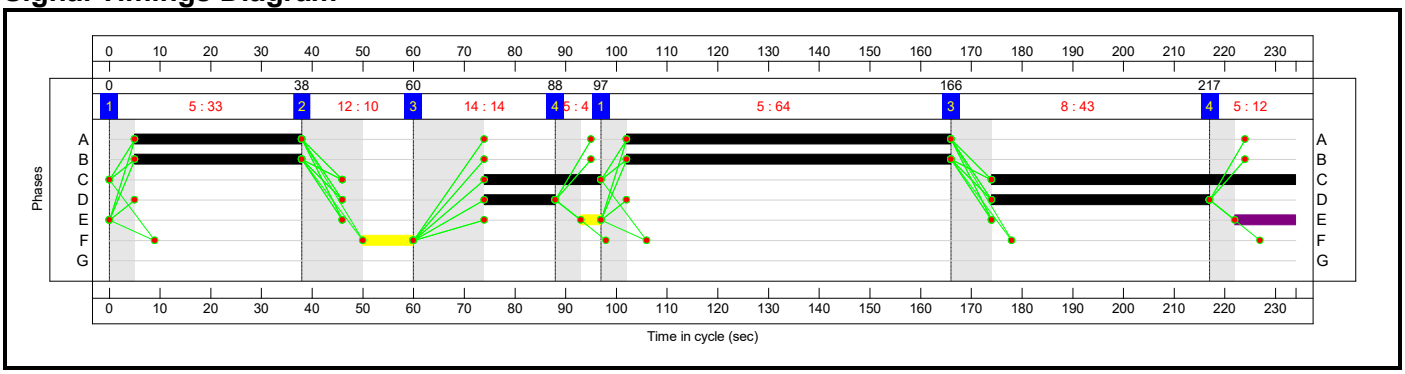
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	3	4
Duration	33	10	14	4	64	43	12
Change Point	0	38	60	88	97	166	217

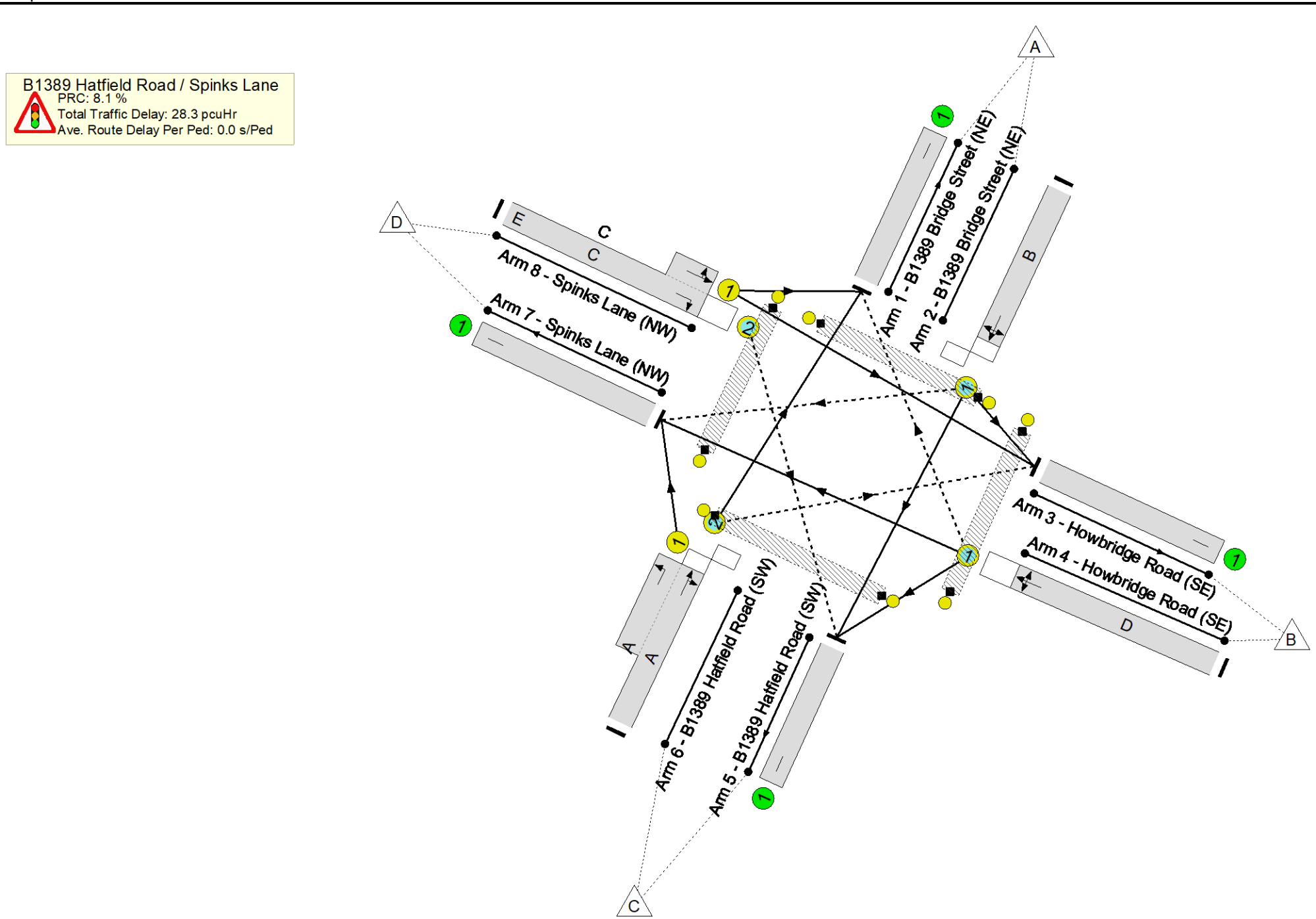
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.3%**
B1389 Hatfield Road / Spinks Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.3%**
1/1	B1389 Bridge Street (NE)	U	N/A	N/A	-		-	-	-	443	Inf	Inf	0.0%
2/1	B1389 Bridge Street (NE) Left Ahead Right	O	N/A	N/A	B		2	97	-	533	1765	706	75.4%
3/1	Howbridge Road (SE)	U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
4/1	Howbridge Road (SE) Right Left Ahead	O	N/A	N/A	D		2	57	-	306	1811	371	82.5%
5/1	B1389 Hatfield Road (SW)	U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
6/2+6/1	B1389 Hatfield Road (SW) Ahead Right Left	O+U	N/A	N/A	A		2	97	-	750	1737:1720	438+465	83.1 : 83.1%
7/1	Spinks Lane (NW)	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
8/2+8/1	Spinks Lane (NW) Left Ahead Right	O+U	N/A	N/A	C	E	2	83	16	461	1800:1800	322+232	83.3 : 83.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**209**	**116**	**49**	**19.1**	**8.5**	**0.8**	**28.3**	**-**	**-**	**-**	**-**
B1389 Hatfield Road / Spinks Lane	**-**	**-**	**209**	**116**	**49**	**19.1**	**8.5**	**0.8**	**28.3**	**-**	**-**	**-**	**-**
1/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	533	533	20	0	17	4.3	1.5	0.2	5.9	40.1	15.7	1.5	17.2
3/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	306	306	45	0	6	5.1	2.2	0.1	7.4	86.9	13.2	2.2	15.4
5/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	750	750	18	0	0	5.5	2.4	0.1	8.0	38.2	16.3	2.4	18.7
7/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	461	461	125	116	27	4.2	2.4	0.5	7.0	55.0	10.1	2.4	12.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - MCC Site 50 - B1389 Hatfield Road / Spinks Lane

PRC for Signalled Lanes (%): 8.1
PRC Over All Lanes (%): 8.1

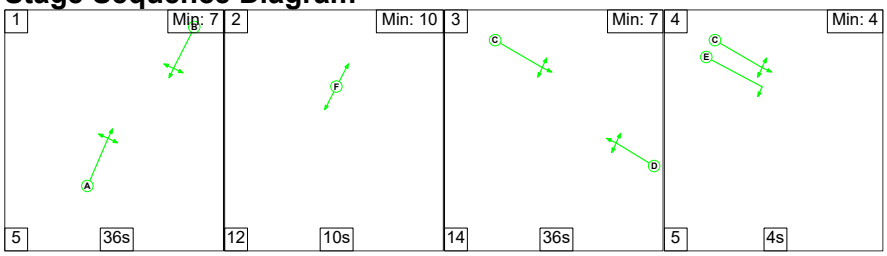
Total Delay for Signalled Lanes (pcuHr): 28.34
Total Delay Over All Lanes(pcuHr): 28.34

Cycle Time (s): 234

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan AM')

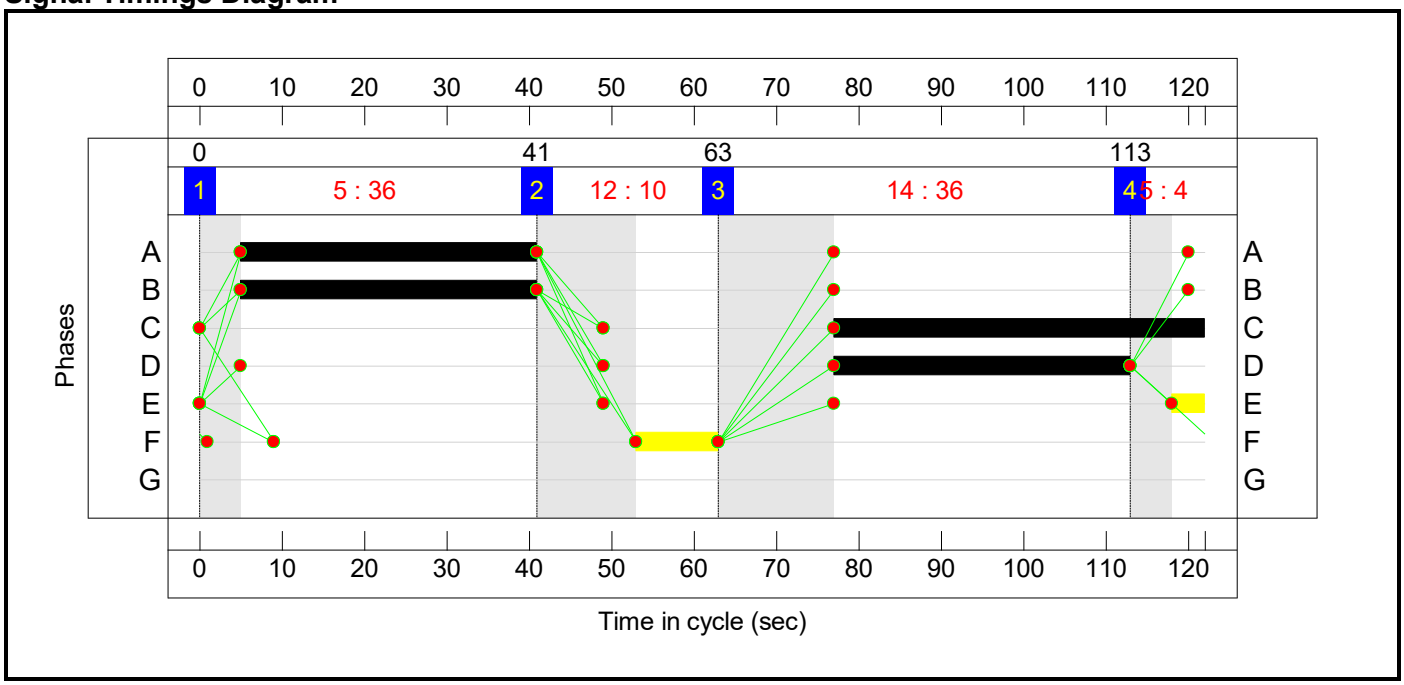
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	36	10	36	4
Change Point	0	41	63	113

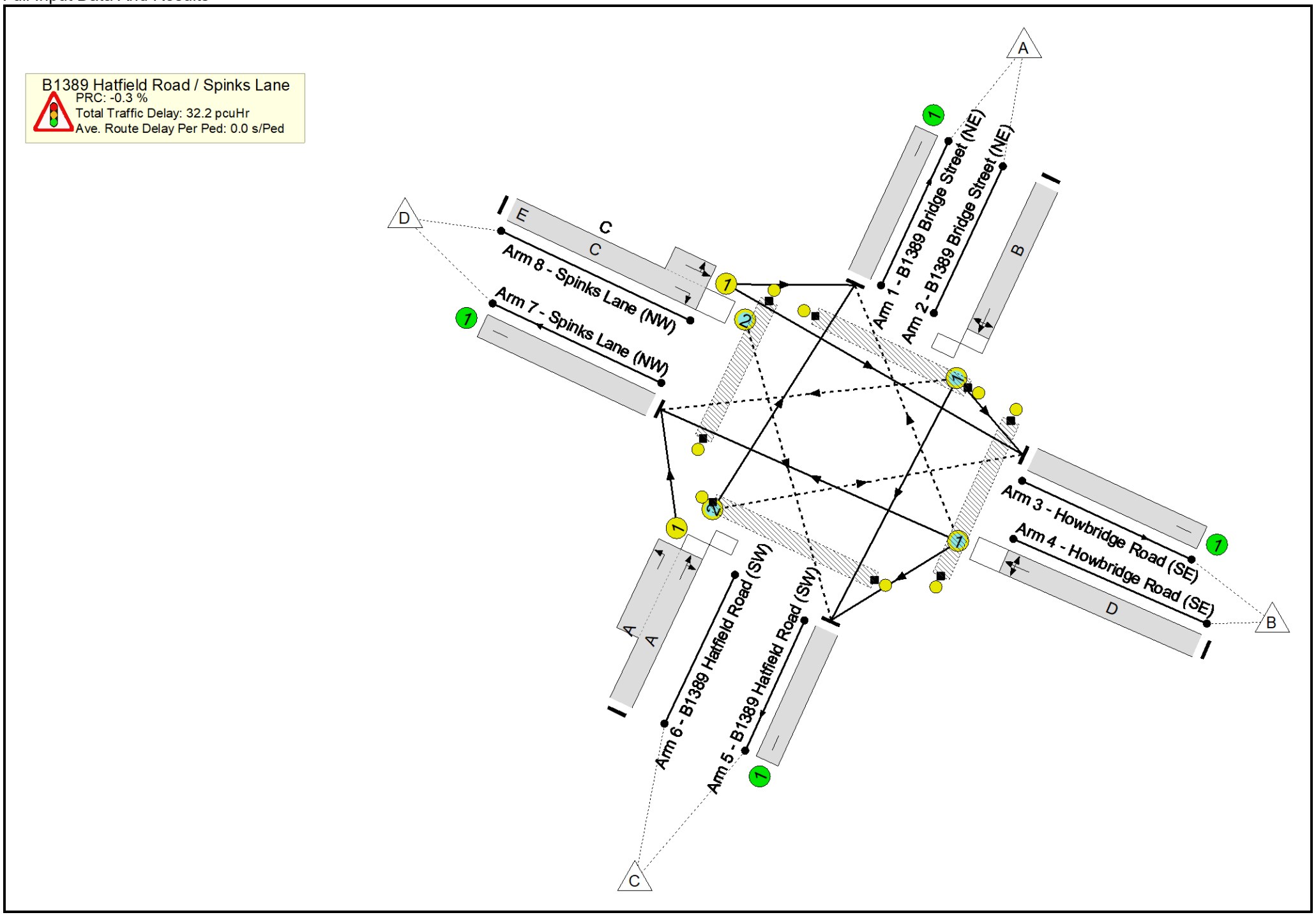
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.2%**
B1389 Hatfield Road / Spinks Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.2%**
1/1	B1389 Bridge Street (NE)	U	N/A	N/A	-		-	-	-	469	Inf	Inf	0.0%
2/1	B1389 Bridge Street (NE) Left Ahead Right	O	N/A	N/A	B		1	36	-	441	1765	496	89.0%
3/1	Howbridge Road (SE)	U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%
4/1	Howbridge Road (SE) Right Left Ahead	O	N/A	N/A	D		1	36	-	285	1811	408	69.8%
5/1	B1389 Hatfield Road (SW)	U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
6/2+6/1	B1389 Hatfield Road (SW) Ahead Right Left	O+U	N/A	N/A	A		1	36	-	594	1737:1720	389+269	90.2 : 90.2%
7/1	Spinks Lane (NW)	U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
8/2+8/1	Spinks Lane (NW) Left Ahead Right	O+U	N/A	N/A	C	E	1	45	4	526	1800:1800	368+224	88.9 : 88.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**365**	**83**	**20**	**19.0**	**12.4**	**0.8**	**32.2**	**-**	**-**	**-**	**-**
B1389 Hatfield Road / Spinks Lane	**-**	**-**	**365**	**83**	**20**	**19.0**	**12.4**	**0.8**	**32.2**	**-**	**-**	**-**	**-**
1/1	469	469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	441	441	28	0	0	4.8	3.6	0.1	8.6	69.8	13.8	3.6	17.4
3/1	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	285	285	88	0	1	3.0	1.1	0.1	4.2	52.9	8.5	1.1	9.6
5/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	594	594	24	0	0	6.3	4.1	0.1	10.5	63.4	14.8	4.1	18.9
7/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	526	526	226	83	18	4.9	3.6	0.5	9.0	61.6	14.4	3.6	18.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - MCC Site 50 - B1389 Hatfield Road / Spinks Lane

PRC for Signalled Lanes (%): -0.3
PRC Over All Lanes (%): -0.3

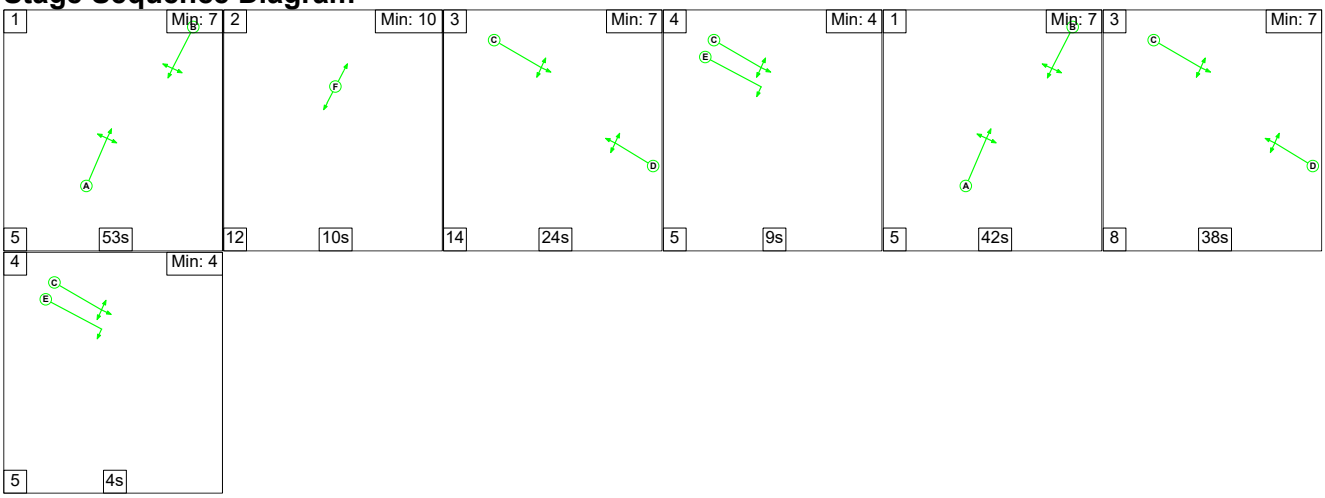
Total Delay for Signalled Lanes (pcuHr): 32.21
Total Delay Over All Lanes(pcuHr): 32.21

Cycle Time (s): 122

Full Input Data And Results

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 2: 'Network Control Plan PM')

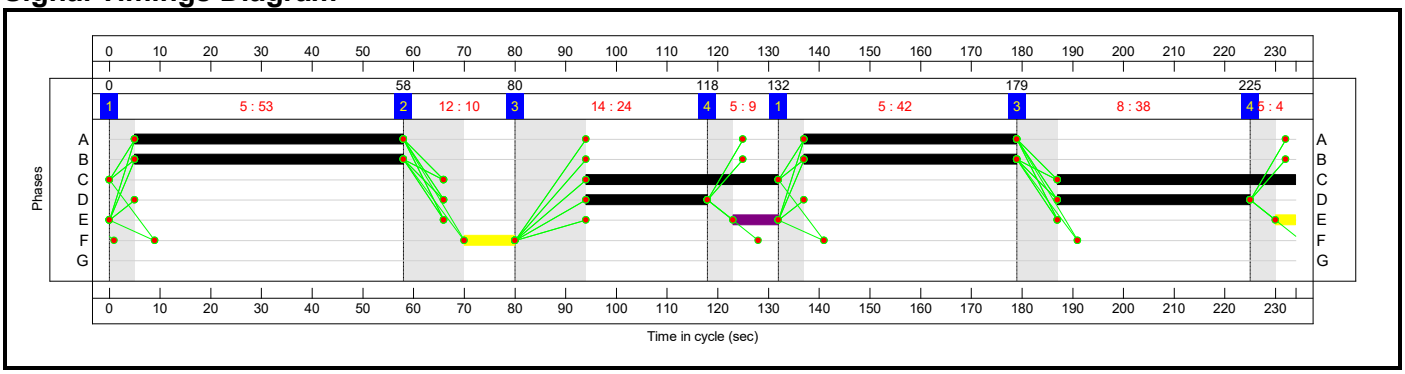
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	3	4
Duration	53	10	24	9	42	38	4
Change Point	0	58	80	118	132	179	225

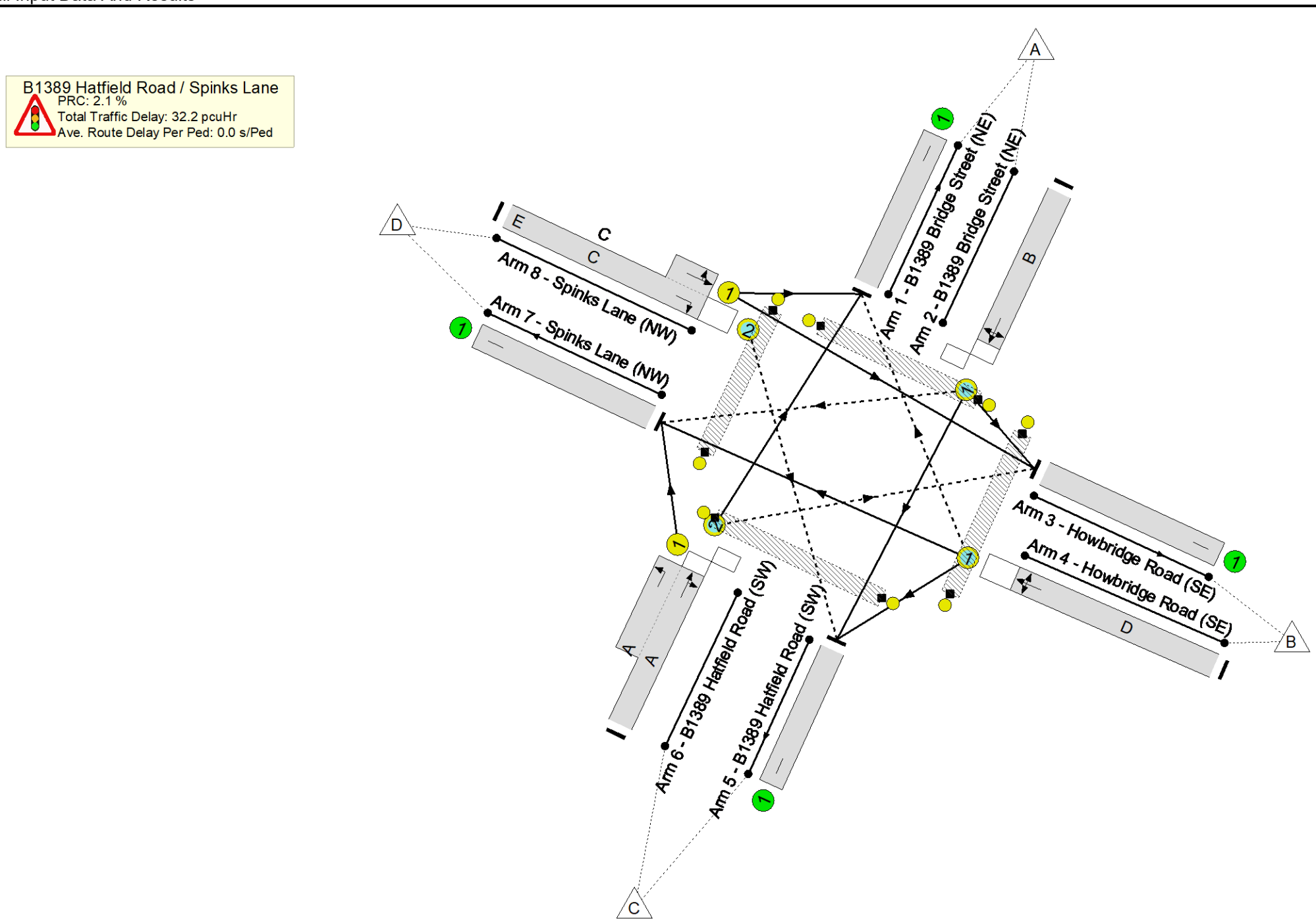
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.2%**
B1389 Hatfield Road / Spinks Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.2%**
1/1	B1389 Bridge Street (NE)	U	N/A	N/A	-		-	-	-	443	Inf	Inf	0.0%
2/1	B1389 Bridge Street (NE) Left Ahead Right	O	N/A	N/A	B		2	95	-	533	1765	629	84.7%
3/1	Howbridge Road (SE)	U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
4/1	Howbridge Road (SE) Right Left Ahead	O	N/A	N/A	D		2	62	-	306	1811	411	74.5%
5/1	B1389 Hatfield Road (SW)	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
6/2+6/1	B1389 Hatfield Road (SW) Ahead Right Left	O+U	N/A	N/A	A		2	95	-	774	1737:1720	413+465	88.2 : 88.2%
7/1	Spinks Lane (NW)	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
8/2+8/1	Spinks Lane (NW) Left Ahead Right	O+U	N/A	N/A	C	E	2	85	13	486	1800:1800	334+220	87.6 : 87.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	10	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**240**	**104**	**56**	**20.6**	**10.8**	**0.8**	**32.2**	**-**	**-**	**-**	**-**
B1389 Hatfield Road / Spinks Lane	**-**	**-**	**240**	**104**	**56**	**20.6**	**10.8**	**0.8**	**32.2**	**-**	**-**	**-**	**-**
1/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	533	533	20	0	17	5.4	2.6	0.2	8.2	55.4	17.9	2.6	20.5
3/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	306	306	45	0	6	3.6	1.4	0.1	5.1	59.9	10.8	1.4	12.2
5/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	774	774	18	0	0	6.2	3.5	0.1	9.7	45.2	20.6	3.5	24.1
7/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	486	486	156	104	33	5.4	3.2	0.5	9.2	68.0	16.2	3.2	19.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - MCC Site 50 - B1389 Hatfield Road / Spinks Lane

PRC for Signalled Lanes (%): 2.1
PRC Over All Lanes (%): 2.1

Total Delay for Signalled Lanes (pcuHr): 32.20
Total Delay Over All Lanes(pcuHr): 32.20

Cycle Time (s): 234

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 52 (three arm)_V3.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 21/03/2025 15:57:04

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Stream B-C	D1	0.2	8.35	0.18	A	1.63	A	D2	0.3	8.98	0.23	A	3.12	A
Stream B-A		0.2	13.18	0.13	B				0.9	18.96	0.49	C		
Stream C-AB		0.7	6.99	0.32	A				0.3	4.76	0.13	A		
	FB WD													
Stream B-C	D3	0.2	8.52	0.19	A	1.69	A	D4	0.3	9.24	0.24	A	3.30	A
Stream B-A		0.2	13.61	0.14	B				1.0	20.23	0.52	C		
Stream C-AB		0.8	7.12	0.34	A				0.3	4.74	0.13	A		
	FB+CD WD													
Stream B-C	D5	0.2	8.52	0.19	A	1.69	A	D6	0.3	9.24	0.24	A	3.30	A
Stream B-A		0.2	13.61	0.14	B				1.0	20.23	0.52	C		
Stream C-AB		0.8	7.12	0.34	A				0.3	4.74	0.13	A		
	FB+CD+N2T WD													
Stream B-C	D7	0.2	8.66	0.19	A	1.68	A	D8	0.3	9.43	0.24	A	3.31	A
Stream B-A		0.2	14.10	0.14	B				1.1	21.30	0.53	C		
Stream C-AB		0.9	7.19	0.35	A				0.4	4.72	0.14	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

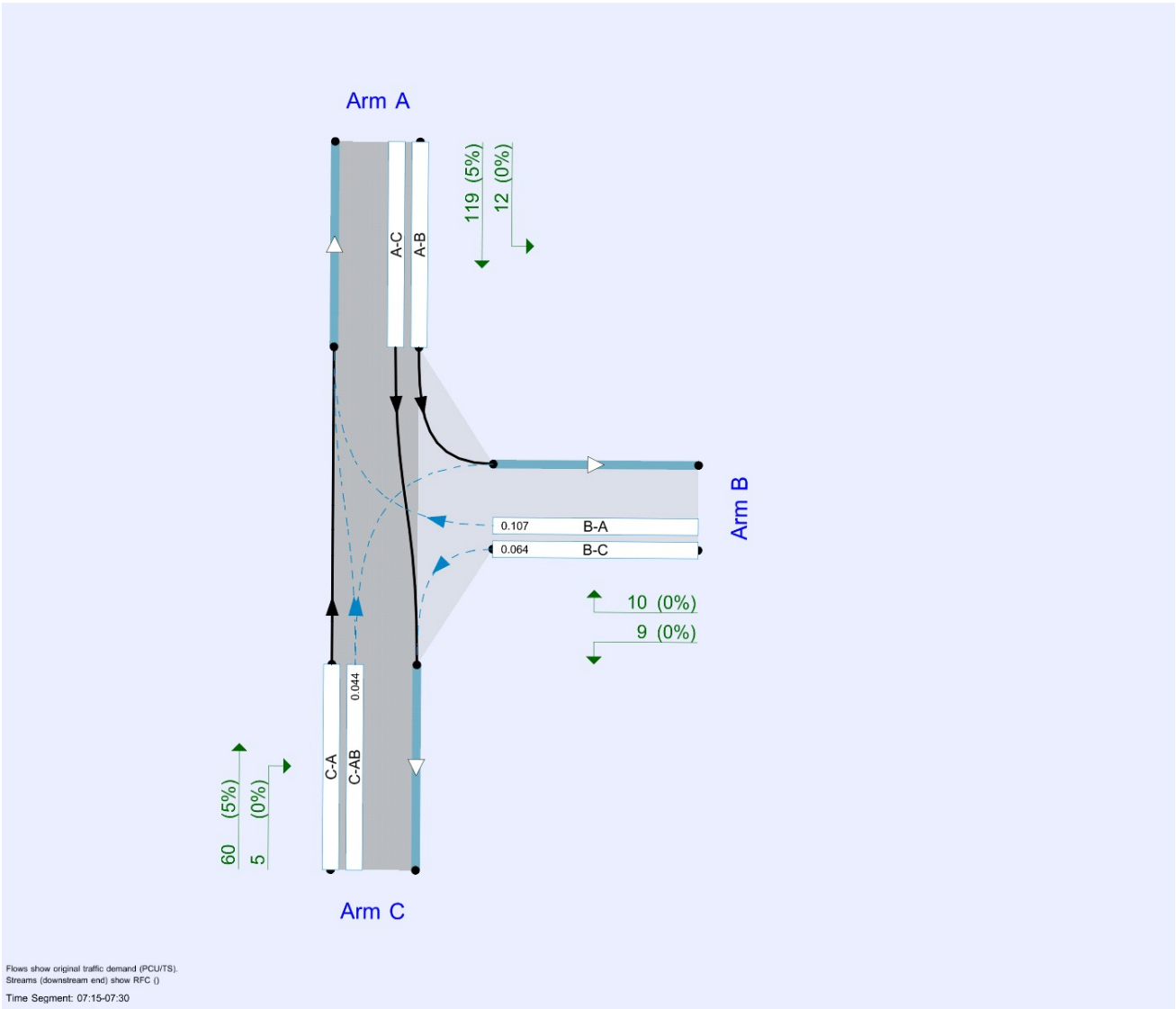
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Highfield Road (N)		Major
B	Guithavon Road (E)		Minor
C	Highfield Road (SW)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.38			126.8	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	8.84	3.31	2.71	2.65	2.62	✓	1.00	45	53

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	131.844	0.090	0.228	0.144	0.326
B-C	185.486	0.107	0.270	-	-
C-B	161.853	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.00	118.60
	B	10.00	0.00	9.40
	C	59.70	5.00	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.40	131.90
	B	7.00	0.00	9.00
	C	73.90	11.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.00	133.30
	B	7.00	0.00	14.00
	C	66.80	14.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	27.00	105.00
	B	5.00	0.00	8.00
	C	77.90	17.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	41.00	115.30
	B	10.90	0.00	24.00
	C	89.00	32.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	34.00	84.90
	B	11.00	0.00	7.00
	C	86.20	17.00	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	3	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	10	0	0
	C	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.18	8.35	0.2	A	11.90	71.40
B-A	0.13	13.18	0.2	B	8.48	50.90
C-AB	0.32	6.99	0.7	A	28.30	169.77
C-A					63.29	379.73
A-B					23.40	140.40
A-C					114.83	689.00

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9.40	9.40	147.92	0.064	9.33	0.0	0.1	6.491	A
B-A	10.00	10.00	93.46	0.107	9.88	0.0	0.1	10.754	B
C-AB	7.63	7.63	173.37	0.044	7.56	0.0	0.1	5.522	A
C-A	57.07	57.07			57.07				
A-B	12.00	12.00			12.00				
A-C	118.60	118.60			118.60				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9.00	9.00	132.13	0.068	8.99	0.1	0.1	7.308	A
B-A	7.00	7.00	92.39	0.076	7.04	0.1	0.1	10.548	B
C-AB	18.65	18.65	180.56	0.103	18.52	0.1	0.2	5.608	A
C-A	66.25	66.25			66.25				
A-B	13.40	13.40			13.40				
A-C	131.90	131.90			131.90				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.00	14.00	131.93	0.106	13.95	0.1	0.1	7.629	A
B-A	7.00	7.00	91.62	0.076	7.00	0.1	0.1	10.637	B
C-AB	22.70	22.70	175.31	0.129	22.66	0.2	0.2	5.950	A
C-A	58.10	58.10			58.10				
A-B	13.00	13.00			13.00				
A-C	133.30	133.30			133.30				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8.00	8.00	138.29	0.058	8.06	0.1	0.1	6.912	A
B-A	5.00	5.00	94.49	0.053	5.03	0.1	0.1	10.064	B
C-AB	29.36	29.36	186.06	0.158	29.29	0.2	0.3	5.798	A
C-A	65.54	65.54			65.54				
A-B	27.00	27.00			27.00				
A-C	105.00	105.00			105.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.00	24.00	131.44	0.183	23.84	0.1	0.2	8.351	A
B-A	10.90	10.90	83.23	0.131	10.80	0.1	0.2	13.177	B
C-AB	60.57	60.57	189.37	0.320	60.14	0.3	0.7	6.988	A
C-A	60.43	60.43			60.43				
A-B	41.00	41.00			41.00				
A-C	115.30	115.30			115.30				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	147.80	0.047	7.17	0.2	0.1	6.406	A
B-A	11.00	11.00	92.08	0.119	11.01	0.2	0.1	11.701	B
C-AB	30.87	30.87	194.63	0.159	31.28	0.7	0.3	5.546	A
C-A	72.33	72.33			72.33				
A-B	34.00	34.00			34.00				
A-C	84.90	84.90			84.90				

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	15.00	70.40
	B	29.00	0.00	15.00
	C	117.50	13.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.00	99.40
	B	26.00	0.00	29.00
	C	129.30	12.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	24.00	93.00
	B	45.40	0.00	14.20
	C	100.90	7.40	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.00	73.70
	B	36.40	0.00	18.40
	C	138.90	9.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	17.40	79.60
	B	33.00	0.00	17.20
	C	145.90	6.40	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	15.00	109.30
	B	32.00	0.00	18.00
	C	117.00	10.00	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.23	8.98	0.3	A	18.63	111.80
B-A	0.49	18.96	0.9	C	33.63	201.80
C-AB	0.13	4.76	0.3	A	21.82	130.94
C-A					112.73	676.36
A-B					16.57	99.40
A-C					87.57	525.40

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15.00	15.00	142.42	0.105	14.88	0.0	0.1	7.051	A
B-A	29.00	29.00	93.86	0.309	28.56	0.0	0.4	13.695	B
C-AB	27.59	27.59	222.21	0.124	27.30	0.0	0.3	4.639	A
C-A	102.91	102.91			102.91				
A-B	15.00	15.00			15.00				
A-C	70.40	70.40			70.40				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29.00	29.00	128.88	0.225	28.83	0.1	0.3	8.980	A
B-A	26.00	26.00	92.77	0.280	26.04	0.4	0.4	13.500	B
C-AB	28.30	28.30	225.70	0.125	28.28	0.3	0.3	4.587	A
C-A	113.00	113.00			113.00				
A-B	14.00	14.00			14.00				
A-C	99.40	99.40			99.40				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.20	14.20	118.40	0.120	14.35	0.3	0.1	8.662	A
B-A	45.40	45.40	91.80	0.495	44.86	0.4	0.9	18.957	C
C-AB	14.70	14.70	205.18	0.072	14.87	0.3	0.1	4.757	A
C-A	93.60	93.60			93.60				
A-B	24.00	24.00			24.00				
A-C	93.00	93.00			93.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18.40	18.40	133.14	0.138	18.38	0.1	0.2	7.842	A
B-A	36.40	36.40	91.08	0.400	36.66	0.9	0.7	16.616	C
C-AB	21.90	21.90	236.54	0.093	21.85	0.1	0.2	4.212	A
C-A	126.00	126.00			126.00				
A-B	14.00	14.00			14.00				
A-C	73.70	73.70			73.70				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.20	17.20	134.59	0.128	17.21	0.2	0.1	7.670	A
B-A	33.00	33.00	89.36	0.369	33.08	0.7	0.6	16.021	C
C-AB	16.46	16.46	239.90	0.069	16.53	0.2	0.1	4.048	A
C-A	135.84	135.84			135.84				
A-B	17.40	17.40			17.40				
A-C	79.60	79.60			79.60				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18.00	18.00	127.86	0.141	17.99	0.1	0.2	8.190	A
B-A	32.00	32.00	85.68	0.373	32.00	0.6	0.6	16.768	C
C-AB	21.99	21.99	215.14	0.102	21.89	0.1	0.2	4.668	A
C-A	105.01	105.01			105.01				
A-B	15.00	15.00			15.00				
A-C	109.30	109.30			109.30				

FB WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.41	122.61
	B	10.34	0.00	9.72
	C	61.72	5.17	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.85	136.36
	B	7.24	0.00	9.30
	C	76.40	11.37	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.44	137.80
	B	7.24	0.00	14.47
	C	69.06	14.47	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	27.91	108.55
	B	5.17	0.00	8.27
	C	80.53	17.57	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	42.39	119.19
	B	11.27	0.00	24.81
	C	92.01	33.08	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.15	87.77
	B	11.37	0.00	7.24
	C	89.11	17.57	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	3	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	1
	B	10	0	0
	C	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.19	8.52	0.2	A	12.30	73.81
B-A	0.14	13.61	0.2	B	8.77	52.62
C-AB	0.34	7.12	0.8	A	29.90	179.41
C-A					64.78	388.65
A-B					24.19	145.14
A-C					118.71	712.27

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9.72	9.72	146.60	0.066	9.65	0.0	0.1	6.568	A
B-A	10.34	10.34	92.16	0.112	10.21	0.0	0.1	10.967	B
C-AB	8.01	8.01	173.90	0.046	7.94	0.0	0.1	5.520	A
C-A	58.87	58.87			58.87				
A-B	12.41	12.41			12.41				
A-C	122.61	122.61			122.61				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9.30	9.30	130.87	0.071	9.30	0.1	0.1	7.402	A
B-A	7.24	7.24	90.74	0.080	7.27	0.1	0.1	10.788	B
C-AB	19.68	19.68	181.39	0.109	19.53	0.1	0.2	5.616	A
C-A	68.09	68.09			68.09				
A-B	13.85	13.85			13.85				
A-C	136.36	136.36			136.36				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.47	14.47	130.65	0.111	14.43	0.1	0.1	7.740	A
B-A	7.24	7.24	89.95	0.080	7.24	0.1	0.1	10.882	B
C-AB	23.91	23.91	175.95	0.136	23.87	0.2	0.3	5.977	A
C-A	59.62	59.62			59.62				
A-B	13.44	13.44			13.44				
A-C	137.80	137.80			137.80				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8.27	8.27	137.24	0.060	8.33	0.1	0.1	6.983	A
B-A	5.17	5.17	92.93	0.056	5.20	0.1	0.1	10.263	B
C-AB	30.99	30.99	187.07	0.166	30.91	0.3	0.3	5.823	A
C-A	67.12	67.12			67.12				
A-B	27.91	27.91			27.91				
A-C	108.55	108.55			108.55				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.81	24.81	130.07	0.191	24.64	0.1	0.2	8.523	A
B-A	11.27	11.27	81.25	0.139	11.16	0.1	0.2	13.610	B
C-AB	64.18	64.18	190.56	0.337	63.71	0.3	0.8	7.120	A
C-A	60.90	60.90			60.90				
A-B	42.39	42.39			42.39				
A-C	119.19	119.19			119.19				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7.24	7.24	146.70	0.049	7.42	0.2	0.1	6.471	A
B-A	11.37	11.37	90.69	0.125	11.39	0.2	0.2	11.966	B
C-AB	32.63	32.63	195.95	0.167	33.09	0.8	0.3	5.562	A
C-A	74.05	74.05			74.05				
A-B	35.15	35.15			35.15				
A-C	87.77	87.77			87.77				

FB WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	15.53	72.88
	B	30.02	0.00	15.53
	C	121.64	13.46	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.49	102.90
	B	26.92	0.00	30.02
	C	133.86	12.42	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	24.85	96.28
	B	47.00	0.00	14.70
	C	104.46	7.66	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.49	76.30
	B	37.68	0.00	19.05
	C	143.79	9.32	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	18.01	82.41
	B	34.16	0.00	17.81
	C	151.04	6.63	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	15.53	113.15
	B	33.13	0.00	18.63
	C	121.12	10.35	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.24	9.24	0.3	A	19.29	115.74
B-A	0.52	20.23	1.0	C	34.82	208.91
C-AB	0.13	4.74	0.3	A	23.31	139.83
C-A					115.99	695.92
A-B					17.15	102.90
A-C					90.65	543.92

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15.53	15.53	140.60	0.110	15.41	0.0	0.1	7.183	A
B-A	30.02	30.02	92.46	0.325	29.55	0.0	0.5	14.205	B
C-AB	29.37	29.37	224.53	0.131	29.06	0.0	0.3	4.627	A
C-A	105.73	105.73			105.73				
A-B	15.53	15.53			15.53				
A-C	72.88	72.88			72.88				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.02	30.02	127.01	0.236	29.84	0.1	0.3	9.244	A
B-A	26.92	26.92	90.80	0.296	26.96	0.5	0.4	14.108	B
C-AB	30.27	30.27	228.23	0.133	30.24	0.3	0.3	4.575	A
C-A	116.01	116.01			116.01				
A-B	14.49	14.49			14.49				
A-C	102.90	102.90			102.90				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.70	14.70	114.47	0.128	14.86	0.3	0.1	9.048	A
B-A	47.00	47.00	90.30	0.521	46.39	0.4	1.0	20.225	C
C-AB	15.62	15.62	206.95	0.075	15.81	0.3	0.1	4.739	A
C-A	96.49	96.49			96.49				
A-B	24.85	24.85			24.85				
A-C	96.28	96.28			96.28				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19.05	19.05	130.31	0.146	19.03	0.1	0.2	8.088	A
B-A	37.68	37.68	89.55	0.421	37.97	1.0	0.7	17.550	C
C-AB	23.44	23.44	239.41	0.098	23.38	0.1	0.2	4.189	A
C-A	129.67	129.67			129.67				
A-B	14.49	14.49			14.49				
A-C	76.30	76.30			76.30				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.81	17.81	132.04	0.135	17.82	0.2	0.2	7.880	A
B-A	34.16	34.16	87.78	0.389	34.26	0.7	0.7	16.853	C
C-AB	17.66	17.66	242.92	0.073	17.73	0.2	0.1	4.016	A
C-A	140.00	140.00			140.00				
A-B	18.01	18.01			18.01				
A-C	82.41	82.41			82.41				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18.63	18.63	125.07	0.149	18.62	0.2	0.2	8.453	A
B-A	33.13	33.13	83.96	0.395	33.13	0.7	0.7	17.706	C
C-AB	23.46	23.46	217.30	0.108	23.36	0.1	0.2	4.654	A
C-A	108.01	108.01			108.01				
A-B	15.53	15.53			15.53				
A-C	113.15	113.15			113.15				

FB+CD WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.41	122.61
	B	10.34	0.00	9.72
	C	61.72	5.17	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.85	136.36
	B	7.24	0.00	9.30
	C	76.40	11.37	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.44	137.80
	B	7.24	0.00	14.47
	C	69.06	14.47	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	27.91	108.55
	B	5.17	0.00	8.27
	C	80.53	17.57	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	42.39	119.19
	B	11.27	0.00	24.81
	C	92.01	33.08	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.15	87.77
	B	11.37	0.00	7.24
	C	89.11	17.57	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	3	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	10	0	0
	C	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.19	8.52	0.2	A	12.30	73.81
B-A	0.14	13.61	0.2	B	8.77	52.62
C-AB	0.34	7.12	0.8	A	29.90	179.41
C-A					64.78	388.65
A-B					24.19	145.14
A-C					118.71	712.27

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9.72	9.72	146.60	0.066	9.65	0.0	0.1	6.568	A
B-A	10.34	10.34	92.16	0.112	10.21	0.0	0.1	10.967	B
C-AB	8.01	8.01	173.90	0.046	7.94	0.0	0.1	5.520	A
C-A	58.87	58.87			58.87				
A-B	12.41	12.41			12.41				
A-C	122.61	122.61			122.61				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9.30	9.30	130.87	0.071	9.30	0.1	0.1	7.402	A
B-A	7.24	7.24	90.74	0.080	7.27	0.1	0.1	10.788	B
C-AB	19.68	19.68	181.39	0.109	19.53	0.1	0.2	5.616	A
C-A	68.09	68.09			68.09				
A-B	13.85	13.85			13.85				
A-C	136.36	136.36			136.36				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.47	14.47	130.65	0.111	14.43	0.1	0.1	7.740	A
B-A	7.24	7.24	89.95	0.080	7.24	0.1	0.1	10.882	B
C-AB	23.91	23.91	175.95	0.136	23.87	0.2	0.3	5.977	A
C-A	59.62	59.62			59.62				
A-B	13.44	13.44			13.44				
A-C	137.80	137.80			137.80				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8.27	8.27	137.24	0.060	8.33	0.1	0.1	6.983	A
B-A	5.17	5.17	92.93	0.056	5.20	0.1	0.1	10.263	B
C-AB	30.99	30.99	187.07	0.166	30.91	0.3	0.3	5.823	A
C-A	67.12	67.12			67.12				
A-B	27.91	27.91			27.91				
A-C	108.55	108.55			108.55				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.81	24.81	130.07	0.191	24.64	0.1	0.2	8.523	A
B-A	11.27	11.27	81.25	0.139	11.16	0.1	0.2	13.610	B
C-AB	64.18	64.18	190.56	0.337	63.71	0.3	0.8	7.120	A
C-A	60.90	60.90			60.90				
A-B	42.39	42.39			42.39				
A-C	119.19	119.19			119.19				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7.24	7.24	146.70	0.049	7.42	0.2	0.1	6.471	A
B-A	11.37	11.37	90.69	0.125	11.39	0.2	0.2	11.966	B
C-AB	32.63	32.63	195.95	0.167	33.09	0.8	0.3	5.562	A
C-A	74.05	74.05			74.05				
A-B	35.15	35.15			35.15				
A-C	87.77	87.77			87.77				

FB+CD WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	15.53	72.88
	B	30.02	0.00	15.53
	C	121.64	13.46	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.49	102.90
	B	26.92	0.00	30.02
	C	133.86	12.42	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	24.85	96.28
	B	47.00	0.00	14.70
	C	104.46	7.66	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.49	76.30
	B	37.68	0.00	19.05
	C	143.79	9.32	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	18.01	82.41
	B	34.16	0.00	17.81
	C	151.04	6.63	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	15.53	113.15
	B	33.13	0.00	18.63
	C	121.12	10.35	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.24	9.24	0.3	A	19.29	115.74
B-A	0.52	20.23	1.0	C	34.82	208.91
C-AB	0.13	4.74	0.3	A	23.31	139.83
C-A					115.99	695.92
A-B					17.15	102.90
A-C					90.65	543.92

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15.53	15.53	140.60	0.110	15.41	0.0	0.1	7.183	A
B-A	30.02	30.02	92.46	0.325	29.55	0.0	0.5	14.205	B
C-AB	29.37	29.37	224.53	0.131	29.06	0.0	0.3	4.627	A
C-A	105.73	105.73			105.73				
A-B	15.53	15.53			15.53				
A-C	72.88	72.88			72.88				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.02	30.02	127.01	0.236	29.84	0.1	0.3	9.244	A
B-A	26.92	26.92	90.80	0.296	26.96	0.5	0.4	14.108	B
C-AB	30.27	30.27	228.23	0.133	30.24	0.3	0.3	4.575	A
C-A	116.01	116.01			116.01				
A-B	14.49	14.49			14.49				
A-C	102.90	102.90			102.90				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.70	14.70	114.47	0.128	14.86	0.3	0.1	9.048	A
B-A	47.00	47.00	90.30	0.521	46.39	0.4	1.0	20.225	C
C-AB	15.62	15.62	206.95	0.075	15.81	0.3	0.1	4.739	A
C-A	96.49	96.49			96.49				
A-B	24.85	24.85			24.85				
A-C	96.28	96.28			96.28				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19.05	19.05	130.31	0.146	19.03	0.1	0.2	8.088	A
B-A	37.68	37.68	89.55	0.421	37.97	1.0	0.7	17.550	C
C-AB	23.44	23.44	239.41	0.098	23.38	0.1	0.2	4.189	A
C-A	129.67	129.67			129.67				
A-B	14.49	14.49			14.49				
A-C	76.30	76.30			76.30				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.81	17.81	132.04	0.135	17.82	0.2	0.2	7.880	A
B-A	34.16	34.16	87.78	0.389	34.26	0.7	0.7	16.853	C
C-AB	17.66	17.66	242.92	0.073	17.73	0.2	0.1	4.016	A
C-A	140.00	140.00			140.00				
A-B	18.01	18.01			18.01				
A-C	82.41	82.41			82.41				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18.63	18.63	125.07	0.149	18.62	0.2	0.2	8.453	A
B-A	33.13	33.13	83.96	0.395	33.13	0.7	0.7	17.706	C
C-AB	23.46	23.46	217.30	0.108	23.36	0.1	0.2	4.654	A
C-A	108.01	108.01			108.01				
A-B	15.53	15.53			15.53				
A-C	113.15	113.15			113.15				

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:15 - 07:30

		To		
		A	B	C
From	A	0.00	12.41	128.77
	B	10.34	0.00	9.72
	C	67.88	5.17	0.00

Demand (PCU/TS)

07:30 - 07:45

		To		
		A	B	C
From	A	0.00	13.85	142.52
	B	7.24	0.00	9.30
	C	82.56	11.37	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.44	143.97
	B	7.24	0.00	14.47
	C	75.22	14.47	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	27.91	114.71
	B	5.17	0.00	8.27
	C	86.69	17.57	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	42.39	125.36
	B	11.27	0.00	24.81
	C	98.17	33.08	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.15	93.93
	B	11.37	0.00	7.24
	C	95.27	17.57	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	7
	B	0	0	0
	C	9	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	4	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	6	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	4	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	3
	B	10	0	0
	C	2	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.19	8.66	0.2	A	12.30	73.81
B-A	0.14	14.10	0.2	B	8.77	52.62
C-AB	0.35	7.19	0.9	A	31.31	187.88
C-A					69.53	417.16
A-B					24.19	145.14
A-C					124.87	749.25

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9.72	9.72	144.87	0.067	9.65	0.0	0.1	6.653	A
B-A	10.34	10.34	89.86	0.115	10.21	0.0	0.1	11.281	B
C-AB	8.38	8.38	177.05	0.047	8.31	0.0	0.1	5.499	A
C-A	64.67	64.67			64.67				
A-B	12.41	12.41			12.41				
A-C	128.77	128.77			128.77				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9.30	9.30	129.30	0.072	9.30	0.1	0.1	7.499	A
B-A	7.24	7.24	88.29	0.082	7.27	0.1	0.1	11.112	B
C-AB	20.61	20.61	184.63	0.112	20.45	0.1	0.2	5.605	A
C-A	73.32	73.32			73.32				
A-B	13.85	13.85			13.85				
A-C	142.52	142.52			142.52				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.47	14.47	129.09	0.112	14.42	0.1	0.1	7.846	A
B-A	7.24	7.24	87.50	0.083	7.24	0.1	0.1	11.214	B
C-AB	25.05	25.05	179.18	0.140	25.00	0.2	0.3	5.968	A
C-A	64.64	64.64			64.64				
A-B	13.44	13.44			13.44				
A-C	143.97	143.97			143.97				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8.27	8.27	135.69	0.061	8.33	0.1	0.1	7.068	A
B-A	5.17	5.17	90.48	0.057	5.20	0.1	0.1	10.557	B
C-AB	32.43	32.43	190.30	0.170	32.35	0.3	0.4	5.828	A
C-A	71.84	71.84			71.84				
A-B	27.91	27.91			27.91				
A-C	114.71	114.71			114.71				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.81	24.81	128.43	0.193	24.64	0.1	0.2	8.658	A
B-A	11.27	11.27	78.79	0.143	11.16	0.1	0.2	14.100	B
C-AB	67.26	67.26	193.91	0.347	66.74	0.4	0.9	7.188	A
C-A	63.99	63.99			63.99				
A-B	42.39	42.39			42.39				
A-C	125.36	125.36			125.36				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7.24	7.24	145.01	0.050	7.42	0.2	0.1	6.549	A
B-A	11.37	11.37	88.36	0.129	11.39	0.2	0.2	12.332	B
C-AB	34.15	34.15	199.18	0.171	34.65	0.9	0.4	5.572	A
C-A	78.70	78.70			78.70				
A-B	35.15	35.15			35.15				
A-C	93.93	93.93			93.93				

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	15.53	79.04
	B	30.02	0.00	15.53
	C	127.80	13.46	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.49	109.07
	B	26.92	0.00	30.02
	C	140.02	12.42	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	24.85	102.44
	B	47.00	0.00	14.70
	C	110.62	7.66	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.49	82.46
	B	37.68	0.00	19.05
	C	149.96	9.32	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	18.01	88.57
	B	34.16	0.00	17.81
	C	157.20	6.63	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	15.53	119.31
	B	33.13	0.00	18.63
	C	127.29	10.35	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	3	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.24	9.43	0.3	A	19.29	115.74
B-A	0.53	21.30	1.1	C	34.82	208.91
C-AB	0.14	4.72	0.4	A	24.37	146.24
C-A					121.08	726.49
A-B					17.15	102.90
A-C					96.82	580.89

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15.53	15.53	138.52	0.112	15.40	0.0	0.1	7.302	A
B-A	30.02	30.02	90.14	0.333	29.53	0.0	0.5	14.738	B
C-AB	30.67	30.67	227.72	0.135	30.35	0.0	0.3	4.622	A
C-A	110.59	110.59			110.59				
A-B	15.53	15.53			15.53				
A-C	79.04	79.04			79.04				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.02	30.02	125.08	0.240	29.84	0.1	0.3	9.435	A
B-A	26.92	26.92	88.25	0.305	26.96	0.5	0.4	14.696	B
C-AB	31.68	31.68	231.57	0.137	31.65	0.3	0.4	4.573	A
C-A	120.76	120.76			120.76				
A-B	14.49	14.49			14.49				
A-C	109.07	109.07			109.07				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.70	14.70	111.47	0.132	14.86	0.3	0.2	9.332	A
B-A	47.00	47.00	87.96	0.534	46.35	0.4	1.1	21.305	C
C-AB	16.34	16.34	210.20	0.078	16.55	0.4	0.1	4.722	A
C-A	101.94	101.94			101.94				
A-B	24.85	24.85			24.85				
A-C	102.44	102.44			102.44				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19.05	19.05	127.73	0.149	19.03	0.2	0.2	8.280	A
B-A	37.68	37.68	87.22	0.432	37.99	1.1	0.8	18.400	C
C-AB	24.51	24.51	242.69	0.101	24.44	0.1	0.2	4.187	A
C-A	134.77	134.77			134.77				
A-B	14.49	14.49			14.49				
A-C	82.46	82.46			82.46				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.81	17.81	129.63	0.137	17.82	0.2	0.2	8.050	A
B-A	34.16	34.16	85.45	0.400	34.26	0.8	0.7	17.626	C
C-AB	18.48	18.48	246.26	0.075	18.56	0.2	0.1	4.009	A
C-A	145.35	145.35			145.35				
A-B	18.01	18.01			18.01				
A-C	88.57	88.57			88.57				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18.63	18.63	122.66	0.152	18.62	0.2	0.2	8.649	A
B-A	33.13	33.13	81.63	0.406	33.13	0.7	0.7	18.556	C
C-AB	24.55	24.55	220.62	0.111	24.44	0.1	0.2	4.643	A
C-A	113.09	113.09			113.09				
A-B	15.53	15.53			15.53				
A-C	119.31	119.31			119.31				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 56 (Two Linked)_V2.j9
Path: C:\Users\shadwelh8829\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\4_Multimodal Construction Flows
Report generation date: 20/05/2025 10:00:21

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM
»FB+CD+N2T SCN2 WD, AM
»FB+CD+N2T SCN2 WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2024														
Junction 1 - Arm A	D1	2.1	8.32	0.68	A	6.14	A	D2	1.5	6.90	0.60	A	6.12	A
Junction 1 - Arm C		1.1	3.45	0.51	A				0.9	3.14	0.47	A		
Junction 1 - Arm D		1.3	7.49	0.52	A				1.9	8.80	0.65	A		
Junction 2 - Arm A		1.3	4.13	0.56	A	3.83	A		1.1	3.83	0.52	A	3.30	A
Junction 2 - Arm B		0.8	4.85	0.45	A				0.6	4.36	0.34	A		
Junction 2 - Arm C		0.6	4.79	0.36	A				0.2	3.71	0.18	A		
Junction 2 - Arm D		0.7	2.47	0.41	A				0.7	2.28	0.41	A		
FB WD														
Junction 1 - Arm A	D3	2.4	9.16	0.71	A	6.63	A	D4	1.7	7.44	0.62	A	6.67	A
Junction 1 - Arm C		1.1	3.58	0.53	A				0.9	3.24	0.48	A		
Junction 1 - Arm D		1.4	8.06	0.55	A				2.2	9.87	0.69	A		
Junction 2 - Arm A		1.4	4.32	0.58	A	4.01	A		1.2	3.99	0.54	A	3.42	A
Junction 2 - Arm B		0.9	5.11	0.47	A				0.6	4.56	0.36	A		
Junction 2 - Arm C		0.6	5.04	0.38	A				0.2	3.82	0.19	A		
Junction 2 - Arm D		0.8	2.56	0.43	A				0.7	2.35	0.42	A		
FB+CD WD														
Junction 1 - Arm A	D5	2.7	10.00	0.73	A	7.04	A	D6	1.8	8.21	0.65	A	7.39	A
Junction 1 - Arm C		1.2	3.67	0.54	A				1.1	3.53	0.53	A		
Junction 1 - Arm D		1.5	8.44	0.57	A				2.5	11.49	0.72	B		
Junction 2 - Arm A		1.5	4.49	0.59	A	4.28	A		1.3	4.11	0.55	A	3.54	A
Junction 2 - Arm B		1.1	5.76	0.53	A				0.7	4.78	0.38	A		
Junction 2 - Arm C		0.7	5.40	0.39	A				0.2	3.87	0.19	A		
Junction 2 - Arm D		0.8	2.62	0.44	A				0.9	2.57	0.47	A		
FB+CD+N2T WD														
Junction 1 - Arm A	D7	3.5	13.04	0.78	B	9.01	A	D8	2.0	8.90	0.67	A	8.80	A
Junction 1 - Arm C		1.2	3.67	0.54	A				1.1	3.53	0.53	A		
Junction 1 - Arm D		2.4	11.60	0.70	B				3.5	14.71	0.78	B		
Junction 2 - Arm A		2.2	5.68	0.67	A	4.94	A		1.5	4.52	0.58	A	3.71	A
Junction 2 - Arm B		1.3	6.65	0.56	A				0.7	4.98	0.39	A		
Junction 2 - Arm C		0.7	6.17	0.42	A				0.3	4.00	0.20	A		
Junction 2 - Arm D		0.8	2.62	0.44	A				0.9	2.57	0.47	A		
FB+CD+N2T SCN2 WD														
Junction 1 - Arm A	D9	3.1	11.72	0.76	B	7.88	A	D10	1.9	8.42	0.65	A	7.57	A
Junction 1 - Arm C		1.3	3.82	0.56	A				1.2	3.67	0.54	A		
Junction 1 - Arm D		1.7	9.31	0.63	A				2.6	11.86	0.72	B		
Junction 2 - Arm A		1.8	4.92	0.63	A	4.68	A		1.3	4.08	0.54	A	3.60	A
Junction 2 - Arm B		1.3	6.60	0.57	A				0.7	5.07	0.40	A		
Junction 2 - Arm C		0.7	5.86	0.41	A				0.2	3.91	0.19	A		
Junction 2 - Arm D		0.9	2.70	0.45	A				1.0	2.65	0.48	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

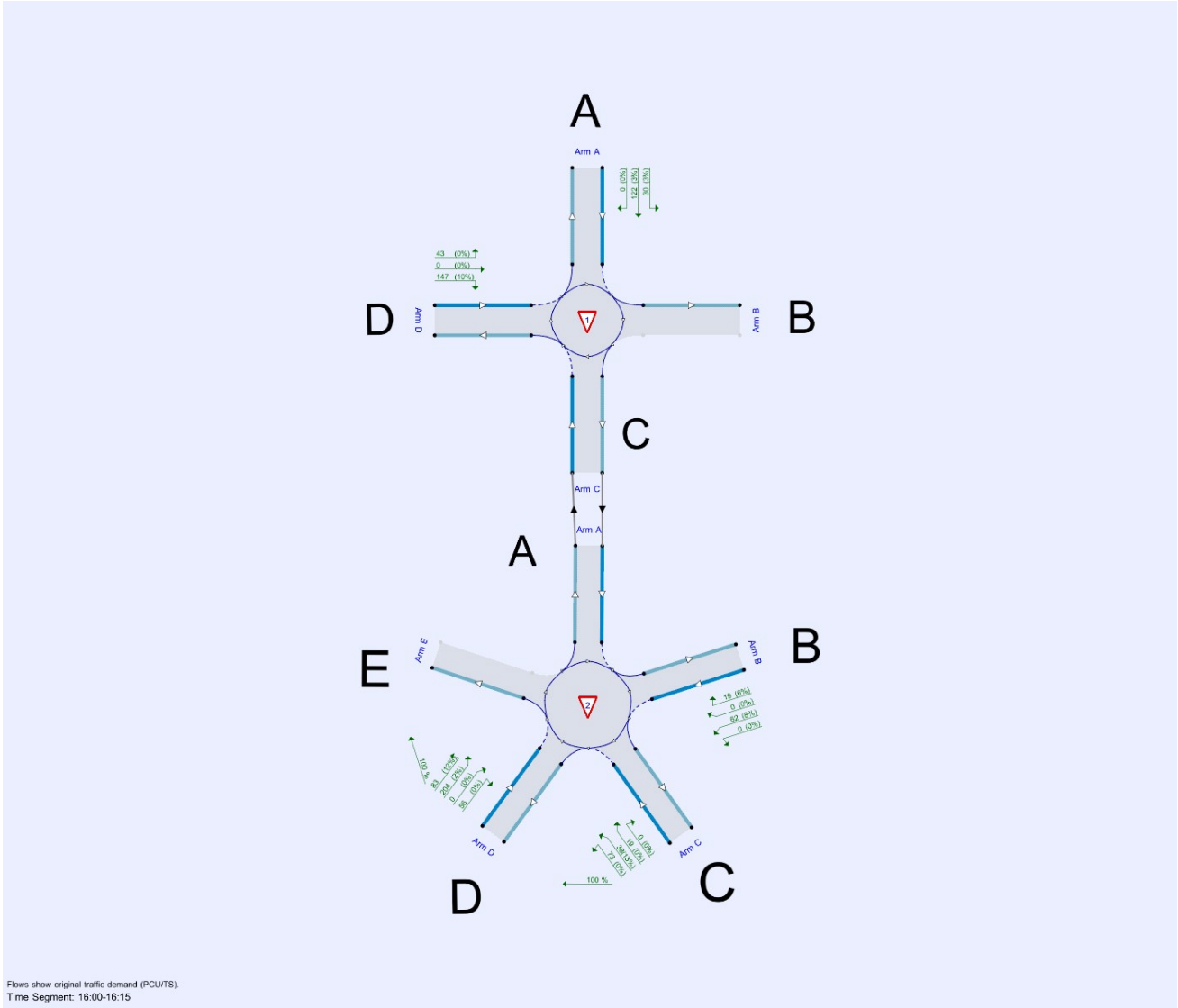
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓
D2	2024	PM	DIRECT	14:45	16:15	90	15	✓
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓
D4	FB WD	PM	DIRECT	14:45	16:15	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓
D6	FB+CD WD	PM	DIRECT	14:45	16:15	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	14:45	16:15	90	15	✓
D9	FB+CD+N2T SCN2 WD	AM	DIRECT	07:45	09:15	90	15	✓
D10	FB+CD+N2T SCN2 WD	PM	DIRECT	14:45	16:15	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.14	A
2	untitled	Standard Roundabout		A, B, C, D, E	3.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description
1	A	Pod's Brook Road	
	B	A120 (E)	
	C	A131	
	D	A120 (W)	
2	A	A131	
	B	A120 (W)	
	C	B1256	
	D	A131 (SW)	
	E	A120 (W)	

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	A	3.03	6.98	18.2	47.3	63.7	34.0	
	B							✓
	C	7.18	7.96	1.5	22.5	63.7	41.0	
	D	3.62	7.88	16.6	26.6	63.7	44.0	
2	A	7.14	8.07	1.9	20.5	80.2	44.0	
	B	3.76	7.90	21.2	20.6	80.2	22.0	
	C	3.77	7.47	18.0	25.3	80.2	16.0	
	D	7.28	10.79	25.5	19.9	80.2	23.0	
	E							✓

Bypass

Junction	Arm	Arm has bypass	Bypass utilisation (%)
1	A		
	B	✓	100
	C		
	D		
2	A		
	B		
	C	✓	100
	D	✓	100
	E		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/TS)
1	A	0.532	411.925
	B		
	C	0.610	547.533
	D	0.534	434.950
2	A	0.530	541.375
	B	0.517	491.764
	C	0.518	481.388
	D	0.670	753.738
	E		

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
2	A	✓			
	B		DIRECT	✓	100.000
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 1 07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	25.90	203.80	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	168.50	41.10	0.00	0.00
	D	53.30	0.00	78.00	0.00

Junction 1 08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	35.90	197.70	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	156.20	55.00	0.00	0.00
	D	49.00	0.00	74.40	0.00

Junction 1 08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	26.00	188.60	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	163.20	41.90	0.00	0.00
	D	57.70	0.00	96.80	0.00

Junction 1 08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	23.90	194.90	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	192.10	45.00	0.00	0.00
	D	50.90	0.00	95.90	0.00

Junction 1 08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	32.90	136.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	223.90	57.00	0.00	0.00
	D	67.20	1.00	74.50	0.00

Junction 1 09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	27.70	117.30	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	212.40	53.80	0.00	0.00
	D	58.70	0.00	94.70	0.00

Junction 2 07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	47.90	143.20	90.70
	B	49.30	0.00	0.00	78.40	0.00
	C	20.50	0.00	0.00	69.90	74.90
	D	139.80	0.00	21.00	0.00	59.80
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	42.50	144.70	84.90
	B	44.90	0.00	4.80	75.70	0.00
	C	17.00	0.00	1.00	79.60	88.70
	D	149.30	0.00	30.30	0.00	90.20
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	49.30	156.00	80.10
	B	48.70	0.00	0.00	81.50	0.00
	C	17.90	0.00	0.00	104.30	59.30
	D	138.50	0.00	37.90	0.00	53.10
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	54.80	164.80	71.20
	B	47.80	0.00	0.00	70.90	0.00
	C	15.00	0.00	0.00	95.80	42.00
	D	174.30	0.00	37.00	0.00	65.50
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:45 - 09:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	32.80	128.90	48.80
	B	51.00	0.00	0.00	108.00	0.00
	C	21.00	0.00	0.00	76.20	51.00
	D	208.90	0.00	53.90	0.00	72.50
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 09:00 - 09:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	45.20	132.80	34.00
	B	48.80	0.00	2.00	98.80	0.00
	C	18.00	0.00	0.00	66.90	48.40
	D	199.40	0.00	36.90	0.00	62.10
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Junction 1 07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	1	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	3	0	0
	D	2	0	5	0

Junction 1 08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	2	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	6	0	0	0
	D	0	0	3	0

Junction 1 08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	7	2	0	0
	D	6	0	15	0

Junction 1 08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	0	0	0
	D	2	0	14	0

Junction 1 08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0
	D	7	0	7	0

Junction 1 09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	13	1	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	4	0	0
	D	9	0	21	0

Junction 2 07:45 - 08:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	1	4
	B	2	0	0	0	0
	C	5	0	0	1	1
	D	3	0	0	0	4
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	2	1
	B	2	0	100	1	0
	C	0	0	0	5	4
	D	5	0	3	0	10
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	7	7	7
	B	7	0	0	4	0
	C	6	0	0	1	2
	D	5	0	3	0	6
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	8	3
	B	4	0	0	8	0
	C	0	0	0	2	0
	D	4	0	0	0	9
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:45 - 09:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	6	4	4
	B	0	0	0	4	0
	C	0	0	0	3	0
	D	4	0	2	0	8
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 09:00 - 09:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	11	10	0
	B	4	0	0	2	0
	C	0	0	0	2	4
	D	5	0	3	0	19
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.68	8.32	2.1	A	201.77	1210.60
	B						
	C	0.51	3.45	1.1	A	234.88	1409.29
	D	0.52	7.49	1.3	A	142.02	852.10
2	A	0.56	4.13	1.3	A	258.53	1551.17
	B	0.45	4.85	0.8	A	135.10	810.60
	C	0.36	4.79	0.6	A	161.23	474.70
	D	0.41	2.47	0.7	A	271.73	1227.20
	E						

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	229.70	229.70	229.70	0.00	0.00	118.43	348.97	0.658	227.80	220.47	0.0	1.9	7.415	A
	B						279.69				66.53				
	C	208.93	208.93	208.93	0.00	0.00	0.00	547.53	0.382	208.30	279.69	0.0	0.6	2.728	A
	D	131.30	131.30	131.30	0.00	0.00	208.30	323.70	0.406	130.60	0.00	0.0	0.7	4.829	A
2	A	279.69	279.69	279.69	0.00	0.00	20.95	530.28	0.527	278.56	208.93	0.0	1.1	3.638	A
	B	127.70	127.70	127.70	0.00	0.00	299.51	336.79	0.379	127.09	0.00	0.0	0.6	4.313	A
	C	165.30	95.40	95.40	69.90	0.00	358.30	295.82	0.322	94.92	68.30	0.0	0.5	4.565	A
	D	220.60	160.80	160.80	59.80	69.90	233.64	597.19	0.269	160.42	219.58	0.0	0.4	2.112	A
	E						229.88				164.18				

08:00 - 08:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	233.60	233.60	233.60	0.00	0.00	129.38	343.15	0.681	233.39	205.24	1.9	2.1	8.322	A
	B						272.03				90.74				
	C	211.18	211.18	211.18	0.00	0.00	0.00	547.53	0.386	211.16	272.03	0.6	0.7	2.782	A
	D	123.40	123.40	123.40	0.00	0.00	211.16	322.17	0.383	123.47	0.00	0.7	0.6	4.608	A
2	A	272.03	272.03	272.03	0.00	0.00	31.27	524.82	0.518	272.06	211.18	1.1	1.1	3.627	A
	B	125.40	125.40	125.40	0.00	0.00	303.33	334.82	0.375	125.39	0.00	0.6	0.6	4.452	A
	C	186.30	106.70	106.70	79.60	0.00	350.16	300.04	0.356	106.62	78.55	0.5	0.6	4.786	A
	D	269.80	179.60	179.60	90.20	79.60	236.43	595.32	0.302	179.53	220.35	0.4	0.5	2.267	A
	E						242.45				173.51				

08:15 - 08:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	214.60	214.60	214.60	0.00	0.00	138.50	338.30	0.634	214.90	220.76	2.1	1.8	7.524	A
	B						285.35				68.05				
	C	205.11	205.11	205.11	0.00	0.00	0.00	547.53	0.375	205.12	285.35	0.7	0.6	2.781	A
	D	154.50	154.50	154.50	0.00	0.00	205.12	325.39	0.475	154.14	0.00	0.6	1.0	5.831	A
2	A	285.35	285.35	285.35	0.00	0.00	37.89	521.31	0.547	285.18	205.11	1.1	1.3	4.071	A
	B	130.20	130.20	130.20	0.00	0.00	323.07	324.60	0.401	130.13	0.00	0.6	0.7	4.852	A
	C	181.50	77.20	77.20	104.30	0.00	366.04	291.81	0.265	77.39	87.16	0.6	0.4	4.314	A
	D	229.50	176.40	176.40	53.10	104.30	206.13	615.63	0.287	176.43	237.30	0.5	0.4	2.148	A
	E						243.00				139.56				

08:30 - 08:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	218.80	218.80	218.80	0.00	0.00	140.85	337.06	0.649	218.75	242.85	1.8	1.9	7.815	A
	B						290.71				68.88				
	C	237.04	237.04	237.04	0.00	0.00	0.00	547.53	0.433	236.89	290.71	0.6	0.8	3.012	A
	D	146.80	146.80	146.80	0.00	0.00	236.89	308.43	0.476	146.80	0.00	1.0	1.0	6.102	A
2	A	290.71	290.71	290.71	0.00	0.00	37.00	521.78	0.557	290.67	237.04	1.3	1.3	4.127	A
	B	118.70	118.70	118.70	0.00	0.00	327.67	322.23	0.368	118.77	0.00	0.7	0.6	4.709	A
	C	152.80	57.00	57.00	95.80	0.00	354.68	297.69	0.191	57.13	91.76	0.4	0.2	3.742	A
	D	276.80	211.30	211.30	65.50	95.80	176.16	635.71	0.332	211.21	235.66	0.4	0.5	2.194	A
	E						274.04				113.32				

08:45 - 09:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	168.90	168.90	168.90	0.00	0.00	132.48	341.50	0.495	169.75	290.58	1.9	1.0	5.429	A
	B						211.44				90.79				
	C	280.71	280.71	280.71	0.00	0.00	0.00	547.53	0.513	280.43	211.44	0.8	1.1	3.454	A
	D	142.70	142.70	142.70	0.00	0.00	280.43	285.17	0.500	142.63	0.00	1.0	1.1	6.753	A
2	A	211.44	211.44	211.44	0.00	0.00	53.84	512.87	0.412	212.02	280.71	1.3	0.7	3.134	A
	B	159.00	159.00	159.00	0.00	0.00	265.87	354.20	0.449	158.80	0.00	0.6	0.8	4.723	A
	C	148.20	72.00	72.00	76.20	0.00	337.74	306.47	0.235	71.93	86.92	0.2	0.3	3.837	A
	D	335.30	262.80	262.80	72.50	76.20	172.09	638.43	0.412	262.59	237.58	0.5	0.7	2.469	A
	E						334.55				100.13				

09:00 - 09:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	145.00	145.00	145.00	0.00	0.00	148.32	333.08	0.435	145.22	271.26	1.0	0.8	4.936	A
	B						211.95				81.59				
	C	266.31	266.31	266.31	0.00	0.00	0.00	547.53	0.486	266.38	211.95	1.1	1.0	3.356	A
	D	153.40	153.40	153.40	0.00	0.00	266.38	292.68	0.524	153.20	0.00	1.1	1.3	7.486	A
2	A	211.95	211.95	211.95	0.00	0.00	36.95	521.81	0.406	211.94	266.31	0.7	0.7	3.155	A
	B	149.60	149.60	149.60	0.00	0.00	248.89	362.98	0.412	149.70	0.00	0.8	0.7	4.339	A
	C	133.30	66.40	66.40	66.90	0.00	314.51	318.50	0.208	66.43	84.09	0.3	0.3	3.684	A
	D	298.40	236.30	236.30	62.10	66.90	149.30	653.70	0.361	236.42	231.64	0.7	0.6	2.267	A
	E						303.27				82.46				

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.12	A
2	untitled	Standard Roundabout		A, B, C, D, E	3.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	14:45	16:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
2	A	✓			
	B		DIRECT	✓	100.000
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 1 14:45 - 15:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	1.00	33.00	138.20	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	162.40	38.80	0.00	0.00
	D	63.80	1.00	123.50	0.00

Junction 1 15:00 - 15:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	45.40	151.90	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	134.50	34.80	0.00	0.00
	D	54.90	0.00	118.30	0.00

Junction 1 15:15 - 15:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	25.80	109.80	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	177.40	45.00	0.00	0.00
	D	61.90	0.00	124.60	0.00

Junction 1 15:30 - 15:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	33.90	117.90	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	202.50	53.00	0.00	0.00
	D	71.70	1.00	121.80	0.00

Junction 1 15:45 - 16:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	21.00	101.80	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	160.50	41.00	0.00	0.00
	D	63.20	0.00	131.20	0.00

Junction 1 16:00 - 16:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	29.30	117.80	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	147.00	56.00	0.00	0.00
	D	42.00	0.00	142.40	0.00

Junction 2 14:45 - 15:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	52.90	159.20	49.60
	B	32.80	0.00	0.00	81.80	0.00
	C	10.00	0.00	0.00	52.30	40.20
	D	158.40	0.00	42.90	0.00	49.60
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:00 - 15:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	52.30	161.80	56.10
	B	15.90	0.00	0.00	83.60	1.00
	C	15.90	0.00	0.00	68.10	31.80
	D	137.50	0.00	39.00	1.00	57.70
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:15 - 15:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	54.20	154.30	25.90
	B	21.00	0.00	0.00	74.40	0.00
	C	10.00	0.00	0.00	68.20	33.80
	D	191.40	0.00	54.90	0.00	58.50
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:30 - 15:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	38.00	171.00	30.70
	B	25.00	0.00	4.90	69.50	0.00
	C	18.00	0.00	0.00	70.50	41.80
	D	212.50	0.00	62.00	0.00	53.50
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:45 - 16:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	34.00	161.10	37.90
	B	23.90	0.00	0.00	56.90	0.00
	C	17.00	0.00	0.00	93.30	44.20
	D	160.60	0.00	40.00	1.00	44.70
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:00 - 16:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	45.40	174.50	40.30
	B	18.90	0.00	0.00	46.90	0.00
	C	18.00	0.00	1.00	69.00	36.60
	D	166.10	0.00	44.40	0.00	77.20
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Junction 1 14:45 - 15:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	6	0	0
	D	3	0	8	0

Junction 1 15:00 - 15:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	6	0	0
	D	2	0	11	0

Junction 1 15:15 - 15:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	9	2	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	0	0	0
	D	2	0	7	0

Junction 1 15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	4	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0
	D	4	0	2	0

Junction 1 15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0
	D	3	0	2	0

Junction 1 16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	4	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	1	0	0	0
	D	0	0	10	0

Junction 2 14:45 - 15:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	8	9
	B	7	0	0	8	0
	C	0	0	0	2	12
	D	4	0	2	0	9
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:00 - 15:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	6	7	6
	B	7	0	0	5	0
	C	7	0	0	5	7
	D	4	0	0	0	6
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:15 - 15:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	5	4
	B	0	0	0	9	0
	C	0	0	0	3	7
	D	3	0	2	0	10
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:30 - 15:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	2	11
	B	0	0	33	8	0
	C	0	0	0	1	5
	D	2	0	0	0	11
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:45 - 16:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	2	3
	B	5	0	0	2	0
	C	0	0	0	1	5
	D	3	0	0	0	8
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:00 - 16:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	5	7	9
	B	6	0	0	2	0
	C	0	0	0	0	13
	D	1	0	0	0	13
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.60	6.90	1.5	A	154.47	926.80
	B						
	C	0.47	3.14	0.9	A	208.73	1252.40
	D	0.65	8.80	1.9	A	186.88	1121.30
2	A	0.52	3.83	1.1	A	249.56	1497.35
	B	0.34	4.36	0.6	A	92.75	556.50
	C	0.18	3.71	0.2	A	123.28	318.30
	D	0.41	2.28	0.7	A	275.48	1311.70
	E						

Main Results for each time segment

14:45 - 15:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	172.20	172.20	172.20	0.00	0.00	162.14	325.74	0.529	171.04	225.78	0.0	1.2	6.062	A
	B						260.83				72.35				
	C	200.65	200.65	200.65	0.00	0.00	0.99	546.93	0.367	200.05	259.84	0.0	0.6	2.698	A
	D	188.30	188.30	188.30	0.00	0.00	201.04	327.57	0.575	186.89	0.00	0.0	1.4	6.740	A
2	A	259.84	259.84	259.84	0.00	0.00	42.80	518.71	0.501	258.77	200.65	0.0	1.1	3.696	A
	B	114.60	114.60	114.60	0.00	0.00	301.58	335.72	0.341	114.05	0.00	0.0	0.6	4.365	A
	C	102.50	50.20	50.20	52.30	0.00	320.51	315.39	0.159	49.99	95.11	0.0	0.2	3.713	A
	D	250.90	201.30	201.30	49.60	52.30	131.68	665.51	0.302	200.85	238.82	0.0	0.4	2.005	A
	E						243.45				89.08				

15:00 - 15:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	197.30	197.30	197.30	0.00	0.00	153.33	330.42	0.597	196.97	189.75	1.2	1.5	6.898	A
	B						270.16				80.13				
	C	169.43	169.43	169.43	0.00	0.00	0.01	547.53	0.309	169.56	270.15	0.6	0.5	2.488	A
	D	173.20	173.20	173.20	0.00	0.00	169.57	344.38	0.503	173.51	0.00	1.4	1.1	5.693	A
2	A	270.15	270.15	270.15	0.00	0.00	40.01	520.19	0.519	270.08	169.43	1.1	1.1	3.830	A
	B	100.50	100.50	100.50	0.00	0.00	310.09	331.32	0.303	100.59	0.00	0.6	0.5	4.112	A
	C	115.80	47.70	47.70	68.10	0.00	319.38	315.98	0.151	47.72	91.30	0.2	0.2	3.591	A
	D	235.20	177.50	177.50	57.70	68.10	120.75	672.83	0.264	177.58	246.35	0.4	0.4	1.873	A
	E						209.44				88.89				

15:15 - 15:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	135.60	135.60	135.60	0.00	0.00	169.29	321.94	0.421	136.34	238.86	1.5	0.8	5.020	A
	B						234.70				70.93				
	C	222.26	222.26	222.26	0.00	0.00	0.00	547.53	0.406	222.03	234.70	0.5	0.7	2.841	A
	D	186.50	186.50	186.50	0.00	0.00	222.03	316.37	0.590	186.12	0.00	1.1	1.5	7.250	A
2	A	234.70	234.70	234.70	0.00	0.00	54.86	512.33	0.458	234.95	222.26	1.1	0.9	3.394	A
	B	95.40	95.40	95.40	0.00	0.00	289.81	341.81	0.279	95.44	0.00	0.5	0.4	3.912	A
	C	112.00	43.80	43.80	68.20	0.00	276.11	338.39	0.129	43.83	109.14	0.2	0.2	3.210	A
	D	304.80	246.30	246.30	58.50	68.20	90.89	692.84	0.355	246.10	229.06	0.4	0.6	2.073	A
	E						277.11				59.88				

15:30 - 15:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	151.80	151.80	151.80	0.00	0.00	175.54	318.61	0.476	151.62	273.74	0.8	0.9	5.603	A
	B						239.41				87.75				
	C	255.35	255.35	255.35	0.00	0.00	0.00	547.53	0.466	255.16	239.41	0.7	0.9	3.139	A
	D	194.50	194.50	194.50	0.00	0.00	255.16	298.67	0.651	194.11	0.00	1.5	1.9	8.799	A
2	A	239.41	239.41	239.41	0.00	0.00	61.97	508.56	0.471	239.39	255.35	0.9	0.9	3.443	A
	B	99.40	99.40	99.40	0.00	0.00	301.36	335.84	0.296	99.37	0.00	0.4	0.4	4.068	A
	C	130.30	59.80	59.80	70.50	0.00	295.86	328.16	0.182	59.73	104.86	0.2	0.2	3.471	A
	D	328.00	274.50	274.50	53.50	70.50	115.35	676.45	0.406	274.37	240.24	0.6	0.7	2.280	A
	E						317.32				72.40				

15:45 - 16:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	122.80	122.80	122.80	0.00	0.00	172.46	320.25	0.383	123.10	224.29	0.9	0.6	4.648	A
	B						233.34				62.21				
	C	201.71	201.71	201.71	0.00	0.00	0.00	547.53	0.368	202.00	233.34	0.9	0.6	2.675	A
	D	194.40	194.40	194.40	0.00	0.00	202.00	327.06	0.594	194.75	0.00	1.9	1.5	6.964	A
2	A	233.34	233.34	233.34	0.00	0.00	41.07	519.63	0.449	233.42	201.71	0.9	0.8	3.199	A
	B	80.80	80.80	80.80	0.00	0.00	274.49	349.74	0.231	80.94	0.00	0.4	0.3	3.435	A
	C	154.50	61.20	61.20	93.30	0.00	281.26	335.72	0.182	61.20	74.16	0.2	0.2	3.391	A
	D	246.30	201.60	201.60	44.70	93.30	123.06	671.29	0.300	201.85	219.40	0.7	0.4	1.958	A
	E						242.78				82.13				

16:00 - 16:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	147.10	147.10	147.10	0.00	0.00	198.30	306.52	0.480	146.79	189.23	0.6	0.9	5.820	A
	B						259.91				85.18				
	C	203.01	203.01	203.01	0.00	0.00	0.00	547.53	0.371	203.01	259.91	0.6	0.6	2.638	A
	D	184.40	184.40	184.40	0.00	0.00	203.01	326.52	0.565	184.51	0.00	1.5	1.4	6.809	A
2	A	259.91	259.91	259.91	0.00	0.00	45.39	517.34	0.502	259.68	203.01	0.8	1.1	3.726	A
	B	65.80	65.80	65.80	0.00	0.00	305.07	333.92	0.197	65.86	0.00	0.3	0.3	3.468	A
	C	124.60	55.60	55.60	69.00	0.00	280.25	336.24	0.165	55.61	90.67	0.2	0.2	3.477	A
	D	287.70	210.50	210.50	77.20	69.00	114.76	676.85	0.311	210.49	221.10	0.4	0.5	1.938	A
	E						248.40				76.85				

FB WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.63	A
2	untitled	Standard Roundabout		A, B, C, D, E	4.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
2	A	✓			
	B		DIRECT	✓	100.000
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 1 07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	26.77	210.68	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	174.19	42.49	0.00	0.00
	D	55.10	0.00	80.63	0.00

Junction 1 08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.11	204.38	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	161.48	56.86	0.00	0.00
	D	50.66	0.00	76.91	0.00

Junction 1 08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	26.88	194.97	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	168.71	43.32	0.00	0.00
	D	59.65	0.00	100.07	0.00

Junction 1 08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	24.71	201.48	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	198.59	46.52	0.00	0.00
	D	52.62	0.00	99.14	0.00

Junction 1 08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	34.01	140.59	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	231.46	58.93	0.00	0.00
	D	69.47	1.03	77.02	0.00

Junction 1 09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	28.64	121.26	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	219.57	55.62	0.00	0.00
	D	60.68	0.00	97.90	0.00

Junction 2 07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	49.52	148.04	93.76
	B	50.97	0.00	0.00	81.05	0.00
	C	21.19	0.00	0.00	72.26	77.43
	D	144.52	0.00	21.71	0.00	61.82
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	43.94	149.59	87.77
	B	46.42	0.00	4.96	78.26	0.00
	C	17.57	0.00	1.03	82.29	91.70
	D	154.34	0.00	31.32	0.00	93.25
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	50.97	161.27	82.81
	B	50.35	0.00	0.00	84.25	0.00
	C	18.50	0.00	0.00	107.82	61.30
	D	143.18	0.00	39.18	0.00	54.89
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	56.65	170.37	73.61
	B	49.41	0.00	0.00	73.30	0.00
	C	15.51	0.00	0.00	99.04	43.42
	D	180.19	0.00	38.25	0.00	67.71
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:45 - 09:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	33.91	133.25	50.45
	B	52.72	0.00	0.00	111.65	0.00
	C	21.71	0.00	0.00	78.77	52.72
	D	215.96	0.00	55.72	0.00	74.95
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 09:00 - 09:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	46.73	137.29	35.15
	B	50.45	0.00	2.07	102.14	0.00
	C	18.61	0.00	0.00	69.16	50.03
	D	206.14	0.00	38.15	0.00	64.20
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Junction 1 07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	1	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	3	0	0
	D	2	0	5	0

Junction 1 08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	2	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	6	0	0	0
	D	0	0	3	0

Junction 1 08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	7	2	0	0
	D	6	0	15	0

Junction 1 08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	0	0	0
	D	2	0	14	0

Junction 1 08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0
	D	7	0	7	0

Junction 1 09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	13	1	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	4	0	0
	D	9	0	21	0

Junction 2 07:45 - 08:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	1	4
	B	2	0	0	0	0
	C	5	0	0	1	1
	D	3	0	0	0	4
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	2	1
	B	2	0	100	1	0
	C	0	0	0	5	4
	D	5	0	3	0	10
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	7	7	7
	B	7	0	0	4	0
	C	6	0	0	1	2
	D	5	0	3	0	6
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	8	3
	B	4	0	0	8	0
	C	0	0	0	2	0
	D	4	0	0	0	9
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:45 - 09:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	6	4	4
	B	0	0	0	4	0
	C	0	0	0	3	0
	D	4	0	2	0	8
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 09:00 - 09:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	11	10	0
	B	4	0	0	2	0
	C	0	0	0	2	4
	D	5	0	3	0	19
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.71	9.16	2.4	A	208.58	1251.49
	B						
	C	0.53	3.58	1.1	A	242.81	1456.86
	D	0.55	8.06	1.4	A	146.81	880.88
2	A	0.58	4.32	1.4	A	267.25	1603.49
	B	0.47	5.11	0.9	A	139.66	837.98
	C	0.38	5.04	0.6	A	166.68	490.74
	D	0.43	2.56	0.8	A	280.91	1268.66
	E						

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	237.46	237.46	237.46	0.00	0.00	122.40	346.86	0.685	235.32	227.87	0.0	2.1	8.031	A
	B						288.97				68.75				
	C	215.97	215.97	215.97	0.00	0.00	0.00	547.53	0.394	215.30	288.97	0.0	0.7	2.783	A
	D	135.74	135.74	135.74	0.00	0.00	215.30	319.96	0.424	134.98	0.00	0.0	0.8	5.040	A
2	A	288.97	288.97	288.97	0.00	0.00	21.66	529.91	0.545	287.76	215.97	0.0	1.2	3.781	A
	B	132.01	132.01	132.01	0.00	0.00	309.41	331.67	0.398	131.35	0.00	0.0	0.7	4.514	A
	C	170.88	98.62	98.62	72.26	0.00	370.20	289.66	0.340	98.10	70.57	0.0	0.5	4.788	A
	D	228.05	166.23	166.23	61.82	72.26	241.43	591.97	0.281	165.83	226.87	0.0	0.4	2.165	A
	E						237.62				169.64				

08:00 - 08:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	241.49	241.49	241.49	0.00	0.00	133.75	340.83	0.709	241.22	212.18	2.1	2.4	9.162	A
	B						281.19				93.79				
	C	218.31	218.31	218.31	0.00	0.00	0.00	547.53	0.399	218.29	281.19	0.7	0.7	2.842	A
	D	127.57	127.57	127.57	0.00	0.00	218.29	318.36	0.401	127.64	0.00	0.8	0.7	4.801	A
2	A	281.19	281.19	281.19	0.00	0.00	32.32	524.26	0.536	281.22	218.31	1.2	1.2	3.772	A
	B	129.64	129.64	129.64	0.00	0.00	313.54	329.53	0.393	129.62	0.00	0.7	0.7	4.664	A
	C	192.59	110.30	110.30	82.29	0.00	361.96	293.92	0.375	110.21	81.20	0.5	0.6	5.039	A
	D	278.91	185.67	185.67	93.25	82.29	244.40	589.98	0.315	185.59	227.78	0.4	0.5	2.331	A
	E						250.63				179.35				

08:15 - 08:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	221.85	221.85	221.85	0.00	0.00	143.16	335.82	0.661	222.20	228.21	2.4	2.0	8.180	A
	B						295.01				70.36				
	C	212.04	212.04	212.04	0.00	0.00	0.00	547.53	0.387	212.05	295.01	0.7	0.7	2.837	A
	D	159.72	159.72	159.72	0.00	0.00	212.05	321.69	0.497	159.32	0.00	0.7	1.1	6.147	A
2	A	295.01	295.01	295.01	0.00	0.00	39.17	520.63	0.567	294.81	212.04	1.2	1.4	4.255	A
	B	134.60	134.60	134.60	0.00	0.00	333.99	318.96	0.422	134.51	0.00	0.7	0.8	5.114	A
	C	187.63	79.81	79.81	107.82	0.00	378.40	285.41	0.280	80.02	90.10	0.6	0.4	4.504	A
	D	237.25	182.36	182.36	54.89	107.82	213.10	610.95	0.298	182.39	245.31	0.5	0.4	2.201	A
	E						251.21				144.28				

08:30 - 08:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	226.19	226.19	226.19	0.00	0.00	145.60	334.53	0.676	226.13	251.04	2.0	2.1	8.527	A
	B						300.52				71.21				
	C	245.05	245.05	245.05	0.00	0.00	0.00	547.53	0.448	244.88	300.52	0.7	0.8	3.092	A
	D	151.76	151.76	151.76	0.00	0.00	244.88	304.16	0.499	151.76	0.00	1.1	1.1	6.472	A
2	A	300.52	300.52	300.52	0.00	0.00	38.25	521.12	0.577	300.47	245.05	1.4	1.4	4.323	A
	B	122.71	122.71	122.71	0.00	0.00	338.72	316.51	0.388	122.79	0.00	0.8	0.7	4.946	A
	C	157.96	58.93	58.93	99.04	0.00	366.66	291.49	0.202	59.07	94.85	0.4	0.3	3.875	A
	D	286.15	218.44	218.44	67.71	99.04	182.11	631.72	0.346	218.34	243.62	0.4	0.5	2.253	A
	E						283.30				117.16				

08:45 - 09:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	174.61	174.61	174.61	0.00	0.00	136.95	339.13	0.515	175.61	300.36	2.1	1.1	5.706	A
	B						218.69				93.86				
	C	290.18	290.18	290.18	0.00	0.00	0.00	547.53	0.530	289.87	218.69	0.8	1.1	3.578	A
	D	147.52	147.52	147.52	0.00	0.00	289.87	280.13	0.527	147.43	0.00	1.1	1.2	7.250	A
2	A	218.69	218.69	218.69	0.00	0.00	55.66	511.90	0.427	219.34	290.18	1.4	0.8	3.221	A
	B	164.37	164.37	164.37	0.00	0.00	275.00	349.48	0.470	164.15	0.00	0.7	0.9	4.978	A
	C	153.21	74.43	74.43	78.77	0.00	349.26	300.50	0.248	74.36	89.88	0.3	0.3	3.979	A
	D	346.63	271.68	271.68	74.95	78.77	177.93	634.52	0.428	271.45	245.69	0.5	0.8	2.556	A
	E						345.84				103.55				

09:00 - 09:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	149.90	149.90	149.90	0.00	0.00	153.32	330.43	0.454	150.14	280.44	1.1	0.9	5.145	A
	B						219.10				84.35				
	C	275.32	275.32	275.32	0.00	0.00	0.00	547.53	0.503	275.40	219.10	1.1	1.1	3.470	A
	D	158.58	158.58	158.58	0.00	0.00	275.40	287.86	0.551	158.36	0.00	1.2	1.4	8.060	A
2	A	219.10	219.10	219.10	0.00	0.00	38.21	521.15	0.420	219.10	275.32	0.8	0.8	3.236	A
	B	154.65	154.65	154.65	0.00	0.00	257.30	358.63	0.431	154.77	0.00	0.9	0.8	4.538	A
	C	137.80	68.64	68.64	69.16	0.00	325.14	312.99	0.219	68.68	86.93	0.3	0.3	3.798	A
	D	308.48	244.28	244.28	64.20	69.16	154.36	650.32	0.376	244.42	239.47	0.8	0.6	2.331	A
	E						313.52				85.25				

FB WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.67	A
2	untitled	Standard Roundabout		A, B, C, D, E	3.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	14:45	16:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
2	A	✓			
	B		DIRECT	✓	100.000
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 1 14:45 - 15:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	1.04	34.16	143.07	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	168.12	40.17	0.00	0.00
	D	66.05	1.04	127.85	0.00

Junction 1 15:00 - 15:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	47.00	157.25	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	139.24	36.03	0.00	0.00
	D	56.83	0.00	122.47	0.00

Junction 1 15:15 - 15:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	26.71	113.67	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	183.65	46.59	0.00	0.00
	D	64.08	0.00	128.99	0.00

Junction 1 15:30 - 15:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	35.09	122.05	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	209.64	54.87	0.00	0.00
	D	74.23	1.04	126.09	0.00

Junction 1 15:45 - 16:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	21.74	105.39	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	166.16	42.44	0.00	0.00
	D	65.43	0.00	135.82	0.00

Junction 1 16:00 - 16:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	30.33	121.95	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	152.18	57.97	0.00	0.00
	D	43.48	0.00	147.42	0.00

Junction 2 14:45 - 15:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	54.76	164.81	51.35
	B	33.96	0.00	0.00	84.68	0.00
	C	10.35	0.00	0.00	54.14	41.62
	D	163.98	0.00	44.41	0.00	51.35
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:00 - 15:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	54.14	167.50	58.08
	B	16.46	0.00	0.00	86.55	1.04
	C	16.46	0.00	0.00	70.50	32.92
	D	142.35	0.00	40.37	1.04	59.73
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:15 - 15:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	56.11	159.74	26.81
	B	21.74	0.00	0.00	77.02	0.00
	C	10.35	0.00	0.00	70.60	34.99
	D	198.15	0.00	56.83	0.00	60.56
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:30 - 15:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	39.34	177.03	31.78
	B	25.88	0.00	5.07	71.95	0.00
	C	18.63	0.00	0.00	72.98	43.27
	D	219.99	0.00	64.18	0.00	55.39
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:45 - 16:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	35.20	166.78	39.24
	B	24.74	0.00	0.00	58.91	0.00
	C	17.60	0.00	0.00	96.59	45.76
	D	166.26	0.00	41.41	1.04	46.28
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:00 - 16:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	47.00	180.65	41.72
	B	19.57	0.00	0.00	48.55	0.00
	C	18.63	0.00	1.04	71.43	37.89
	D	171.95	0.00	45.96	0.00	79.92
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Junction 1 14:45 - 15:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	6	0	0
	D	3	0	8	0

Junction 1 15:00 - 15:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	6	0	0
	D	2	0	11	0

Junction 1 15:15 - 15:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	9	2	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	0	0	0
	D	2	0	7	0

Junction 1 15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	4	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0
	D	4	0	2	0

Junction 1 15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0
	D	3	0	2	0

Junction 1 16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	4	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	1	0	0	0
	D	0	0	10	0

Junction 2 14:45 - 15:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	8	9
	B	7	0	0	8	0
	C	0	0	0	2	12
	D	4	0	2	0	9
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:00 - 15:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	6	7	6
	B	7	0	0	5	0
	C	7	0	0	5	7
	D	4	0	0	0	6
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:15 - 15:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	5	4
	B	0	0	0	9	0
	C	0	0	0	3	7
	D	3	0	2	0	10
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:30 - 15:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	2	11
	B	0	0	33	8	0
	C	0	0	0	1	5
	D	2	0	0	0	11
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:45 - 16:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	2	3
	B	5	0	0	2	0
	C	0	0	0	1	5
	D	3	0	0	0	8
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:00 - 16:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	5	7	9
	B	6	0	0	2	0
	C	0	0	0	0	13
	D	1	0	0	0	13
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.62	7.44	1.7	A	159.91	959.46
	B						
	C	0.48	3.24	0.9	A	216.09	1296.52
	D	0.69	9.87	2.2	A	193.47	1160.82
2	A	0.54	3.99	1.2	A	258.33	1549.99
	B	0.36	4.56	0.6	A	96.02	576.11
	C	0.19	3.82	0.2	A	127.63	329.52
	D	0.42	2.35	0.7	A	285.19	1357.93
	E						

Main Results for each time segment

14:45 - 15:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	178.27	178.27	178.27	0.00	0.00	167.78	322.74	0.552	176.99	233.68	0.0	1.3	6.427	A
	B						269.89				74.88				
	C	207.70	207.70	207.70	0.00	0.00	1.03	546.91	0.380	207.07	268.87	0.0	0.6	2.755	A
	D	194.94	194.94	194.94	0.00	0.00	208.10	323.81	0.602	193.36	0.00	0.0	1.6	7.251	A
2	A	268.87	268.87	268.87	0.00	0.00	44.31	517.91	0.519	267.72	207.70	0.0	1.1	3.838	A
	B	118.64	118.64	118.64	0.00	0.00	312.03	330.32	0.359	118.04	0.00	0.0	0.6	4.556	A
	C	106.11	51.97	51.97	54.14	0.00	331.64	309.63	0.168	51.75	98.43	0.0	0.2	3.817	A
	D	259.74	208.39	208.39	51.35	54.14	136.27	662.43	0.315	207.92	247.12	0.0	0.5	2.050	A
	E						252.01				92.18				

15:00 - 15:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	204.25	204.25	204.25	0.00	0.00	158.76	327.53	0.624	203.86	196.46	1.3	1.7	7.440	A
	B						279.68				82.95				
	C	175.41	175.41	175.41	0.00	0.00	0.01	547.53	0.320	175.55	279.67	0.6	0.5	2.526	A
	D	179.30	179.30	179.30	0.00	0.00	175.55	341.19	0.526	179.67	0.00	1.6	1.2	6.025	A
2	A	279.67	279.67	279.67	0.00	0.00	41.42	519.44	0.538	279.59	175.41	1.1	1.2	3.992	A
	B	104.04	104.04	104.04	0.00	0.00	321.01	325.67	0.319	104.14	0.00	0.6	0.5	4.283	A
	C	119.88	49.38	49.38	70.50	0.00	330.64	310.15	0.159	49.40	94.52	0.2	0.2	3.691	A
	D	243.49	183.76	183.76	59.73	70.50	125.01	669.98	0.274	183.84	255.02	0.5	0.4	1.905	A
	E						216.83				92.02				

15:15 - 15:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	140.38	140.38	140.38	0.00	0.00	175.21	318.79	0.440	141.22	247.24	1.7	0.8	5.251	A
	B						242.99				73.44				
	C	230.08	230.08	230.08	0.00	0.00	0.00	547.53	0.420	229.84	242.99	0.5	0.7	2.909	A
	D	193.07	193.07	193.07	0.00	0.00	229.84	312.19	0.618	192.61	0.00	1.2	1.7	7.889	A
2	A	242.99	242.99	242.99	0.00	0.00	56.79	511.31	0.475	243.27	230.08	1.2	1.0	3.516	A
	B	98.76	98.76	98.76	0.00	0.00	300.06	336.51	0.293	98.81	0.00	0.5	0.4	4.055	A
	C	115.95	45.34	45.34	70.60	0.00	285.88	333.33	0.136	45.38	112.99	0.2	0.2	3.286	A
	D	315.54	254.98	254.98	60.56	70.60	94.11	690.68	0.369	254.77	237.15	0.4	0.6	2.124	A
	E						286.87				62.00				

15:30 - 15:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	157.15	157.15	157.15	0.00	0.00	181.66	315.36	0.498	156.95	283.33	0.8	1.0	5.905	A
	B						247.78				90.83				
	C	264.34	264.34	264.34	0.00	0.00	0.00	547.53	0.483	264.13	247.78	0.7	0.9	3.239	A
	D	201.35	201.35	201.35	0.00	0.00	264.13	293.88	0.685	200.86	0.00	1.7	2.2	9.871	A
2	A	247.78	247.78	247.78	0.00	0.00	64.15	507.41	0.488	247.75	264.34	1.0	1.0	3.569	A
	B	102.90	102.90	102.90	0.00	0.00	311.91	330.38	0.311	102.87	0.00	0.4	0.5	4.228	A
	C	134.89	61.91	61.91	72.98	0.00	306.23	322.79	0.192	61.83	108.55	0.2	0.2	3.570	A
	D	339.56	284.17	284.17	55.39	72.98	119.40	673.73	0.422	284.03	248.66	0.6	0.7	2.353	A
	E						328.49				74.95				

15:45 - 16:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	127.13	127.13	127.13	0.00	0.00	178.59	316.99	0.401	127.46	232.25	1.0	0.7	4.836	A
	B						241.63				64.42				
	C	208.83	208.83	208.83	0.00	0.00	0.00	547.53	0.381	209.14	241.63	0.9	0.6	2.732	A
	D	201.25	201.25	201.25	0.00	0.00	209.14	323.25	0.623	201.70	0.00	2.2	1.7	7.586	A
2	A	241.63	241.63	241.63	0.00	0.00	42.52	518.86	0.466	241.72	208.83	1.0	0.9	3.307	A
	B	83.65	83.65	83.65	0.00	0.00	284.23	344.70	0.243	83.80	0.00	0.5	0.3	3.540	A
	C	159.94	63.36	63.36	96.59	0.00	291.24	330.55	0.192	63.36	76.79	0.2	0.2	3.484	A
	D	254.98	208.70	208.70	46.28	96.59	127.41	668.37	0.312	208.98	227.19	0.7	0.5	2.001	A
	E						251.35				85.04				

16:00 - 16:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	152.28	152.28	152.28	0.00	0.00	205.29	302.80	0.503	151.94	195.92	0.7	1.0	6.160	A
	B						269.05				88.18				
	C	210.16	210.16	210.16	0.00	0.00	0.00	547.53	0.384	210.17	269.05	0.6	0.6	2.694	A
	D	190.90	190.90	190.90	0.00	0.00	210.17	322.70	0.592	191.04	0.00	1.7	1.6	7.344	A
2	A	269.05	269.05	269.05	0.00	0.00	46.99	516.49	0.521	268.79	210.16	0.9	1.2	3.874	A
	B	68.12	68.12	68.12	0.00	0.00	315.78	328.37	0.207	68.18	0.00	0.3	0.3	3.573	A
	C	128.99	57.56	57.56	71.43	0.00	290.10	331.14	0.174	57.58	93.86	0.2	0.2	3.564	A
	D	297.84	217.92	217.92	79.92	71.43	118.80	674.14	0.323	217.90	228.88	0.5	0.5	1.981	A
	E						257.15				79.55				

FB+CD WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	7.04	A
2	untitled	Standard Roundabout		A, B, C, D, E	4.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
2	A	✓			
	B		DIRECT	✓	100.000
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 1 07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	26.77	214.93	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	175.44	47.74	0.00	0.00
	D	55.10	0.00	83.38	0.00

Junction 1 08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.11	208.63	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	162.73	62.11	0.00	0.00
	D	50.66	0.00	79.66	0.00

Junction 1 08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	26.88	199.22	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	169.96	48.57	0.00	0.00
	D	59.65	0.00	102.82	0.00

Junction 1 08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	24.71	205.73	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	199.84	51.77	0.00	0.00
	D	52.62	0.00	101.89	0.00

Junction 1 08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	34.01	144.84	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	232.71	64.18	0.00	0.00
	D	69.47	1.03	79.77	0.00

Junction 1 09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	28.64	125.51	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	220.82	60.87	0.00	0.00
	D	60.68	0.00	100.65	0.00

Junction 2 07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	49.52	155.04	93.76
	B	50.97	0.00	0.00	97.55	0.00
	C	21.19	0.00	0.00	80.76	77.43
	D	151.02	0.00	24.46	0.00	62.57
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	43.94	156.59	87.77
	B	46.42	0.00	4.96	94.76	0.00
	C	17.57	0.00	1.03	90.79	91.70
	D	160.84	0.00	34.07	0.00	94.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	50.97	168.27	82.81
	B	50.35	0.00	0.00	100.75	0.00
	C	18.50	0.00	0.00	116.32	61.30
	D	149.68	0.00	41.93	0.00	55.64
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	56.65	177.37	73.61
	B	49.41	0.00	0.00	89.80	0.00
	C	15.51	0.00	0.00	107.54	43.42
	D	186.69	0.00	41.00	0.00	68.46
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:45 - 09:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	33.91	140.25	50.45
	B	52.72	0.00	0.00	128.15	0.00
	C	21.71	0.00	0.00	87.27	52.72
	D	222.46	0.00	58.47	0.00	75.70
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 09:00 - 09:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	46.73	144.29	35.15
	B	50.45	0.00	2.07	118.64	0.00
	C	18.61	0.00	0.00	77.66	50.03
	D	212.64	0.00	40.90	0.00	64.95
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Junction 1 07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	1	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	2	0	0
	D	2	0	5	0

Junction 1 08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	2	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	0	0	0
	D	0	0	3	0

Junction 1 08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	7	2	0	0
	D	6	0	14	0

Junction 1 08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	0	0	0
	D	2	0	14	0

Junction 1 08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0
	D	7	0	7	0

Junction 1 09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	13	1	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	4	0	0
	D	9	0	20	0

Junction 2 07:45 - 08:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	1	4
	B	2	0	0	0	0
	C	5	0	0	1	1
	D	3	0	0	0	3
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	2	1
	B	2	0	100	1	0
	C	0	0	0	5	4
	D	5	0	3	0	10
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	7	7	7
	B	7	0	0	3	0
	C	6	0	0	1	2
	D	5	0	3	0	6
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	8	3
	C	0	0	0	2	0
	D	4	0	0	0	9
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:45 - 09:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	6	4	4
	B	0	0	0	3	0
	C	0	0	0	2	0
	D	3	0	2	0	8
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 09:00 - 09:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	11	10	0
	B	4	0	0	2	0
	C	0	0	0	1	4
	D	5	0	3	0	19
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.73	10.00	2.7	A	212.83	1276.99
	B						
	C	0.54	3.67	1.2	A	249.30	1495.80
	D	0.57	8.44	1.5	A	149.56	897.38
2	A	0.59	4.49	1.5	A	274.23	1645.36
	B	0.53	5.76	1.1	A	156.16	936.98
	C	0.39	5.40	0.7	A	175.18	490.74
	D	0.44	2.62	0.8	A	290.91	1324.16
	E						

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	241.71	241.71	241.71	0.00	0.00	130.33	342.65	0.705	239.36	229.06	0.0	2.3	8.642	A
	B						295.75				73.94				
	C	222.41	222.41	222.41	0.00	0.00	0.00	547.53	0.406	221.71	295.75	0.0	0.7	2.836	A
	D	138.49	138.49	138.49	0.00	0.00	221.71	316.54	0.438	137.69	0.00	0.0	0.8	5.206	A
2	A	295.75	295.75	295.75	0.00	0.00	24.40	528.46	0.560	294.46	222.41	0.0	1.3	3.909	A
	B	148.51	148.51	148.51	0.00	0.00	318.86	326.78	0.454	147.68	0.00	0.0	0.8	5.037	A
	C	179.38	98.62	98.62	80.76	0.00	393.27	277.71	0.355	98.06	73.28	0.0	0.6	5.103	A
	D	238.05	175.48	175.48	62.57	80.76	241.30	592.06	0.296	175.05	250.04	0.0	0.4	2.209	A
	E						246.80				169.54				

08:00 - 08:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	245.74	245.74	245.74	0.00	0.00	141.75	336.57	0.730	245.43	213.43	2.3	2.7	9.999	A
	B						288.16				99.02				
	C	224.81	224.81	224.81	0.00	0.00	0.00	547.53	0.411	224.79	288.16	0.7	0.7	2.896	A
	D	130.32	130.32	130.32	0.00	0.00	224.79	314.89	0.414	130.39	0.00	0.8	0.7	4.962	A
2	A	288.16	288.16	288.16	0.00	0.00	35.07	522.80	0.551	288.18	224.81	1.3	1.3	3.907	A
	B	146.14	146.14	146.14	0.00	0.00	323.25	324.51	0.450	146.12	0.00	0.8	0.8	5.207	A
	C	201.09	110.30	110.30	90.79	0.00	385.43	281.77	0.391	110.21	83.94	0.6	0.7	5.396	A
	D	288.91	194.92	194.92	94.00	90.79	244.39	589.99	0.330	194.83	251.25	0.4	0.5	2.380	A
	E						259.88				179.34				

08:15 - 08:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	226.10	226.10	226.10	0.00	0.00	151.15	331.58	0.682	226.50	229.45	2.7	2.3	8.849	A
	B						302.03				75.62				
	C	218.53	218.53	218.53	0.00	0.00	0.00	547.53	0.399	218.55	302.03	0.7	0.7	2.890	A
	D	162.47	162.47	162.47	0.00	0.00	218.55	318.22	0.511	162.05	0.00	0.7	1.1	6.377	A
2	A	302.03	302.03	302.03	0.00	0.00	41.92	519.18	0.582	301.82	218.53	1.3	1.5	4.414	A
	B	151.10	151.10	151.10	0.00	0.00	343.74	313.91	0.481	150.99	0.00	0.8	1.0	5.757	A
	C	196.13	79.81	79.81	116.32	0.00	401.87	273.25	0.292	80.04	92.86	0.7	0.4	4.786	A
	D	247.25	191.61	191.61	55.64	116.32	213.12	610.94	0.314	191.64	268.79	0.5	0.5	2.246	A
	E						260.46				144.30				

08:30 - 08:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	230.44	230.44	230.44	0.00	0.00	153.59	330.28	0.698	230.38	252.29	2.3	2.3	9.245	A
	B						307.51				76.46				
	C	251.55	251.55	251.55	0.00	0.00	0.00	547.53	0.459	251.38	307.51	0.7	0.9	3.157	A
	D	154.51	154.51	154.51	0.00	0.00	251.38	300.69	0.514	154.50	0.00	1.1	1.1	6.732	A
2	A	307.51	307.51	307.51	0.00	0.00	41.00	519.67	0.592	307.46	251.55	1.5	1.5	4.489	A
	B	139.21	139.21	139.21	0.00	0.00	348.46	311.47	0.447	139.30	0.00	1.0	0.9	5.523	A
	C	166.46	58.93	58.93	107.54	0.00	390.16	279.32	0.211	59.08	97.60	0.4	0.3	4.091	A
	D	296.15	227.69	227.69	68.46	107.54	182.13	631.71	0.360	227.59	267.12	0.5	0.6	2.301	A
	E						292.55				117.16				

08:45 - 09:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	178.86	178.86	178.86	0.00	0.00	144.93	334.88	0.534	179.98	301.58	2.3	1.2	6.028	A
	B						225.81				99.11				
	C	296.67	296.67	296.67	0.00	0.00	0.00	547.53	0.542	296.34	225.81	0.9	1.2	3.669	A
	D	150.27	150.27	150.27	0.00	0.00	296.34	276.67	0.543	150.16	0.00	1.1	1.3	7.596	A
2	A	225.81	225.81	225.81	0.00	0.00	58.41	510.45	0.442	226.49	296.67	1.5	0.8	3.315	A
	B	180.87	180.87	180.87	0.00	0.00	284.90	344.35	0.525	180.61	0.00	0.9	1.1	5.616	A
	C	161.71	74.43	74.43	87.27	0.00	372.87	288.28	0.258	74.36	92.65	0.3	0.3	4.206	A
	D	356.63	280.93	280.93	75.70	87.27	177.95	634.50	0.443	280.69	269.27	0.6	0.8	2.621	A
	E						355.07				103.57				

09:00 - 09:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	154.15	154.15	154.15	0.00	0.00	161.31	326.18	0.473	154.41	281.70	1.2	0.9	5.397	A
	B						226.11				89.61				
	C	281.83	281.83	281.83	0.00	0.00	0.00	547.53	0.515	281.91	226.11	1.2	1.1	3.551	A
	D	161.33	161.33	161.33	0.00	0.00	281.91	284.38	0.567	161.09	0.00	1.3	1.5	8.440	A
2	A	226.11	226.11	226.11	0.00	0.00	40.96	519.69	0.435	226.10	281.83	0.8	0.8	3.318	A
	B	171.15	171.15	171.15	0.00	0.00	267.06	353.58	0.484	171.30	0.00	1.1	1.0	5.065	A
	C	146.30	68.64	68.64	77.66	0.00	348.68	300.80	0.228	68.68	89.68	0.3	0.3	4.000	A
	D	318.48	253.53	253.53	64.95	77.66	154.37	650.31	0.390	253.67	262.99	0.8	0.7	2.379	A
	E						322.79				85.25				

FB+CD WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	7.39	A
2	untitled	Standard Roundabout		A, B, C, D, E	3.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	14:45	16:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
2	A	✓			
	B		DIRECT	✓	100.000
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 1 14:45 - 15:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	1.04	34.16	144.32	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	173.12	59.17	0.00	0.00
	D	66.05	1.04	128.60	0.00

Junction 1 15:00 - 15:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	47.00	158.50	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	144.24	55.03	0.00	0.00
	D	56.83	0.00	123.22	0.00

Junction 1 15:15 - 15:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	26.71	114.92	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	188.65	65.59	0.00	0.00
	D	64.08	0.00	129.74	0.00

Junction 1 15:30 - 15:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	35.09	123.30	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	214.64	73.87	0.00	0.00
	D	74.23	1.04	126.84	0.00

Junction 1 15:45 - 16:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	21.74	106.64	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	171.16	61.44	0.00	0.00
	D	65.43	0.00	136.57	0.00

Junction 1 16:00 - 16:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	30.33	123.20	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	157.18	76.97	0.00	0.00
	D	43.48	0.00	148.17	0.00

Junction 2 14:45 - 15:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	54.76	166.81	51.35
	B	33.96	0.00	0.00	89.18	0.00
	C	10.35	0.00	0.00	56.39	41.62
	D	187.98	0.00	54.41	0.00	54.60
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:00 - 15:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	54.14	169.50	58.08
	B	16.46	0.00	0.00	91.05	1.04
	C	16.46	0.00	0.00	72.75	32.92
	D	166.35	0.00	50.37	1.04	62.98
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:15 - 15:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	56.11	161.74	26.81
	B	21.74	0.00	0.00	81.52	0.00
	C	10.35	0.00	0.00	72.85	34.99
	D	222.15	0.00	66.83	0.00	63.81
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:30 - 15:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	39.34	179.03	31.78
	B	25.88	0.00	5.07	76.45	0.00
	C	18.63	0.00	0.00	75.23	43.27
	D	243.99	0.00	74.18	0.00	58.64
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:45 - 16:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	35.20	168.78	39.24
	B	24.74	0.00	0.00	63.41	0.00
	C	17.60	0.00	0.00	98.84	45.76
	D	190.26	0.00	51.41	1.04	49.53
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:00 - 16:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	47.00	182.65	41.72
	B	19.57	0.00	0.00	53.05	0.00
	C	18.63	0.00	1.04	73.68	37.89
	D	195.95	0.00	55.96	0.00	83.17
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Junction 1 14:45 - 15:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	4	0	0
	D	3	0	8	0

Junction 1 15:00 - 15:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	4	0	0
	D	2	0	11	0

Junction 1 15:15 - 15:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	9	2	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0
	D	2	0	7	0

Junction 1 15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	4	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0
	D	4	0	2	0

Junction 1 15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0
	D	3	0	2	0

Junction 1 16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	1	0	0	0
	D	0	0	10	0

Junction 2 14:45 - 15:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	8	9
	B	7	0	0	8	0
	C	0	0	0	2	12
	D	3	0	2	0	9
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:00 - 15:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	6	7	6
	B	7	0	0	5	0
	C	7	0	0	5	7
	D	3	0	0	0	5
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:15 - 15:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	5	4
	B	0	0	0	9	0
	C	0	0	0	3	7
	D	3	0	2	0	9
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:30 - 15:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	2	11
	B	0	0	33	8	0
	C	0	0	0	1	5
	D	2	0	0	0	11
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:45 - 16:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	2	3
	B	5	0	0	2	0
	C	0	0	0	1	5
	D	2	0	0	0	7
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:00 - 16:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	5	7	9
	B	6	0	0	2	0
	C	0	0	0	0	13
	D	1	0	0	0	12
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.65	8.21	1.8	A	161.16	966.96
	B						
	C	0.53	3.53	1.1	A	240.07	1440.43
	D	0.72	11.49	2.5	B	194.22	1165.32
2	A	0.55	4.11	1.3	A	260.29	1561.76
	B	0.38	4.78	0.7	A	100.52	603.11
	C	0.19	3.87	0.2	A	129.88	329.52
	D	0.47	2.57	0.9	A	322.44	1561.93
	E						

Main Results for each time segment

14:45 - 15:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	179.52	179.52	179.52	0.00	0.00	187.27	312.38	0.575	178.13	238.53	0.0	1.4	6.964	A
	B						271.67				93.72				
	C	231.61	231.61	231.61	0.00	0.00	1.03	546.91	0.423	230.85	270.65	0.0	0.8	2.946	A
	D	195.69	195.69	195.69	0.00	0.00	231.88	311.11	0.629	193.93	0.00	0.0	1.8	8.054	A
2	A	270.65	270.65	270.65	0.00	0.00	54.28	512.63	0.528	269.46	231.61	0.0	1.2	3.946	A
	B	123.14	123.14	123.14	0.00	0.00	323.74	324.26	0.380	122.49	0.00	0.0	0.7	4.778	A
	C	108.36	51.97	51.97	56.39	0.00	337.88	306.40	0.170	51.75	108.35	0.0	0.2	3.866	A
	D	296.99	242.39	242.39	54.60	56.39	136.22	662.47	0.366	241.80	253.40	0.0	0.6	2.203	A
	E						285.89				92.13				

15:00 - 15:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	205.50	205.50	205.50	0.00	0.00	178.57	317.00	0.648	205.05	201.50	1.4	1.8	8.209	A
	B						281.67				101.95				
	C	199.42	199.42	199.42	0.00	0.00	0.01	547.53	0.364	199.58	281.66	0.8	0.6	2.686	A
	D	180.05	180.05	180.05	0.00	0.00	199.59	328.35	0.548	180.49	0.00	1.8	1.3	6.581	A
2	A	281.66	281.66	281.66	0.00	0.00	51.43	514.14	0.548	281.57	199.42	1.2	1.3	4.115	A
	B	108.54	108.54	108.54	0.00	0.00	333.00	319.47	0.340	108.65	0.00	0.7	0.5	4.492	A
	C	122.13	49.38	49.38	72.75	0.00	337.13	306.78	0.161	49.40	104.52	0.2	0.2	3.740	A
	D	280.74	217.76	217.76	62.98	72.75	125.01	669.98	0.325	217.85	261.52	0.6	0.5	2.041	A
	E						250.85				92.02				

15:15 - 15:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	141.63	141.63	141.63	0.00	0.00	194.87	308.34	0.459	142.59	252.18	1.8	0.9	5.630	A
	B						245.02				92.44				
	C	254.06	254.06	254.06	0.00	0.00	0.00	547.53	0.464	253.78	245.02	0.6	0.9	3.138	A
	D	193.82	193.82	193.82	0.00	0.00	253.78	299.41	0.647	193.27	0.00	1.3	1.9	8.873	A
2	A	245.02	245.02	245.02	0.00	0.00	66.78	506.01	0.484	245.30	254.06	1.3	1.0	3.613	A
	B	103.26	103.26	103.26	0.00	0.00	312.09	330.29	0.313	103.32	0.00	0.5	0.5	4.233	A
	C	118.20	45.34	45.34	72.85	0.00	292.41	329.94	0.137	45.38	122.99	0.2	0.2	3.325	A
	D	352.79	288.98	288.98	63.81	72.85	94.11	690.68	0.418	288.74	243.68	0.5	0.7	2.296	A
	E						320.84				62.01				

15:30 - 15:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	158.40	158.40	158.40	0.00	0.00	201.30	304.92	0.519	158.18	288.24	0.9	1.1	6.372	A
	B						249.68				109.80				
	C	288.32	288.32	288.32	0.00	0.00	0.00	547.53	0.527	288.07	249.68	0.9	1.1	3.529	A
	D	202.10	202.10	202.10	0.00	0.00	288.07	281.09	0.719	201.46	0.00	1.9	2.5	11.494	B
2	A	249.68	249.68	249.68	0.00	0.00	74.14	502.12	0.497	249.66	288.32	1.0	1.0	3.670	A
	B	107.40	107.40	107.40	0.00	0.00	323.80	324.23	0.331	107.37	0.00	0.5	0.5	4.423	A
	C	137.14	61.91	61.91	75.23	0.00	312.64	319.47	0.194	61.83	118.52	0.2	0.2	3.616	A
	D	376.81	318.17	318.17	58.64	75.23	119.39	673.74	0.472	318.00	255.08	0.7	0.9	2.571	A
	E						362.46				74.93				

15:45 - 16:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	128.38	128.38	128.38	0.00	0.00	198.45	306.43	0.419	128.75	237.35	1.1	0.7	5.161	A
	B						243.73				83.48				
	C	232.87	232.87	232.87	0.00	0.00	0.00	547.53	0.425	233.23	243.73	1.1	0.8	2.934	A
	D	202.00	202.00	202.00	0.00	0.00	233.23	310.38	0.651	202.57	0.00	2.5	1.9	8.568	A
2	A	243.73	243.73	243.73	0.00	0.00	52.53	513.56	0.475	243.81	232.87	1.0	0.9	3.394	A
	B	88.15	88.15	88.15	0.00	0.00	296.34	338.43	0.260	88.31	0.00	0.5	0.4	3.688	A
	C	162.19	63.36	63.36	98.84	0.00	297.83	327.14	0.194	63.36	86.82	0.2	0.2	3.529	A
	D	292.23	242.70	242.70	49.53	98.84	127.42	668.36	0.363	243.03	233.77	0.9	0.6	2.155	A
	E						285.40				85.05				

16:00 - 16:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	153.53	153.53	153.53	0.00	0.00	225.05	292.30	0.525	153.15	200.95	0.7	1.1	6.674	A
	B						271.03				107.16				
	C	234.16	234.16	234.16	0.00	0.00	0.00	547.53	0.428	234.17	271.03	0.8	0.8	2.897	A
	D	191.65	191.65	191.65	0.00	0.00	234.17	309.88	0.618	191.83	0.00	1.9	1.8	8.194	A
2	A	271.03	271.03	271.03	0.00	0.00	56.99	511.20	0.530	270.76	234.16	0.9	1.2	3.989	A
	B	72.62	72.62	72.62	0.00	0.00	327.75	322.18	0.225	72.68	0.00	0.4	0.3	3.719	A
	C	131.24	57.56	57.56	73.68	0.00	296.57	327.79	0.176	57.58	103.85	0.2	0.2	3.609	A
	D	335.09	251.92	251.92	83.17	73.68	118.80	674.14	0.374	251.90	235.35	0.6	0.6	2.140	A
	E						291.15				79.55				

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	9.01	A
2	untitled	Standard Roundabout		A, B, C, D, E	4.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
2	A	✓			
	B		DIRECT	✓	100.000
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 1 07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	26.77	214.93	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	175.44	47.74	0.00	0.00
	D	55.10	0.00	100.06	0.00

Junction 1 08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.11	208.63	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	162.73	62.11	0.00	0.00
	D	50.66	0.00	122.34	0.00

Junction 1 08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	26.88	199.22	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	169.96	48.57	0.00	0.00
	D	59.65	0.00	145.49	0.00

Junction 1 08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	24.71	205.73	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	199.84	51.77	0.00	0.00
	D	52.62	0.00	144.56	0.00

Junction 1 08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	34.01	144.84	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	232.71	64.18	0.00	0.00
	D	69.47	1.03	122.44	0.00

Junction 1 09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	28.64	125.51	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	220.82	60.87	0.00	0.00
	D	60.68	0.00	117.32	0.00

Junction 2 07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	49.52	171.71	93.76
	B	50.97	0.00	0.00	97.55	0.00
	C	21.19	0.00	0.00	80.76	77.43
	D	151.02	0.00	24.46	0.00	79.25
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	43.94	199.26	87.77
	B	46.42	0.00	4.96	94.76	0.00
	C	17.57	0.00	1.03	90.79	91.70
	D	160.84	0.00	34.07	0.00	110.67
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	50.97	210.94	82.81
	B	50.35	0.00	0.00	100.75	0.00
	C	18.50	0.00	0.00	116.32	61.30
	D	149.68	0.00	41.93	0.00	72.32
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	56.65	220.04	73.61
	B	49.41	0.00	0.00	89.80	0.00
	C	15.51	0.00	0.00	107.54	43.42
	D	186.69	0.00	41.00	0.00	85.14
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:45 - 09:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	33.91	182.93	50.45
	B	52.72	0.00	0.00	128.15	0.00
	C	21.71	0.00	0.00	87.27	52.72
	D	222.46	0.00	58.47	0.00	92.37
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 09:00 - 09:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	46.73	160.96	35.15
	B	50.45	0.00	2.07	118.64	0.00
	C	18.61	0.00	0.00	77.66	50.03
	D	212.64	0.00	40.90	0.00	81.62
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Junction 1 07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	1	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	2	0	0
	D	2	0	12	0

Junction 1 08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	2	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	0	0	0
	D	0	0	7	0

Junction 1 08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	7	2	0	0
	D	6	0	15	0

Junction 1 08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	0	0	0
	D	2	0	15	0

Junction 1 08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0
	D	7	0	11	0

Junction 1 09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	13	1	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	4	0	0
	D	9	0	26	0

Junction 2 07:45 - 08:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	5	4
	B	2	0	0	0	0
	C	5	0	0	1	1
	D	3	0	0	0	12
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	5	1
	B	2	0	100	1	0
	C	0	0	0	5	4
	D	5	0	3	0	16
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	7	9	7
	B	7	0	0	3	0
	C	6	0	0	1	2
	D	5	0	3	0	15
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	10	3
	B	4	0	0	6	0
	C	0	0	0	2	0
	D	4	0	0	0	17
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:45 - 09:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	6	7	4
	B	0	0	0	3	0
	C	0	0	0	2	0
	D	3	0	2	0	15
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 09:00 - 09:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	11	14	0
	B	4	0	0	2	0
	C	0	0	0	1	4
	D	5	0	3	0	27
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.78	13.04	3.5	B	212.83	1276.99
	B						
	C	0.54	3.67	1.2	A	249.30	1495.78
	D	0.70	11.60	2.4	B	183.57	1101.43
2	A	0.67	5.68	2.2	A	308.16	1848.94
	B	0.56	6.65	1.3	A	156.16	936.98
	C	0.42	6.17	0.7	A	175.18	490.74
	D	0.44	2.62	0.8	A	307.59	1324.16
	E						

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	241.71	241.71	241.71	0.00	0.00	146.82	333.88	0.724	239.15	229.00	0.0	2.6	9.389	A
	B						312.06				73.91				
	C	222.39	222.39	222.39	0.00	0.00	0.00	547.53	0.406	221.69	312.06	0.0	0.7	2.836	A
	D	155.16	155.16	155.16	0.00	0.00	221.69	316.55	0.490	154.13	0.00	0.0	1.0	5.951	A
2	A	312.06	312.06	312.06	0.00	0.00	24.40	528.46	0.591	310.58	222.39	0.0	1.5	4.270	A
	B	148.51	148.51	148.51	0.00	0.00	334.97	318.44	0.466	147.64	0.00	0.0	0.9	5.280	A
	C	179.38	98.62	98.62	80.76	0.00	409.40	269.36	0.366	98.04	73.22	0.0	0.6	5.349	A
	D	254.73	175.48	175.48	79.25	80.76	241.15	592.16	0.296	175.05	266.28	0.0	0.4	2.209	A
	E						246.79				169.42				

08:00 - 08:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	245.74	245.74	245.74	0.00	0.00	184.15	314.04	0.783	244.84	213.37	2.6	3.5	13.036	B
	B						330.07				98.92				
	C	224.78	224.78	224.78	0.00	0.00	0.00	547.53	0.411	224.76	330.07	0.7	0.7	2.896	A
	D	172.99	172.99	172.99	0.00	0.00	224.76	314.90	0.549	172.76	0.00	1.0	1.3	6.638	A
2	A	330.07	330.07	330.07	0.00	0.00	35.07	522.81	0.631	329.81	224.78	1.5	1.7	4.820	A
	B	146.14	146.14	146.14	0.00	0.00	364.88	302.97	0.482	146.06	0.00	0.9	1.0	5.915	A
	C	201.09	110.30	110.30	90.79	0.00	427.12	260.18	0.424	110.14	83.82	0.6	0.7	6.166	A
	D	305.59	194.92	194.92	110.67	90.79	244.06	590.21	0.330	194.83	293.19	0.4	0.5	2.378	A
	E						259.85				179.04				

08:15 - 08:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	226.10	226.10	226.10	0.00	0.00	193.59	309.02	0.732	226.65	229.37	3.5	2.9	11.329	B
	B						344.57				75.66				
	C	218.52	218.52	218.52	0.00	0.00	0.00	547.53	0.399	218.54	344.57	0.7	0.7	2.888	A
	D	205.14	205.14	205.14	0.00	0.00	218.54	318.23	0.645	204.42	0.00	1.3	2.0	8.827	A
2	A	344.57	344.57	344.57	0.00	0.00	41.92	519.18	0.664	344.23	218.52	1.7	2.1	5.538	A
	B	151.10	151.10	151.10	0.00	0.00	386.15	291.97	0.518	150.95	0.00	1.0	1.1	6.649	A
	C	196.13	79.81	79.81	116.32	0.00	444.28	251.29	0.318	80.07	92.82	0.7	0.5	5.405	A
	D	263.93	191.61	191.61	72.32	116.32	213.09	610.96	0.314	191.64	311.26	0.5	0.5	2.244	A
	E						260.44				144.29				

08:30 - 08:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	230.44	230.44	230.44	0.00	0.00	196.19	307.64	0.749	230.36	252.29	2.9	3.0	11.936	B
	B						350.08				76.47				
	C	251.56	251.56	251.56	0.00	0.00	0.00	547.53	0.459	251.38	350.08	0.7	0.9	3.157	A
	D	197.18	197.18	197.18	0.00	0.00	251.38	300.69	0.656	197.10	0.00	2.0	2.1	9.639	A
2	A	350.08	350.08	350.08	0.00	0.00	41.00	519.67	0.674	350.00	251.56	2.1	2.2	5.679	A
	B	139.21	139.21	139.21	0.00	0.00	391.00	289.46	0.481	139.32	0.00	1.1	1.0	6.335	A
	C	166.46	58.93	58.93	107.54	0.00	432.75	257.26	0.229	59.11	97.57	0.5	0.3	4.546	A
	D	312.83	227.69	227.69	85.14	107.54	182.14	631.70	0.360	227.59	309.71	0.5	0.6	2.301	A
	E						292.56				117.17				

08:45 - 09:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	178.86	178.86	178.86	0.00	0.00	187.49	312.26	0.573	180.44	301.44	3.0	1.4	7.115	A
	B						268.79				99.13				
	C	296.66	296.66	296.66	0.00	0.00	0.00	547.53	0.542	296.34	268.79	0.9	1.2	3.669	A
	D	192.95	192.95	192.95	0.00	0.00	296.34	276.68	0.697	192.59	0.00	2.1	2.4	11.603	B
2	A	268.79	268.79	268.79	0.00	0.00	58.41	510.45	0.527	269.78	296.66	2.2	1.2	3.987	A
	B	180.87	180.87	180.87	0.00	0.00	328.19	321.96	0.562	180.57	0.00	1.0	1.3	6.500	A
	C	161.71	74.43	74.43	87.27	0.00	416.05	265.91	0.280	74.35	92.71	0.3	0.4	4.696	A
	D	373.30	280.93	280.93	92.37	87.27	178.01	634.47	0.443	280.69	312.39	0.6	0.8	2.621	A
	E						355.07				103.64				

09:00 - 09:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	154.15	154.15	154.15	0.00	0.00	178.45	317.07	0.486	154.57	281.89	1.4	1.0	5.708	A
	B						243.36				89.66				
	C	281.87	281.87	281.87	0.00	0.00	0.00	547.53	0.515	281.96	243.36	1.2	1.1	3.552	A
	D	178.01	178.01	178.01	0.00	0.00	281.96	284.36	0.626	178.38	0.00	2.4	2.0	10.209	B
2	A	243.36	243.36	243.36	0.00	0.00	40.96	519.69	0.468	243.57	281.87	1.2	1.0	3.615	A
	B	171.15	171.15	171.15	0.00	0.00	284.53	344.55	0.497	171.42	0.00	1.3	1.0	5.335	A
	C	146.30	68.64	68.64	77.66	0.00	366.15	291.76	0.235	68.71	89.80	0.4	0.3	4.161	A
	D	335.16	253.53	253.53	81.62	77.66	154.54	650.19	0.390	253.67	280.32	0.8	0.7	2.382	A
	E						322.83				85.38				

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	8.80	A
2	untitled	Standard Roundabout		A, B, C, D, E	3.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	14:45	16:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
2	A	✓			
	B		DIRECT	✓	100.000
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 1 14:45 - 15:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	1.04	34.16	144.32	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	173.12	59.17	0.00	0.00
	D	66.05	1.04	145.28	0.00

Junction 1 15:00 - 15:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	47.00	158.50	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	144.24	55.03	0.00	0.00
	D	56.83	0.00	139.89	0.00

Junction 1 15:15 - 15:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	26.71	114.92	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	188.65	65.59	0.00	0.00
	D	64.08	0.00	146.42	0.00

Junction 1 15:30 - 15:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	35.09	123.30	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	214.64	73.87	0.00	0.00
	D	74.23	1.04	143.52	0.00

Junction 1 15:45 - 16:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	21.74	106.64	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	171.16	61.44	0.00	0.00
	D	65.43	0.00	153.25	0.00

Junction 1 16:00 - 16:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	30.33	123.20	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	157.18	76.97	0.00	0.00
	D	43.48	0.00	164.84	0.00

Junction 2 14:45 - 15:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	54.76	183.49	51.35
	B	33.96	0.00	0.00	89.18	0.00
	C	10.35	0.00	0.00	56.39	41.62
	D	187.98	0.00	54.41	0.00	71.27
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:00 - 15:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	54.14	186.18	58.08
	B	16.46	0.00	0.00	91.05	1.04
	C	16.46	0.00	0.00	72.75	32.92
	D	166.35	0.00	50.37	1.04	79.66
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:15 - 15:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	56.11	178.41	26.81
	B	21.74	0.00	0.00	81.52	0.00
	C	10.35	0.00	0.00	72.85	34.99
	D	222.15	0.00	66.83	0.00	80.49
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:30 - 15:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	39.34	195.70	31.78
	B	25.88	0.00	5.07	76.45	0.00
	C	18.63	0.00	0.00	75.23	43.27
	D	243.99	0.00	74.18	0.00	75.31
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:45 - 16:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	35.20	185.45	39.24
	B	24.74	0.00	0.00	63.41	0.00
	C	17.60	0.00	0.00	98.84	45.76
	D	190.26	0.00	51.41	1.04	66.20
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:00 - 16:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	47.00	199.32	41.72
	B	19.57	0.00	0.00	53.05	0.00
	C	18.63	0.00	1.04	73.68	37.89
	D	195.95	0.00	55.96	0.00	125.85
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Junction 1 14:45 - 15:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	4	0	0
	D	3	0	13	0

Junction 1 15:00 - 15:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	4	0	0
	D	2	0	15	0

Junction 1 15:15 - 15:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	9	2	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0
	D	2	0	11	0

Junction 1 15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	4	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0
	D	4	0	6	0

Junction 1 15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0
	D	3	0	6	0

Junction 1 16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	1	0	0	0
	D	0	0	13	0

Junction 2 14:45 - 15:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	12	9
	B	7	0	0	8	0
	C	0	0	0	2	12
	D	3	0	2	0	18
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:00 - 15:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	6	10	6
	B	7	0	0	5	0
	C	7	0	0	5	7
	D	3	0	0	0	14
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:15 - 15:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	8	4
	B	0	0	0	9	0
	C	0	0	0	3	7
	D	3	0	2	0	18
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:30 - 15:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	5	11
	B	0	0	33	8	0
	C	0	0	0	1	5
	D	2	0	0	0	20
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:45 - 16:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	5	3
	B	5	0	0	2	0
	C	0	0	0	1	5
	D	2	0	0	0	18
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:00 - 16:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	5	10	9
	B	6	0	0	2	0
	C	0	0	0	0	13
	D	1	0	0	0	14
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.67	8.90	2.0	A	161.16	966.96
	B						
	C	0.53	3.53	1.1	A	240.07	1440.43
	D	0.78	14.71	3.5	B	210.89	1265.37
2	A	0.58	4.52	1.5	A	276.88	1661.28
	B	0.39	4.98	0.7	A	100.52	603.11
	C	0.20	4.00	0.3	A	129.88	329.52
	D	0.47	2.57	0.9	A	343.45	1561.93
	E						

Main Results for each time segment

14:45 - 15:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	179.52	179.52	179.52	0.00	0.00	203.54	303.73	0.591	178.03	238.41	0.0	1.5	7.428	A
	B						287.87				93.70				
	C	231.60	231.60	231.60	0.00	0.00	1.03	546.91	0.423	230.84	286.85	0.0	0.8	2.946	A
	D	212.36	212.36	212.36	0.00	0.00	231.87	311.11	0.683	210.09	0.00	0.0	2.3	9.544	A
2	A	286.85	286.85	286.85	0.00	0.00	54.28	512.63	0.560	285.47	231.60	0.0	1.4	4.304	A
	B	123.14	123.14	123.14	0.00	0.00	339.75	315.97	0.390	122.46	0.00	0.0	0.7	4.981	A
	C	108.36	51.97	51.97	56.39	0.00	353.95	298.08	0.174	51.74	108.26	0.0	0.2	3.997	A
	D	313.67	242.39	242.39	71.27	56.39	136.12	662.53	0.366	241.80	269.56	0.0	0.6	2.203	A
	E						285.88				92.05				

15:00 - 15:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	205.50	205.50	205.50	0.00	0.00	195.35	308.08	0.667	204.99	201.55	1.5	2.0	8.904	A
	B						298.41				101.93				
	C	199.42	199.42	199.42	0.00	0.00	0.01	547.53	0.364	199.58	298.40	0.8	0.6	2.686	A
	D	196.73	196.73	196.73	0.00	0.00	199.59	328.35	0.599	197.31	0.00	2.3	1.7	7.671	A
2	A	298.40	298.40	298.40	0.00	0.00	51.43	514.14	0.580	298.29	199.42	1.4	1.5	4.519	A
	B	108.54	108.54	108.54	0.00	0.00	349.72	310.82	0.349	108.65	0.00	0.7	0.6	4.682	A
	C	122.13	49.38	49.38	72.75	0.00	353.84	298.13	0.166	49.40	104.53	0.2	0.2	3.872	A
	D	297.41	217.76	217.76	79.66	72.75	125.02	669.97	0.325	217.85	278.22	0.6	0.5	2.040	A
	E						250.85				92.02				

15:15 - 15:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	141.63	141.63	141.63	0.00	0.00	211.38	299.56	0.473	142.69	252.12	2.0	0.9	5.952	A
	B						261.60				92.47				
	C	254.06	254.06	254.06	0.00	0.00	0.00	547.53	0.464	253.78	261.60	0.6	0.9	3.138	A
	D	210.50	210.50	210.50	0.00	0.00	253.78	299.41	0.703	209.72	0.00	1.7	2.5	10.763	B
2	A	261.60	261.60	261.60	0.00	0.00	66.78	506.01	0.517	261.93	254.06	1.5	1.2	3.948	A
	B	103.26	103.26	103.26	0.00	0.00	328.72	321.68	0.321	103.32	0.00	0.6	0.5	4.400	A
	C	118.20	45.34	45.34	72.85	0.00	309.07	321.32	0.141	45.38	122.97	0.2	0.2	3.429	A
	D	369.47	288.98	288.98	80.49	72.85	94.12	690.68	0.418	288.74	260.33	0.5	0.7	2.296	A
	E						320.84				62.02				

15:30 - 15:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	158.40	158.40	158.40	0.00	0.00	217.73	296.19	0.535	158.16	288.11	0.9	1.2	6.770	A
	B						266.10				109.79				
	C	288.31	288.31	288.31	0.00	0.00	0.00	547.53	0.527	288.07	266.10	0.9	1.1	3.529	A
	D	218.78	218.78	218.78	0.00	0.00	288.07	281.09	0.778	217.77	0.00	2.5	3.5	14.715	B
2	A	266.10	266.10	266.10	0.00	0.00	74.14	502.12	0.530	266.08	288.31	1.2	1.2	4.011	A
	B	107.40	107.40	107.40	0.00	0.00	340.22	315.73	0.340	107.37	0.00	0.5	0.5	4.601	A
	C	137.14	61.91	61.91	75.23	0.00	329.09	310.95	0.199	61.82	118.50	0.2	0.3	3.740	A
	D	393.48	318.17	318.17	75.31	75.23	119.36	673.77	0.472	318.00	271.56	0.7	0.9	2.570	A
	E						362.46				74.90				

15:45 - 16:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	128.38	128.38	128.38	0.00	0.00	215.34	297.46	0.432	128.78	237.46	1.2	0.8	5.438	A
	B						260.62				83.49				
	C	232.87	232.87	232.87	0.00	0.00	0.00	547.53	0.425	233.23	260.62	1.1	0.8	2.932	A
	D	218.68	218.68	218.68	0.00	0.00	233.23	310.38	0.705	219.57	0.00	3.5	2.6	10.494	B
2	A	260.62	260.62	260.62	0.00	0.00	52.53	513.56	0.507	260.72	232.87	1.2	1.1	3.704	A
	B	88.15	88.15	88.15	0.00	0.00	313.25	329.69	0.267	88.32	0.00	0.5	0.4	3.822	A
	C	162.19	63.36	63.36	98.84	0.00	314.72	318.39	0.199	63.36	86.85	0.3	0.3	3.650	A
	D	308.90	242.70	242.70	66.20	98.84	127.45	668.34	0.363	243.03	250.63	0.9	0.6	2.155	A
	E						285.40				85.08				

16:00 - 16:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	153.53	153.53	153.53	0.00	0.00	241.75	283.42	0.542	153.11	201.01	0.8	1.2	7.122	A
	B						287.70				107.16				
	C	234.16	234.16	234.16	0.00	0.00	0.00	547.53	0.428	234.17	287.70	0.8	0.8	2.897	A
	D	208.32	208.32	208.32	0.00	0.00	234.17	309.88	0.672	208.59	0.00	2.6	2.3	9.843	A
2	A	287.70	287.70	287.70	0.00	0.00	56.99	511.20	0.563	287.40	234.16	1.1	1.4	4.368	A
	B	72.62	72.62	72.62	0.00	0.00	344.39	313.57	0.232	72.68	0.00	0.4	0.3	3.851	A
	C	131.24	57.56	57.56	73.68	0.00	313.22	319.17	0.180	57.58	103.85	0.3	0.2	3.731	A
	D	377.76	251.92	251.92	125.85	73.68	118.80	674.14	0.374	251.90	252.00	0.6	0.6	2.140	A
	E						291.15				79.55				

FB+CD+N2T SCN2 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	7.88	A
2	untitled	Standard Roundabout		A, B, C, D, E	4.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	FB+CD+N2T SCN2 WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
2	A	✓			
	B		DIRECT	✓	100.000
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 1 07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	26.61	213.63	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	174.36	56.54	0.00	0.00
	D	54.76	0.00	82.89	0.00

Junction 1 08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	36.88	207.36	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	161.73	70.82	0.00	0.00
	D	50.34	0.00	100.69	0.00

Junction 1 08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	26.71	198.01	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	168.92	57.36	0.00	0.00
	D	59.28	0.00	123.70	0.00

Junction 1 08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	24.55	204.48	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	198.61	60.54	0.00	0.00
	D	52.29	0.00	122.78	0.00

Junction 1 08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	33.80	143.97	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	231.28	72.87	0.00	0.00
	D	69.04	1.03	100.79	0.00

Junction 1 09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	28.46	124.76	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	219.46	69.59	0.00	0.00
	D	60.31	0.00	100.04	0.00

Junction 2 07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	49.21	154.12	93.18
	B	50.65	0.00	0.00	106.11	0.00
	C	21.06	0.00	0.00	80.31	76.95
	D	159.19	0.00	24.32	0.00	62.19
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	43.66	177.16	87.22
	B	46.13	0.00	4.93	103.33	0.00
	C	17.47	0.00	1.03	90.28	91.13
	D	168.95	0.00	33.88	0.00	93.42
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	50.65	188.77	82.29
	B	50.03	0.00	0.00	109.29	0.00
	C	18.39	0.00	0.00	115.65	60.92
	D	157.85	0.00	41.69	0.00	55.30
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	56.30	197.81	73.15
	B	49.11	0.00	0.00	98.40	0.00
	C	15.41	0.00	0.00	106.92	43.15
	D	194.63	0.00	40.76	0.00	68.04
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:45 - 09:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	33.70	160.93	50.14
	B	52.40	0.00	0.00	136.52	0.00
	C	21.57	0.00	0.00	86.79	52.40
	D	230.18	0.00	58.13	0.00	75.23
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 09:00 - 09:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	46.44	143.44	34.93
	B	50.14	0.00	2.05	127.07	0.00
	C	18.49	0.00	0.00	77.23	49.72
	D	220.42	0.00	40.66	0.00	64.55
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Junction 1 07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	1	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	8	0	0
	D	2	0	5	0

Junction 1 08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	2	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	5	0	0
	D	0	0	2	0

Junction 1 08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	7	8	0	0
	D	6	0	11	0

Junction 1 08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	6	0	0
	D	2	0	11	0

Junction 1 08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	5	0	0
	D	7	0	6	0

Junction 1 09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	13	1	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	9	0	0
	D	9	0	20	0

Junction 2 07:45 - 08:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	1	4
	B	2	0	0	3	0
	C	5	0	0	1	1
	D	5	0	0	0	3
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	2	1
	B	2	0	100	4	0
	C	0	0	0	5	4
	D	7	0	3	0	10
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	7	6	7
	B	7	0	0	6	0
	C	6	0	0	1	2
	D	7	0	3	0	6
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	7	3
	B	4	0	0	10	0
	C	0	0	0	2	0
	D	6	0	0	0	9
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:45 - 09:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	6	3	4
	B	0	0	0	6	0
	C	0	0	0	2	0
	D	5	0	2	0	8
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 09:00 - 09:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	11	10	0
	B	4	0	0	4	0
	C	0	0	0	1	4
	D	7	0	3	0	19
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.76	11.72	3.1	B	211.54	1269.24
	B						
	C	0.56	3.82	1.3	A	256.85	1541.08
	D	0.63	9.31	1.7	A	162.99	977.92
2	A	0.63	4.92	1.8	A	286.89	1721.35
	B	0.57	6.60	1.3	A	164.36	986.16
	C	0.41	5.86	0.7	A	174.15	487.69
	D	0.45	2.70	0.9	A	298.23	1370.67
	E						

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	240.24	240.24	240.24	0.00	0.00	138.55	338.28	0.710	237.84	227.61	0.0	2.4	8.879	A
	B						293.89				82.49				
	C	230.07	230.07	230.07	0.00	0.00	0.00	547.53	0.420	229.32	293.89	0.0	0.8	2.942	A
	D	137.64	137.64	137.64	0.00	0.00	229.32	312.47	0.441	136.83	0.00	0.0	0.8	5.300	A
2	A	293.89	293.89	293.89	0.00	0.00	24.26	528.53	0.556	292.63	230.07	0.0	1.3	3.876	A
	B	156.76	156.76	156.76	0.00	0.00	316.89	327.80	0.478	155.83	0.00	0.0	0.9	5.349	A
	C	178.32	98.01	98.01	80.31	0.00	399.89	274.28	0.357	97.45	72.83	0.0	0.6	5.183	A
	D	245.70	183.51	183.51	62.19	80.31	239.76	593.09	0.309	183.05	257.58	0.0	0.5	2.287	A
	E						254.34				168.47				

08:00 - 08:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	244.24	244.24	244.24	0.00	0.00	171.29	320.87	0.761	243.55	212.07	2.4	3.1	11.717	B
	B						307.41				107.43				
	C	232.50	232.50	232.50	0.00	0.00	0.00	547.53	0.425	232.48	307.41	0.8	0.8	3.006	A
	D	151.03	151.03	151.03	0.00	0.00	232.48	310.79	0.486	150.89	0.00	0.8	0.9	5.702	A
2	A	307.41	307.41	307.41	0.00	0.00	34.87	522.91	0.588	307.24	232.50	1.3	1.4	4.240	A
	B	154.40	154.40	154.40	0.00	0.00	342.11	314.75	0.491	154.32	0.00	0.9	1.0	5.903	A
	C	199.90	109.62	109.62	90.28	0.00	413.09	267.45	0.410	109.48	83.35	0.6	0.7	5.858	A
	D	296.25	202.83	202.83	93.42	90.28	242.64	591.16	0.343	202.74	279.92	0.5	0.6	2.459	A
	E						267.37				178.02				

08:15 - 08:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	224.72	224.72	224.72	0.00	0.00	180.72	315.86	0.711	225.20	228.00	3.1	2.6	10.276	B
	B						321.65				84.27				
	C	226.27	226.27	226.27	0.00	0.00	0.00	547.53	0.413	226.29	321.65	0.8	0.8	3.000	A
	D	182.98	182.98	182.98	0.00	0.00	226.29	314.09	0.583	182.43	0.00	0.9	1.5	7.454	A
2	A	321.65	321.65	321.65	0.00	0.00	41.68	519.31	0.619	321.38	226.27	1.4	1.7	4.824	A
	B	159.33	159.33	159.33	0.00	0.00	363.06	303.91	0.524	159.17	0.00	1.0	1.2	6.604	A
	C	194.97	79.31	79.31	115.65	0.00	429.95	258.71	0.307	79.56	92.29	0.7	0.5	5.165	A
	D	254.84	199.54	199.54	55.30	115.65	211.78	611.84	0.326	199.58	297.73	0.6	0.5	2.321	A
	E						267.95				143.41				

08:30 - 08:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	229.04	229.04	229.04	0.00	0.00	183.22	314.53	0.728	228.97	250.73	2.6	2.7	10.788	B
	B						327.11				85.08				
	C	259.09	259.09	259.09	0.00	0.00	0.00	547.53	0.473	258.91	327.11	0.8	0.9	3.278	A
	D	175.07	175.07	175.07	0.00	0.00	258.91	296.66	0.590	175.03	0.00	1.5	1.5	7.988	A
2	A	327.11	327.11	327.11	0.00	0.00	40.76	519.79	0.629	327.04	259.09	1.7	1.8	4.921	A
	B	147.51	147.51	147.51	0.00	0.00	367.80	301.46	0.489	147.62	0.00	1.2	1.0	6.318	A
	C	165.48	58.56	58.56	106.92	0.00	418.42	264.68	0.221	58.73	97.00	0.5	0.3	4.374	A
	D	303.44	235.40	235.40	68.04	106.92	181.01	632.46	0.372	235.29	296.15	0.5	0.6	2.373	A
	E						299.86				116.45				

08:45 - 09:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	177.77	177.77	177.77	0.00	0.00	174.59	319.12	0.557	179.15	299.65	2.7	1.3	6.684	A
	B						246.15				107.59				
	C	303.92	303.92	303.92	0.00	0.00	0.00	547.53	0.555	303.58	246.15	0.9	1.3	3.817	A
	D	170.86	170.86	170.86	0.00	0.00	303.58	272.81	0.626	170.65	0.00	1.5	1.7	9.308	A
2	A	246.15	246.15	246.15	0.00	0.00	58.06	510.63	0.482	246.94	303.92	1.8	1.0	3.561	A
	B	188.91	188.91	188.91	0.00	0.00	305.00	333.95	0.566	188.63	0.00	1.0	1.3	6.434	A
	C	160.76	73.97	73.97	86.79	0.00	401.51	273.44	0.271	73.89	92.12	0.3	0.4	4.508	A
	D	363.54	288.31	288.31	75.23	86.79	176.88	635.22	0.454	288.06	298.52	0.6	0.9	2.700	A
	E						361.98				102.96				

09:00 - 09:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	153.22	153.22	153.22	0.00	0.00	169.74	321.70	0.476	153.59	280.08	1.3	0.9	5.518	A
	B						225.14				98.19				
	C	289.23	289.23	289.23	0.00	0.00	0.00	547.53	0.528	289.31	225.14	1.3	1.2	3.693	A
	D	160.35	160.35	160.35	0.00	0.00	289.31	280.43	0.572	160.51	0.00	1.7	1.6	8.712	A
2	A	225.14	225.14	225.14	0.00	0.00	40.72	519.81	0.433	225.28	289.23	1.0	0.8	3.309	A
	B	179.26	179.26	179.26	0.00	0.00	266.00	354.13	0.506	179.51	0.00	1.3	1.1	5.385	A
	C	145.45	68.22	68.22	77.23	0.00	356.28	296.87	0.230	68.28	89.23	0.4	0.3	4.062	A
	D	325.63	261.08	261.08	64.55	77.23	153.53	650.87	0.401	261.23	271.03	0.9	0.7	2.453	A
	E						329.95				84.81				

FB+CD+N2T SCN2 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	7.57	A
2	untitled	Standard Roundabout		A, B, C, D, E	3.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	FB+CD+N2T SCN2 WD	PM	DIRECT	14:45	16:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
2	A	✓			
	B		DIRECT	✓	100.000
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 1 14:45 - 15:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	1.03	33.94	143.37	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	172.01	67.96	0.00	0.00
	D	65.61	1.03	127.75	0.00

Junction 1 15:00 - 15:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	46.69	157.46	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	143.32	63.85	0.00	0.00
	D	56.46	0.00	122.41	0.00

Junction 1 15:15 - 15:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	26.53	114.17	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	187.43	74.34	0.00	0.00
	D	63.66	0.00	128.89	0.00

Junction 1 15:30 - 15:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	34.86	122.50	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	213.25	82.57	0.00	0.00
	D	73.73	1.03	126.01	0.00

Junction 1 15:45 - 16:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	21.60	105.94	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	170.05	70.23	0.00	0.00
	D	64.99	0.00	135.67	0.00

Junction 1 16:00 - 16:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	30.13	122.39	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	156.17	85.65	0.00	0.00
	D	43.19	0.00	147.19	0.00

Junction 2 14:45 - 15:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	54.40	165.72	51.01
	B	33.73	0.00	0.00	97.68	0.00
	C	10.28	0.00	0.00	56.03	41.34
	D	195.96	0.00	54.12	0.00	54.26
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:00 - 15:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	53.78	168.39	57.69
	B	16.35	0.00	0.00	99.54	1.03
	C	16.35	0.00	0.00	72.28	32.70
	D	174.46	0.00	50.11	1.03	84.09
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:15 - 15:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	55.74	160.68	26.64
	B	21.60	0.00	0.00	90.07	0.00
	C	10.28	0.00	0.00	72.39	34.76
	D	229.89	0.00	66.46	0.00	84.91
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:30 - 15:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	39.08	177.85	31.57
	B	25.71	0.00	5.04	85.03	0.00
	C	18.51	0.00	0.00	74.75	42.99
	D	251.59	0.00	73.76	0.00	79.77
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:45 - 16:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	34.96	167.67	38.98
	B	24.58	0.00	0.00	72.08	0.00
	C	17.48	0.00	0.00	98.20	45.45
	D	198.22	0.00	51.14	1.03	70.72
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:00 - 16:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	46.69	181.45	41.44
	B	19.44	0.00	0.00	61.79	0.00
	C	18.51	0.00	1.03	73.21	37.64
	D	203.88	0.00	55.66	0.00	82.64
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Junction 1 14:45 - 15:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	9	0	0
	D	3	0	8	0

Junction 1 15:00 - 15:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	10	0	0
	D	2	0	11	0

Junction 1 15:15 - 15:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	9	2	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	5	0	0
	D	2	0	7	0

Junction 1 15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	4	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	4	0	0
	D	4	0	2	0

Junction 1 15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	5	0	0
	D	3	0	2	0

Junction 1 16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	3	0
	B	Exit-only	Exit-only	Exit-only	Exit-only
	C	1	4	0	0
	D	0	0	10	0

Junction 2 14:45 - 15:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	8	9
	B	7	0	0	11	0
	C	0	0	0	2	12
	D	5	0	2	0	9
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:00 - 15:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	6	7	6
	B	7	0	0	8	0
	C	7	0	0	5	7
	D	5	0	0	0	4
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:15 - 15:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	5	4
	B	0	0	0	12	0
	C	0	0	0	3	7
	D	4	0	2	0	7
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:30 - 15:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	2	11
	B	0	0	33	12	0
	C	0	0	0	1	5
	D	3	0	0	0	7
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 15:45 - 16:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	2	3
	B	5	0	0	6	0
	C	0	0	0	1	5
	D	4	0	0	0	5
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:00 - 16:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	5	7	9
	B	6	0	0	8	0
	C	0	0	0	0	13
	D	2	0	0	0	12
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.65	8.42	1.9	A	160.10	960.60
	B						
	C	0.54	3.67	1.2	A	247.70	1486.17
	D	0.72	11.86	2.6	B	192.94	1157.62
2	A	0.54	4.08	1.3	A	258.57	1551.43
	B	0.40	5.07	0.7	A	108.94	653.67
	C	0.19	3.91	0.2	A	129.03	327.33
	D	0.48	2.65	1.0	A	343.95	1607.30
	E						

Main Results for each time segment

14:45 - 15:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	178.34	178.34	178.34	0.00	0.00	195.12	308.20	0.579	176.92	236.93	0.0	1.4	7.119	A
	B						269.83				102.21				
	C	239.25	239.25	239.25	0.00	0.00	1.02	546.91	0.437	238.43	268.81	0.0	0.8	3.060	A
	D	194.39	194.39	194.39	0.00	0.00	239.45	307.06	0.633	192.60	0.00	0.0	1.8	8.241	A
2	A	268.81	268.81	268.81	0.00	0.00	53.98	512.79	0.524	267.64	239.25	0.0	1.2	3.914	A
	B	131.41	131.41	131.41	0.00	0.00	321.63	325.35	0.404	130.68	0.00	0.0	0.7	5.067	A
	C	107.66	51.62	51.62	56.03	0.00	344.62	302.91	0.170	51.40	107.68	0.0	0.2	3.914	A
	D	304.33	250.08	250.08	54.26	56.03	135.29	663.09	0.377	249.45	260.72	0.0	0.6	2.269	A
	E						293.23				91.51				

15:00 - 15:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	204.15	204.15	204.15	0.00	0.00	186.60	312.73	0.653	203.68	200.21	1.4	1.9	8.424	A
	B						279.82				110.47				
	C	207.33	207.33	207.33	0.00	0.00	0.01	547.53	0.379	207.50	279.81	0.8	0.6	2.792	A
	D	178.87	178.87	178.87	0.00	0.00	207.50	324.12	0.552	179.31	0.00	1.8	1.3	6.723	A
2	A	279.81	279.81	279.81	0.00	0.00	51.15	514.29	0.544	279.72	207.33	1.2	1.3	4.080	A
	B	116.91	116.91	116.91	0.00	0.00	330.87	320.57	0.365	117.03	0.00	0.7	0.6	4.781	A
	C	121.34	49.05	49.05	72.28	0.00	344.01	303.22	0.162	49.07	103.89	0.2	0.2	3.787	A
	D	309.69	225.60	225.60	84.09	72.28	124.19	670.53	0.336	225.70	268.89	0.6	0.5	2.105	A
	E						258.48				91.41				

15:15 - 15:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	140.70	140.70	140.70	0.00	0.00	202.74	304.15	0.463	141.68	250.52	1.9	0.9	5.742	A
	B						243.41				101.01				
	C	261.59	261.59	261.59	0.00	0.00	0.00	547.53	0.478	261.29	243.41	0.6	0.9	3.259	A
	D	192.54	192.54	192.54	0.00	0.00	261.29	295.39	0.652	191.97	0.00	1.3	1.9	9.104	A
2	A	243.41	243.41	243.41	0.00	0.00	66.40	506.21	0.481	243.70	261.59	1.3	1.0	3.588	A
	B	111.67	111.67	111.67	0.00	0.00	310.10	331.31	0.337	111.73	0.00	0.6	0.6	4.504	A
	C	117.43	45.04	45.04	72.39	0.00	299.59	326.23	0.138	45.08	122.24	0.2	0.2	3.363	A
	D	381.26	296.35	296.35	84.91	72.39	93.49	691.10	0.429	296.11	251.19	0.5	0.8	2.361	A
	E						328.00				61.60				

15:30 - 15:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	157.36	157.36	157.36	0.00	0.00	209.13	300.76	0.523	157.13	286.34	0.9	1.1	6.508	A
	B						248.02				118.24				
	C	295.62	295.62	295.62	0.00	0.00	0.00	547.53	0.540	295.36	248.02	0.9	1.2	3.671	A
2	A	248.02	248.02	248.02	0.00	0.00	73.72	502.34	0.494	247.99	295.62	1.0	1.0	3.643	A
	B	115.78	115.78	115.78	0.00	0.00	321.71	325.31	0.356	115.74	0.00	0.6	0.6	4.702	A
	C	136.25	61.50	61.50	74.75	0.00	319.66	315.83	0.195	61.42	117.80	0.2	0.2	3.662	A
	D	405.12	325.35	325.35	79.77	74.75	118.59	674.28	0.483	325.18	262.48	0.8	1.0	2.645	A
	E						369.33				74.43				

15:45 - 16:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	127.54	127.54	127.54	0.00	0.00	206.37	302.23	0.422	127.91	235.84	1.1	0.7	5.261	A
	B						242.14				92.13				
	C	240.56	240.56	240.56	0.00	0.00	0.00	547.53	0.439	240.94	242.14	1.2	0.8	3.047	A
	D	200.67	200.67	200.67	0.00	0.00	240.94	306.26	0.655	201.26	0.00	2.6	2.0	8.800	A
2	A	242.14	242.14	242.14	0.00	0.00	52.25	513.71	0.471	242.23	240.56	1.0	0.9	3.373	A
	B	96.66	96.66	96.66	0.00	0.00	294.48	339.40	0.285	96.83	0.00	0.6	0.4	3.933	A
	C	161.13	62.94	62.94	98.20	0.00	304.99	323.43	0.195	62.94	86.32	0.2	0.2	3.574	A
	D	321.10	250.38	250.38	70.72	98.20	126.58	668.92	0.374	250.72	241.35	1.0	0.6	2.220	A
	E						292.81				84.49				

16:00 - 16:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	152.52	152.52	152.52	0.00	0.00	232.75	288.20	0.529	152.13	199.66	0.7	1.1	6.823	A
	B						269.24				115.64				
	C	241.83	241.83	241.83	0.00	0.00	0.00	547.53	0.442	241.84	269.24	0.8	0.8	3.009	A
	D	190.38	190.38	190.38	0.00	0.00	241.84	305.78	0.623	190.57	0.00	2.0	1.8	8.398	A
2	A	269.24	269.24	269.24	0.00	0.00	56.68	511.36	0.527	268.98	241.83	0.9	1.2	3.957	A
	B	81.23	81.23	81.23	0.00	0.00	325.65	323.27	0.251	81.29	0.00	0.4	0.4	3.991	A
	C	130.39	57.18	57.18	73.21	0.00	303.71	324.09	0.176	57.19	103.23	0.2	0.2	3.656	A
	D	342.18	259.54	259.54	82.64	73.21	118.01	674.67	0.385	259.52	242.90	0.6	0.6	2.203	A
	E						298.51				79.02				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 58 (four_arm)_V3_WITH_CONGESTION.j9
Path: C:\Users\wja78043\OneDrive - ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 04/04/2025 15:42:41

»2024, AM
»FB WD, AM
»FB+CD WD, AM
»FB+CD+N2T WD, AM

Summary of junction performance

	AM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2024							
Arm 1	D1	8.5	19.29	0.92	C	14.59	B
Arm 2		1.7	26.80	0.64	D		
Arm 3		1.2	3.97	0.53	A		
Arm 4		0.0	4.84	0.04	A		
FB WD							
Arm 1	D3	21.0	50.47	1.01	F	36.61	E
Arm 2		4.8	71.93	0.87	F		
Arm 3		1.3	4.13	0.54	A		
Arm 4		0.6	52.75	0.42	F		
FB+CD WD							
Arm 1	D5	21.0	50.47	1.01	F	36.61	E
Arm 2		4.8	71.93	0.87	F		
Arm 3		1.3	4.13	0.54	A		
Arm 4		0.6	52.75	0.42	F		
FB+CD+N2T WD							
Arm 1	D7	56.9	154.89	1.09	F	103.88	F
Arm 2		15.6	175.08	1.02	F		
Arm 3		1.5	4.53	0.58	A		
Arm 4		1.2	122.08	0.60	F		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

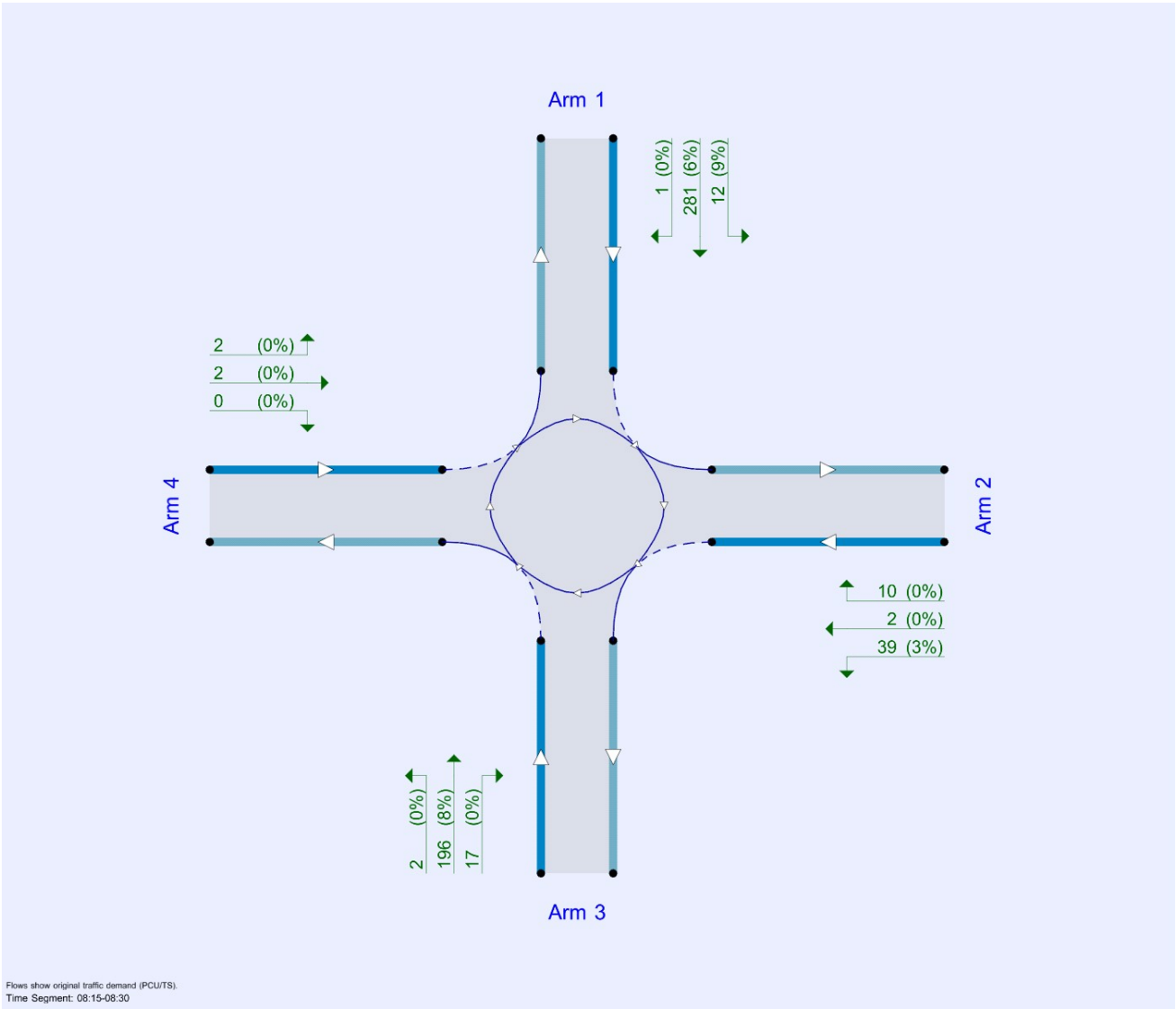
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:00	08:30	90	15	✓
D3	FB WD	AM	DIRECT	07:00	08:30	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:00	08:30	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	14.59	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A131	
2	Main Road	
3	A131 Braintree Road	
4	untitled	The Crescent Main Road

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	8.80	11.14	14.8	25.6	89.8	22.0	
2	4.72	6.32	3.1	21.2	89.8	29.0	
3	5.48	7.28	7.6	22.6	89.8	23.0	
4	3.05	5.08	32.7	25.6	89.8	19.0	

Exit Restrictions

Arm	Exit restriction present	Linked exit restriction present	Maximum capacity (PCU/TS)
1			
2			
3	✓		394.00
4			

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.686	814.421
2	0.447	405.671
3	0.510	507.314
4	0.440	376.872

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	1.00	336.60	0.00
	2	2.00	0.00	35.50	0.00
	3	141.20	3.40	0.00	1.00
	4	3.00	1.00	0.00	0.00

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.00	12.00	350.40	0.00
	2	4.00	0.00	52.50	0.00
	3	193.50	7.00	0.00	2.00
	4	7.80	0.00	0.00	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	9.00	318.70	1.00
	2	3.00	0.00	59.20	0.00
	3	193.70	9.50	0.00	2.00
	4	5.00	3.00	3.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.00	7.90	299.50	1.00
	2	1.00	0.00	65.00	1.00
	3	248.60	15.50	0.00	1.00
	4	3.00	1.00	3.20	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	7.00	264.30	0.00
	2	8.00	0.00	74.40	0.00
	3	170.60	16.50	0.00	1.00
	4	2.00	0.00	1.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.90	281.40	1.00
	2	10.00	1.00	38.50	2.00
	3	196.00	17.00	0.00	2.00
	4	2.00	2.00	0.00	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	0
	2	0	0	3	0
	3	10	0	50	0
	4	0	0	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	2	0
	3	9	0	0	0
	4	50	0	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	0	0
	3	4	13	50	0
	4	0	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	14	1	0
	2	0	0	3	0
	3	6	7	0	0
	4	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	4	0
	2	0	0	6	0
	3	2	7	0	0
	4	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1	2	3	4
From	1	0	9	6	0
	2	0	0	3	0
	3	8	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.92	19.29	8.5	C	318.12	1908.70
2	0.64	26.80	1.7	D	59.52	357.10
3	0.53	3.97	1.2	A	203.58	1221.50
4	0.04	4.84	0.0	A	6.17	37.00

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	338.60	338.60	4.39	811.41	0.417	337.88	146.75	0.0	0.7	1.921	A
2	37.50	37.50	336.88	255.16	0.147	37.32	5.38	0.0	0.2	4.242	A
3	145.60	145.60	2.99	505.79	0.288	145.16	371.22	0.0	0.4	2.721	A
4	4.00	4.00	147.15	312.18	0.013	3.99	1.00	0.0	0.0	2.919	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	364.40	364.40	6.99	398.24	0.915	356.58	206.85	0.7	8.5	19.291	C
2	56.50	56.50	344.86	87.85	0.643	54.99	18.71	0.2	1.7	26.796	D
3	202.50	202.50	5.85	504.34	0.402	202.22	394.00	0.4	0.7	3.222	A
4	7.80	7.80	206.07	286.29	0.027	7.77	2.00	0.0	0.0	4.843	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	328.70	328.70	15.47	803.81	0.409	336.53	201.90	8.5	0.7	2.001	A
2	62.20	62.20	330.26	258.11	0.241	63.57	21.74	1.7	0.3	4.661	A
3	205.20	205.20	4.15	505.20	0.406	205.21	389.68	0.7	0.7	3.124	A
4	11.00	11.00	206.36	286.15	0.038	11.00	3.00	0.0	0.0	3.273	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	310.40	310.40	19.67	800.93	0.388	310.47	254.19	0.7	0.6	1.861	A
2	67.00	67.00	305.76	269.06	0.249	66.98	24.37	0.3	0.3	4.592	A
3	265.10	265.10	5.00	504.77	0.525	264.65	367.74	0.7	1.2	3.973	A
4	7.20	7.20	266.65	259.65	0.028	7.21	3.00	0.0	0.0	3.564	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	272.30	272.30	17.53	802.40	0.339	272.41	182.10	0.6	0.5	1.772	A
2	82.40	82.40	266.41	286.64	0.287	82.32	23.52	0.3	0.4	4.633	A
3	188.10	188.10	8.97	502.74	0.374	188.65	339.76	1.2	0.6	2.951	A
4	3.00	3.00	196.61	290.44	0.010	3.02	1.01	0.0	0.0	3.133	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	294.30	294.30	19.98	800.72	0.368	294.22	207.83	0.5	0.6	1.888	A
2	51.50	51.50	282.34	279.53	0.184	51.69	31.87	0.4	0.2	4.033	A
3	215.00	215.00	13.98	500.19	0.430	214.81	320.04	0.6	0.8	3.378	A
4	4.00	4.00	223.81	278.48	0.014	4.00	4.98	0.0	0.0	3.278	A

FB WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	36.61	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.03	1.03	348.12	0.00
	2	2.07	0.00	36.72	0.00
	3	146.03	3.52	0.00	1.03
	4	3.10	1.03	0.00	0.00

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	12.41	362.40	0.00
	2	4.14	0.00	54.30	0.00
	3	200.12	7.24	0.00	2.07
	4	8.07	0.00	0.00	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	9.31	329.61	1.03
	2	3.10	0.00	61.23	0.00
	3	200.33	9.83	0.00	2.07
	4	5.17	3.10	3.10	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	8.17	309.75	1.03
	2	1.03	0.00	67.23	1.03
	3	257.11	16.03	0.00	1.03
	4	3.10	1.03	3.31	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.03	7.24	273.35	0.00
	2	8.27	0.00	76.95	0.00
	3	176.44	17.06	0.00	1.03
	4	2.07	0.00	1.03	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	12.31	291.03	1.03
	2	10.34	1.03	39.82	2.07
	3	202.71	17.58	0.00	2.07
	4	2.07	2.07	0.00	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	0
	2	0	0	3	0
	3	10	0	50	0
	4	0	0	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	2	0
	3	9	0	0	0
	4	50	0	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	0	0
	3	4	13	50	0
	4	0	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	14	1	0
	2	0	0	3	0
	3	6	7	0	0
	4	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	4	0
	2	0	0	6	0
	3	2	7	0	0
	4	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	9	6	0
	2	0	0	3	0
	3	8	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.01	50.47	21.0	F	329.01	1974.05
2	0.87	71.93	4.8	F	61.55	369.33
3	0.54	4.13	1.3	A	210.55	1263.32
4	0.42	52.75	0.6	F	6.38	38.27

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	350.19	350.19	4.54	811.31	0.432	349.43	151.77	0.0	0.8	1.968	A
2	38.78	38.78	348.39	250.01	0.155	38.60	5.57	0.0	0.2	4.372	A
3	150.58	150.58	3.09	505.74	0.298	150.12	383.90	0.0	0.5	2.760	A
4	4.14	4.14	152.18	309.97	0.013	4.12	1.03	0.0	0.0	2.942	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	376.88	376.88	7.23	373.16	1.010	356.63	213.72	0.8	21.0	37.958	E
2	58.43	58.43	344.91	69.88	0.836	54.93	18.95	0.2	3.7	53.042	F
3	209.43	209.43	5.84	504.34	0.415	209.13	394.00	0.5	0.8	3.297	A
4	8.07	8.07	212.91	283.28	0.028	8.04	2.06	0.0	0.0	4.900	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	339.95	339.95	15.67	361.74	0.940	341.51	208.52	21.0	19.5	50.471	F
2	64.33	64.33	334.97	74.30	0.866	63.26	22.21	3.7	4.8	71.933	F
3	212.23	212.23	4.22	505.16	0.420	212.24	394.00	0.8	0.8	3.199	A
4	11.38	11.38	213.42	27.32	0.416	10.77	3.04	0.0	0.6	52.747	F

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	321.03	321.03	20.55	369.20	0.870	332.69	263.19	19.5	7.8	29.157	D
2	69.29	69.29	327.57	102.67	0.675	71.74	25.68	4.8	2.3	31.978	D
3	274.18	274.18	5.32	504.61	0.543	273.68	394.00	0.8	1.3	4.130	A
4	7.45	7.45	275.89	40.35	0.185	7.86	3.10	0.6	0.2	28.017	D

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	281.62	281.62	18.25	801.91	0.351	288.85	188.53	7.8	0.6	1.853	A
2	85.22	85.22	282.56	279.43	0.305	87.06	24.54	2.3	0.5	4.968	A
3	194.54	194.54	9.41	502.52	0.387	195.14	360.22	1.3	0.7	3.014	A
4	3.10	3.10	203.45	287.44	0.011	3.33	1.10	0.2	0.0	3.169	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	304.38	304.38	20.67	800.25	0.380	304.29	214.93	0.6	0.7	1.929	A
2	53.26	53.26	292.00	275.21	0.194	53.48	32.96	0.5	0.2	4.146	A
3	222.36	222.36	14.46	499.94	0.445	222.16	331.02	0.7	0.9	3.471	A
4	4.14	4.14	231.47	275.12	0.015	4.13	5.15	0.0	0.0	3.320	A

FB+CD WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	36.61	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:00 - 07:15

		To			
		1	2	3	4
From	1	1.03	1.03	348.12	0.00
	2	2.07	0.00	36.72	0.00
	3	146.03	3.52	0.00	1.03
	4	3.10	1.03	0.00	0.00

Demand (PCU/TS)

07:15 - 07:30

		To			
		1	2	3	4
From	1	2.07	12.41	362.40	0.00
	2	4.14	0.00	54.30	0.00
	3	200.12	7.24	0.00	2.07
	4	8.07	0.00	0.00	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	9.31	329.61	1.03
	2	3.10	0.00	61.23	0.00
	3	200.33	9.83	0.00	2.07
	4	5.17	3.10	3.10	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	8.17	309.75	1.03
	2	1.03	0.00	67.23	1.03
	3	257.11	16.03	0.00	1.03
	4	3.10	1.03	3.31	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.03	7.24	273.35	0.00
	2	8.27	0.00	76.95	0.00
	3	176.44	17.06	0.00	1.03
	4	2.07	0.00	1.03	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	12.31	291.03	1.03
	2	10.34	1.03	39.82	2.07
	3	202.71	17.58	0.00	2.07
	4	2.07	2.07	0.00	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	0
	2	0	0	3	0
	3	10	0	50	0
	4	0	0	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	2	0
	3	9	0	0	0
	4	50	0	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	0	0
	3	4	13	50	0
	4	0	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	14	1	0
	2	0	0	3	0
	3	6	7	0	0
	4	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	4	0
	2	0	0	6	0
	3	2	7	0	0
	4	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	9	6	0
	2	0	0	3	0
	3	8	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.01	50.47	21.0	F	329.01	1974.05
2	0.87	71.93	4.8	F	61.55	369.33
3	0.54	4.13	1.3	A	210.55	1263.32
4	0.42	52.75	0.6	F	6.38	38.27

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	350.19	350.19	4.54	811.31	0.432	349.43	151.77	0.0	0.8	1.968	A
2	38.78	38.78	348.39	250.01	0.155	38.60	5.57	0.0	0.2	4.372	A
3	150.58	150.58	3.09	505.74	0.298	150.12	383.90	0.0	0.5	2.760	A
4	4.14	4.14	152.18	309.97	0.013	4.12	1.03	0.0	0.0	2.942	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	376.88	376.88	7.23	373.16	1.010	356.63	213.72	0.8	21.0	37.958	E
2	58.43	58.43	344.91	69.88	0.836	54.93	18.95	0.2	3.7	53.042	F
3	209.43	209.43	5.84	504.34	0.415	209.13	394.00	0.5	0.8	3.297	A
4	8.07	8.07	212.91	283.28	0.028	8.04	2.06	0.0	0.0	4.900	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	339.95	339.95	15.67	361.74	0.940	341.51	208.52	21.0	19.5	50.471	F
2	64.33	64.33	334.97	74.30	0.866	63.26	22.21	3.7	4.8	71.933	F
3	212.23	212.23	4.22	505.16	0.420	212.24	394.00	0.8	0.8	3.199	A
4	11.38	11.38	213.42	27.32	0.416	10.77	3.04	0.0	0.6	52.747	F

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	321.03	321.03	20.55	369.20	0.870	332.69	263.19	19.5	7.8	29.157	D
2	69.29	69.29	327.57	102.67	0.675	71.74	25.68	4.8	2.3	31.978	D
3	274.18	274.18	5.32	504.61	0.543	273.68	394.00	0.8	1.3	4.130	A
4	7.45	7.45	275.89	40.35	0.185	7.86	3.10	0.6	0.2	28.017	D

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	281.62	281.62	18.25	801.91	0.351	288.85	188.53	7.8	0.6	1.853	A
2	85.22	85.22	282.56	279.43	0.305	87.06	24.54	2.3	0.5	4.968	A
3	194.54	194.54	9.41	502.52	0.387	195.14	360.22	1.3	0.7	3.014	A
4	3.10	3.10	203.45	287.44	0.011	3.33	1.10	0.2	0.0	3.169	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	304.38	304.38	20.67	800.25	0.380	304.29	214.93	0.6	0.7	1.929	A
2	53.26	53.26	292.00	275.21	0.194	53.48	32.96	0.5	0.2	4.146	A
3	222.36	222.36	14.46	499.94	0.445	222.16	331.02	0.7	0.9	3.471	A
4	4.14	4.14	231.47	275.12	0.015	4.13	5.15	0.0	0.0	3.320	A

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	103.88	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.03	1.03	364.80	0.00
	2	2.07	0.00	36.72	0.00
	3	162.71	3.52	0.00	1.03
	4	3.10	1.03	0.00	0.00

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	12.41	379.07	0.00
	2	4.14	0.00	54.30	0.00
	3	216.80	7.24	0.00	2.07
	4	8.07	0.00	0.00	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	9.31	346.29	1.03
	2	3.10	0.00	61.23	0.00
	3	217.01	9.83	0.00	2.07
	4	5.17	3.10	3.10	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	8.17	326.43	1.03
	2	1.03	0.00	67.23	1.03
	3	273.79	16.03	0.00	1.03
	4	3.10	1.03	3.31	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.03	7.24	316.02	0.00
	2	8.27	0.00	76.95	0.00
	3	193.12	17.06	0.00	1.03
	4	2.07	0.00	1.03	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	12.31	333.71	1.03
	2	10.34	1.03	39.82	2.07
	3	219.39	17.58	0.00	2.07
	4	2.07	2.07	0.00	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	0
	2	0	0	3	0
	3	13	0	50	0
	4	0	0	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	0
	2	0	0	2	0
	3	12	0	0	0
	4	50	0	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	4	0
	2	0	0	0	0
	3	7	13	50	0
	4	0	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	14	3	0
	2	0	0	3	0
	3	8	7	0	0
	4	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	6	0
	2	0	0	6	0
	3	6	7	0	0
	4	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	9	8	0
	2	0	0	3	0
	3	11	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.09	154.89	56.9	F	354.35	2126.10
2	1.02	175.08	15.6	F	61.55	369.33
3	0.58	4.53	1.5	A	227.23	1363.37
4	0.60	122.08	1.2	F	6.38	38.27

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	366.87	366.87	4.54	415.43	0.883	360.17	168.30	0.0	6.7	15.271	C
2	38.78	38.78	359.15	81.24	0.477	37.89	5.55	0.0	0.9	20.938	C
3	167.26	167.26	3.04	505.77	0.331	166.70	394.00	0.0	0.6	2.992	A
4	4.14	4.14	168.71	302.71	0.014	4.12	1.03	0.0	0.0	3.013	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	393.55	393.55	7.23	362.51	1.086	357.36	230.14	6.7	42.9	73.826	F
2	58.43	58.43	346.28	61.57	0.949	53.34	18.30	0.9	6.0	84.409	F
3	226.11	226.11	5.62	504.45	0.448	225.77	394.00	0.6	0.9	3.579	A
4	8.07	8.07	229.33	276.06	0.029	8.04	2.06	0.0	0.0	5.032	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	356.63	356.63	15.38	345.51	1.032	343.42	225.03	42.9	56.1	138.094	F
2	64.33	64.33	337.00	65.51	0.982	61.18	21.80	6.0	9.1	133.130	F
3	228.90	228.90	4.18	505.18	0.453	228.92	394.00	0.9	0.9	3.479	A
4	11.38	11.38	230.16	18.95	0.600	10.25	2.94	0.0	1.2	94.872	F

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	337.70	337.70	20.41	340.87	0.991	336.90	279.51	56.1	56.9	154.889	F
2	69.29	69.29	331.84	70.94	0.977	67.07	25.47	9.1	11.4	155.189	F
3	290.85	290.85	4.91	504.81	0.576	290.28	394.00	0.9	1.5	4.531	A
4	7.45	7.45	292.26	16.25	0.458	7.66	2.92	1.2	1.0	107.768	F

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	324.30	324.30	18.53	332.54	0.975	327.57	204.10	56.9	53.6	154.480	F
2	85.22	85.22	321.47	83.95	1.015	81.02	24.64	11.4	15.6	175.081	F
3	211.21	211.21	8.49	502.99	0.420	211.90	394.00	1.5	0.8	3.276	A
4	3.10	3.10	219.01	11.32	0.274	3.63	1.38	1.0	0.4	122.078	F

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	347.05	347.05	20.45	365.17	0.950	358.14	232.00	53.6	42.5	122.963	F
2	53.26	53.26	346.29	65.92	0.808	62.03	32.31	15.6	6.8	173.968	F
3	239.04	239.04	14.32	500.02	0.478	238.81	394.00	0.8	1.0	3.781	A
4	4.14	4.14	248.35	12.37	0.335	4.11	4.78	0.4	0.5	108.023	F

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site 58 (four_arm)_V3.j9
Path: C:\Users\bpa76880.000\OneDrive - ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 05/06/2025 15:33:40

»2024, PM
»FB WD, PM
»FB+CD WD, PM
»FB+CD+N2T WD, PM

Summary of junction performance

	PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2024							
Arm 1	D2	0.5	1.75	0.33	A	4.95	A
Arm 2		0.2	3.55	0.13	A		
Arm 3		2.9	7.01	0.75	A		
Arm 4		0.1	5.01	0.05	A		
FB WD							
Arm 1	D4	0.5	1.78	0.34	A	5.44	A
Arm 2		0.2	3.63	0.14	A		
Arm 3		3.3	7.80	0.77	A		
Arm 4		0.1	5.17	0.05	A		
FB+CD WD							
Arm 1	D6	0.5	1.78	0.34	A	5.44	A
Arm 2		0.2	3.63	0.14	A		
Arm 3		3.3	7.80	0.77	A		
Arm 4		0.1	5.17	0.05	A		
FB+CD+N2T WD							
Arm 1	D8	0.6	1.88	0.36	A	8.09	A
Arm 2		0.2	3.74	0.14	A		
Arm 3		5.6	12.24	0.85	B		
Arm 4		0.1	5.72	0.06	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

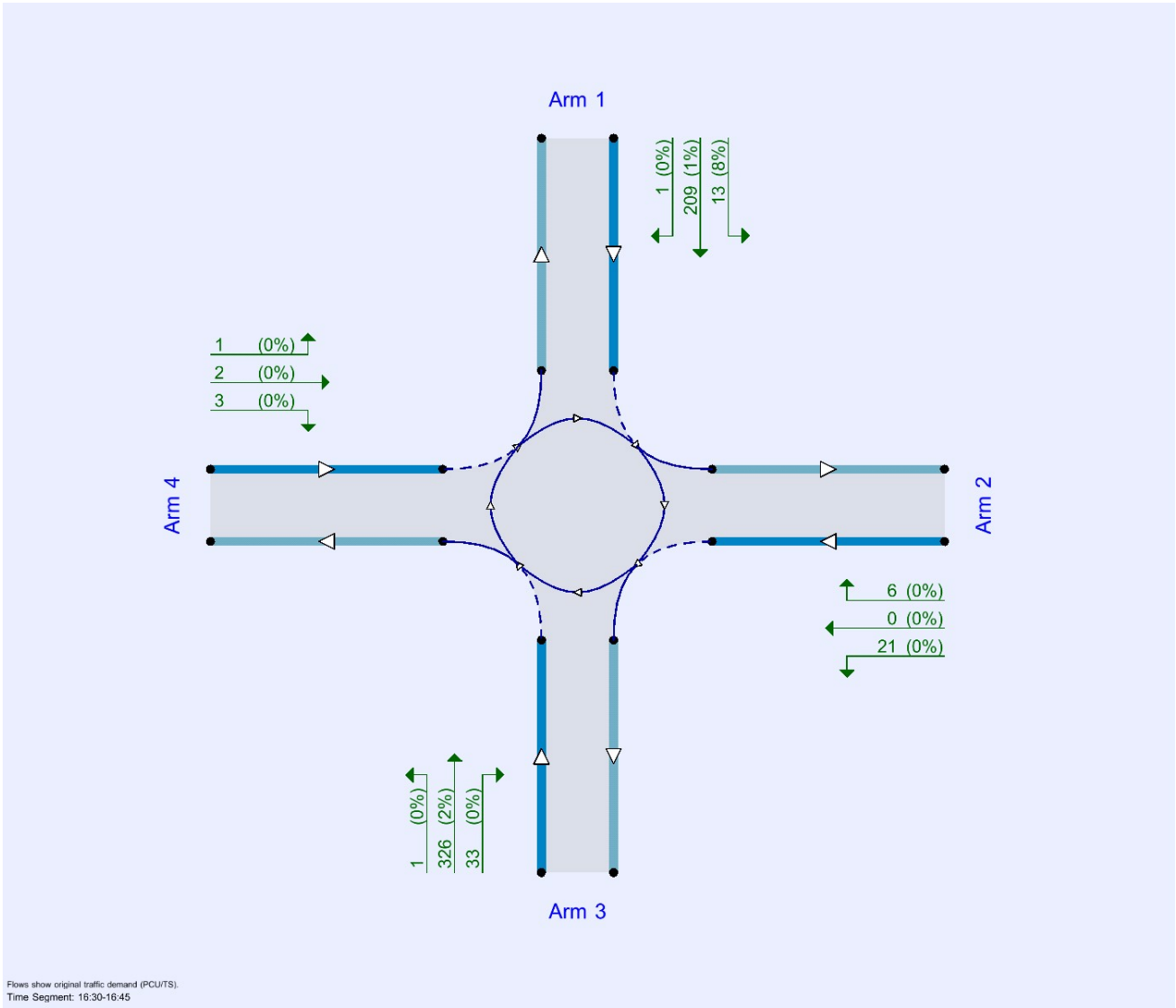
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Analysis Set Details

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

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A131	
2	Main Road	
3	A131 Braintree Road	
4	untitled	The Crescent Main Road

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	8.80	11.14	14.8	25.6	89.8	22.0	
2	4.72	6.32	3.1	21.2	89.8	29.0	
3	5.48	7.28	7.6	22.6	89.8	23.0	
4	3.05	5.08	32.7	25.6	89.8	19.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.686	814.421
2	0.447	405.671
3	0.510	507.314
4	0.440	376.872

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	12.90	208.90	1.00
	2	6.00	0.00	21.00	0.00
	3	325.80	33.40	2.00	1.00
	4	1.00	2.00	3.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	6.00	197.60	2.40
	2	5.00	0.00	14.00	1.00
	3	332.60	35.90	2.00	3.00
	4	0.40	1.00	8.90	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	6.00	204.80	1.00
	2	11.00	0.00	29.50	0.00
	3	320.30	35.40	2.00	3.00
	4	3.00	2.00	1.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	3.00	204.20	1.00
	2	3.00	1.00	22.40	0.00
	3	286.00	40.40	1.00	3.00
	4	1.00	1.00	1.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	6.00	251.40	0.00
	2	5.00	0.00	33.00	1.00
	3	329.80	41.50	1.00	4.00
	4	1.00	0.00	0.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	4.00	189.30	3.00
	2	4.00	0.00	18.00	0.00
	3	303.00	42.00	0.00	4.90
	4	1.00	0.00	2.00	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	1	0
	2	0	0	0	0
	3	2	0	0	0
	4	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	4	0
	2	0	0	0	0
	3	1	3	0	0
	4	0	0	14	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	0
	2	0	0	4	0
	3	2	0	0	0
	4	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	0
	2	0	0	10	0
	3	1	5	0	0
	4	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	0	0
	3	1	3	0	0
	4	0	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	0	0
	3	0	0	0	33
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.33	1.75	0.5	A	217.58	1305.50
2	0.13	3.55	0.2	A	29.15	174.90
3	0.75	7.01	2.9	A	358.83	2153.00
4	0.05	5.01	0.1	A	4.88	29.30

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	222.80	222.80	40.13	786.90	0.283	222.40	330.49	0.0	0.4	1.623	A
2	27.00	27.00	214.49	309.84	0.087	26.90	48.03	0.0	0.1	3.181	A
3	362.20	362.20	6.98	503.76	0.719	359.66	234.42	0.0	2.5	6.246	A
4	6.00	6.00	364.65	216.57	0.028	5.97	1.99	0.0	0.0	4.273	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	207.00	207.00	47.73	781.69	0.265	207.03	338.75	0.4	0.4	1.631	A
2	20.00	20.00	211.88	311.01	0.064	20.03	42.88	0.1	0.1	3.092	A
3	373.50	373.50	9.40	502.53	0.743	373.19	222.51	2.5	2.8	6.993	A
4	10.30	10.30	376.21	211.49	0.049	10.27	6.38	0.0	0.1	5.012	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	211.80	211.80	40.45	786.68	0.269	211.80	334.43	0.4	0.4	1.579	A
2	40.50	40.50	208.85	312.36	0.130	40.42	43.41	0.1	0.2	3.394	A
3	360.70	360.70	11.98	501.21	0.720	360.87	237.28	2.8	2.7	6.557	A
4	6.00	6.00	368.85	214.72	0.028	6.03	4.01	0.1	0.0	4.315	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	208.20	208.20	44.43	783.95	0.266	208.21	290.71	0.4	0.4	1.580	A
2	26.40	26.40	207.21	313.09	0.084	26.45	45.43	0.2	0.1	3.403	A
3	330.40	330.40	5.03	504.75	0.655	331.11	228.64	2.7	2.0	5.303	A
4	3.00	3.00	332.13	230.87	0.013	3.02	4.00	0.0	0.0	3.951	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	258.40	258.40	42.43	785.32	0.329	258.27	335.95	0.4	0.5	1.748	A
2	39.00	39.00	253.27	292.51	0.133	38.95	47.42	0.1	0.2	3.550	A
3	376.30	376.30	6.99	503.75	0.747	375.37	285.23	2.0	2.9	7.013	A
4	1.00	1.00	377.38	210.98	0.005	1.01	4.98	0.0	0.0	4.287	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	197.30	197.30	44.04	784.22	0.252	197.46	309.52	0.5	0.3	1.559	A
2	22.00	22.00	195.45	318.34	0.069	22.08	46.04	0.2	0.1	3.037	A
3	349.90	349.90	8.01	503.23	0.695	350.46	209.53	2.9	2.3	5.936	A
4	3.00	3.00	350.56	222.76	0.013	2.99	7.90	0.0	0.0	4.095	A

FB WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	13.36	216.36	1.04
	2	6.21	0.00	21.75	0.00
	3	337.43	34.59	2.07	1.04
	4	1.04	2.07	3.11	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	6.21	204.65	2.49
	2	5.18	0.00	14.50	1.04
	3	344.47	37.18	2.07	3.11
	4	0.41	1.04	9.22	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	6.21	212.11	1.04
	2	11.39	0.00	30.55	0.00
	3	331.73	36.66	2.07	3.11
	4	3.11	2.07	1.04	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	3.11	211.49	1.04
	2	3.11	1.04	23.20	0.00
	3	296.21	41.84	1.04	3.11
	4	1.04	1.04	1.04	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	6.21	260.37	0.00
	2	5.18	0.00	34.18	1.04
	3	341.57	42.98	1.04	4.14
	4	1.04	0.00	0.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	4.14	196.06	3.11
	2	4.14	0.00	18.64	0.00
	3	313.82	43.50	0.00	5.07
	4	1.04	0.00	2.07	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	1	0
	2	0	0	0	0
	3	2	0	0	0
	4	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	4	0
	2	0	0	0	0
	3	1	3	0	0
	4	0	0	14	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	0
	2	0	0	4	0
	3	2	0	0	0
	4	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	0
	2	0	0	10	0
	3	1	5	0	0
	4	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	0	0
	3	1	3	0	0
	4	0	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	0	0
	3	0	0	0	33
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.34	1.78	0.5	A	225.35	1352.10
2	0.14	3.63	0.2	A	30.19	181.14
3	0.77	7.80	3.3	A	371.64	2229.85
4	0.05	5.17	0.1	A	5.06	30.35

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	230.75	230.75	41.54	785.93	0.294	230.33	342.06	0.0	0.4	1.649	A
2	27.96	27.96	222.14	306.42	0.091	27.86	49.72	0.0	0.1	3.231	A
3	375.13	375.13	7.23	503.63	0.745	372.25	242.78	0.0	2.9	6.825	A
4	6.21	6.21	377.41	210.96	0.029	6.18	2.06	0.0	0.0	4.395	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	214.39	214.39	49.42	780.53	0.275	214.42	350.78	0.4	0.4	1.656	A
2	20.71	20.71	219.44	307.63	0.067	20.74	44.40	0.1	0.1	3.139	A
3	386.83	386.83	9.73	502.36	0.770	386.44	230.45	2.9	3.3	7.791	A
4	10.67	10.67	389.57	205.62	0.052	10.64	6.60	0.0	0.1	5.172	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	219.36	219.36	41.90	785.68	0.279	219.37	346.39	0.4	0.4	1.603	A
2	41.95	41.95	216.31	309.03	0.136	41.86	44.96	0.1	0.2	3.455	A
3	373.58	373.58	12.41	500.99	0.746	373.79	245.75	3.3	3.1	7.239	A
4	6.21	6.21	382.05	208.92	0.030	6.24	4.15	0.1	0.0	4.441	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	215.63	215.63	46.03	782.85	0.275	215.64	301.22	0.4	0.4	1.603	A
2	27.34	27.34	214.61	309.79	0.088	27.40	47.06	0.2	0.1	3.452	A
3	342.19	342.19	5.21	504.66	0.678	343.07	236.80	3.1	2.2	5.704	A
4	3.11	3.11	344.13	225.59	0.014	3.12	4.15	0.0	0.0	4.045	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	267.62	267.62	43.93	784.29	0.341	267.48	347.79	0.4	0.5	1.782	A
2	40.39	40.39	262.31	288.47	0.140	40.34	49.10	0.1	0.2	3.627	A
3	389.73	389.73	7.24	503.62	0.774	388.59	295.41	2.2	3.3	7.804	A
4	1.04	1.04	390.67	205.13	0.005	1.04	5.16	0.0	0.0	4.411	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	204.34	204.34	45.62	783.13	0.261	204.51	320.66	0.5	0.4	1.581	A
2	22.79	22.79	202.44	315.22	0.072	22.87	47.70	0.2	0.1	3.078	A
3	362.39	362.39	8.29	503.09	0.720	363.07	217.01	3.3	2.6	6.485	A
4	3.11	3.11	363.19	217.22	0.014	3.10	8.18	0.0	0.0	4.203	A

FB+CD WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:30 - 16:45

		To			
		1	2	3	4
From	1	0.00	13.36	216.36	1.04
	2	6.21	0.00	21.75	0.00
	3	337.43	34.59	2.07	1.04
	4	1.04	2.07	3.11	0.00

Demand (PCU/TS)

16:45 - 17:00

		To			
		1	2	3	4
From	1	1.04	6.21	204.65	2.49
	2	5.18	0.00	14.50	1.04
	3	344.47	37.18	2.07	3.11
	4	0.41	1.04	9.22	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	6.21	212.11	1.04
	2	11.39	0.00	30.55	0.00
	3	331.73	36.66	2.07	3.11
	4	3.11	2.07	1.04	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	3.11	211.49	1.04
	2	3.11	1.04	23.20	0.00
	3	296.21	41.84	1.04	3.11
	4	1.04	1.04	1.04	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	6.21	260.37	0.00
	2	5.18	0.00	34.18	1.04
	3	341.57	42.98	1.04	4.14
	4	1.04	0.00	0.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	4.14	196.06	3.11
	2	4.14	0.00	18.64	0.00
	3	313.82	43.50	0.00	5.07
	4	1.04	0.00	2.07	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	1	0
	2	0	0	0	0
	3	2	0	0	0
	4	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	4	0
	2	0	0	0	0
	3	1	3	0	0
	4	0	0	14	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	0
	2	0	0	4	0
	3	2	0	0	0
	4	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		1	2	3	4
From	1	0	0	1	0
	2	0	0	10	0
	3	1	5	0	0
	4	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	0	0
	3	1	3	0	0
	4	0	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	0	0
	3	0	0	0	33
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.34	1.78	0.5	A	225.35	1352.10
2	0.14	3.63	0.2	A	30.19	181.14
3	0.77	7.80	3.3	A	371.64	2229.85
4	0.05	5.17	0.1	A	5.06	30.35

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	230.75	230.75	41.54	785.93	0.294	230.33	342.06	0.0	0.4	1.649	A
2	27.96	27.96	222.14	306.42	0.091	27.86	49.72	0.0	0.1	3.231	A
3	375.13	375.13	7.23	503.63	0.745	372.25	242.78	0.0	2.9	6.825	A
4	6.21	6.21	377.41	210.96	0.029	6.18	2.06	0.0	0.0	4.395	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	214.39	214.39	49.42	780.53	0.275	214.42	350.78	0.4	0.4	1.656	A
2	20.71	20.71	219.44	307.63	0.067	20.74	44.40	0.1	0.1	3.139	A
3	386.83	386.83	9.73	502.36	0.770	386.44	230.45	2.9	3.3	7.791	A
4	10.67	10.67	389.57	205.62	0.052	10.64	6.60	0.0	0.1	5.172	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	219.36	219.36	41.90	785.68	0.279	219.37	346.39	0.4	0.4	1.603	A
2	41.95	41.95	216.31	309.03	0.136	41.86	44.96	0.1	0.2	3.455	A
3	373.58	373.58	12.41	500.99	0.746	373.79	245.75	3.3	3.1	7.239	A
4	6.21	6.21	382.05	208.92	0.030	6.24	4.15	0.1	0.0	4.441	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	215.63	215.63	46.03	782.85	0.275	215.64	301.22	0.4	0.4	1.603	A
2	27.34	27.34	214.61	309.79	0.088	27.40	47.06	0.2	0.1	3.452	A
3	342.19	342.19	5.21	504.66	0.678	343.07	236.80	3.1	2.2	5.704	A
4	3.11	3.11	344.13	225.59	0.014	3.12	4.15	0.0	0.0	4.045	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	267.62	267.62	43.93	784.29	0.341	267.48	347.79	0.4	0.5	1.782	A
2	40.39	40.39	262.31	288.47	0.140	40.34	49.10	0.1	0.2	3.627	A
3	389.73	389.73	7.24	503.62	0.774	388.59	295.41	2.2	3.3	7.804	A
4	1.04	1.04	390.67	205.13	0.005	1.04	5.16	0.0	0.0	4.411	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	204.34	204.34	45.62	783.13	0.261	204.51	320.66	0.5	0.4	1.581	A
2	22.79	22.79	202.44	315.22	0.072	22.87	47.70	0.2	0.1	3.078	A
3	362.39	362.39	8.29	503.09	0.720	363.07	217.01	3.3	2.6	6.485	A
4	3.11	3.11	363.19	217.22	0.014	3.10	8.18	0.0	0.0	4.203	A

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:30 - 16:45

		To			
		1	2	3	4
From	1	0.00	13.36	233.03	1.04
	2	6.21	0.00	21.75	0.00
	3	380.10	34.59	2.07	1.04
	4	1.04	2.07	3.11	0.00

Demand (PCU/TS)

16:45 - 17:00

		To			
		1	2	3	4
From	1	1.04	6.21	221.33	2.49
	2	5.18	0.00	14.50	1.04
	3	387.15	37.18	2.07	3.11
	4	0.41	1.04	9.22	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	6.21	228.79	1.04
	2	11.39	0.00	30.55	0.00
	3	348.41	36.66	2.07	3.11
	4	3.11	2.07	1.04	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	3.11	228.16	1.04
	2	3.11	1.04	23.20	0.00
	3	312.88	41.84	1.04	3.11
	4	1.04	1.04	1.04	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	6.21	277.05	0.00
	2	5.18	0.00	34.18	1.04
	3	358.25	42.98	1.04	4.14
	4	1.04	0.00	0.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	4.14	212.73	3.11
	2	4.14	0.00	18.64	0.00
	3	330.49	43.50	0.00	5.07
	4	1.04	0.00	2.07	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	4	0
	2	0	0	0	0
	3	3	0	0	0
	4	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	7	0
	2	0	0	0	0
	3	2	3	0	0
	4	0	0	14	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	4	0
	2	0	0	4	0
	3	4	0	0	0
	4	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	4	0
	2	0	0	10	0
	3	3	5	0	0
	4	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	5	0
	2	0	0	0	0
	3	2	3	0	0
	4	0	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	4	0
	2	0	0	0	0
	3	2	0	0	33
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.36	1.88	0.6	A	242.03	1452.15
2	0.14	3.74	0.2	A	30.19	181.14
3	0.85	12.24	5.6	B	396.98	2381.90
4	0.06	5.72	0.1	A	5.06	30.35

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	247.43	247.43	41.40	786.03	0.315	246.95	383.05	0.0	0.5	1.738	A
2	27.96	27.96	238.75	299.00	0.094	27.86	49.60	0.0	0.1	3.319	A
3	417.80	417.80	7.23	503.63	0.830	413.10	259.39	0.0	4.7	9.786	A
4	6.21	6.21	418.27	193.00	0.032	6.18	2.06	0.0	0.0	4.817	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	231.06	231.06	49.37	780.56	0.296	231.09	392.99	0.5	0.4	1.749	A
2	20.71	20.71	236.11	300.18	0.069	20.74	44.35	0.1	0.1	3.222	A
3	429.51	429.51	9.73	502.36	0.855	428.59	247.12	4.7	5.6	12.240	B
4	10.67	10.67	431.73	187.09	0.057	10.63	6.59	0.0	0.1	5.715	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	236.04	236.04	42.03	785.60	0.300	236.04	364.56	0.4	0.4	1.694	A
2	41.95	41.95	232.99	301.57	0.139	41.86	45.08	0.1	0.2	3.554	A
3	390.25	390.25	12.41	500.99	0.779	392.08	262.44	5.6	3.8	8.705	A
4	6.21	6.21	400.33	200.88	0.031	6.25	4.16	0.1	0.0	4.625	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	232.31	232.31	46.05	782.84	0.297	232.31	318.18	0.4	0.4	1.695	A
2	27.34	27.34	231.28	302.34	0.090	27.40	47.08	0.2	0.1	3.548	A
3	358.87	358.87	5.21	504.66	0.711	360.05	253.48	3.8	2.6	6.498	A
4	3.11	3.11	361.11	218.13	0.014	3.12	4.15	0.0	0.0	4.185	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	284.30	284.30	43.90	784.31	0.362	284.14	364.17	0.4	0.6	1.880	A
2	40.39	40.39	278.98	281.03	0.144	40.33	49.07	0.1	0.2	3.740	A
3	406.41	406.41	7.24	503.62	0.807	404.94	312.07	2.6	4.1	9.180	A
4	1.04	1.04	407.02	197.94	0.005	1.04	5.16	0.0	0.0	4.572	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221.02	221.02	45.63	783.12	0.282	221.20	337.51	0.6	0.4	1.672	A
2	22.79	22.79	219.12	307.77	0.074	22.87	47.71	0.2	0.1	3.159	A
3	379.07	379.07	8.29	503.09	0.753	379.93	233.70	4.1	3.2	7.505	A
4	3.11	3.11	380.04	209.80	0.015	3.10	8.18	0.0	0.0	4.353	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 58 (four_arm)_V3_WITHCONGESTION_WITHREDUCEDFLOWS.j9
Path: C:\Users\bpa76880.000\OneDrive - ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\1 Reduced Flow Models
Report generation date: 04/06/2025 20:20:04

«FB+CD+N2T WD, AM
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	AM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	FB+CD+N2T WD					
Arm 1	34.6	90.79	1.04	F	61.95	F
Arm 2	7.6	105.31	0.92	F		
Arm 3	1.3	4.30	0.56	A		
Arm 4	0.8	79.73	0.49	F		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

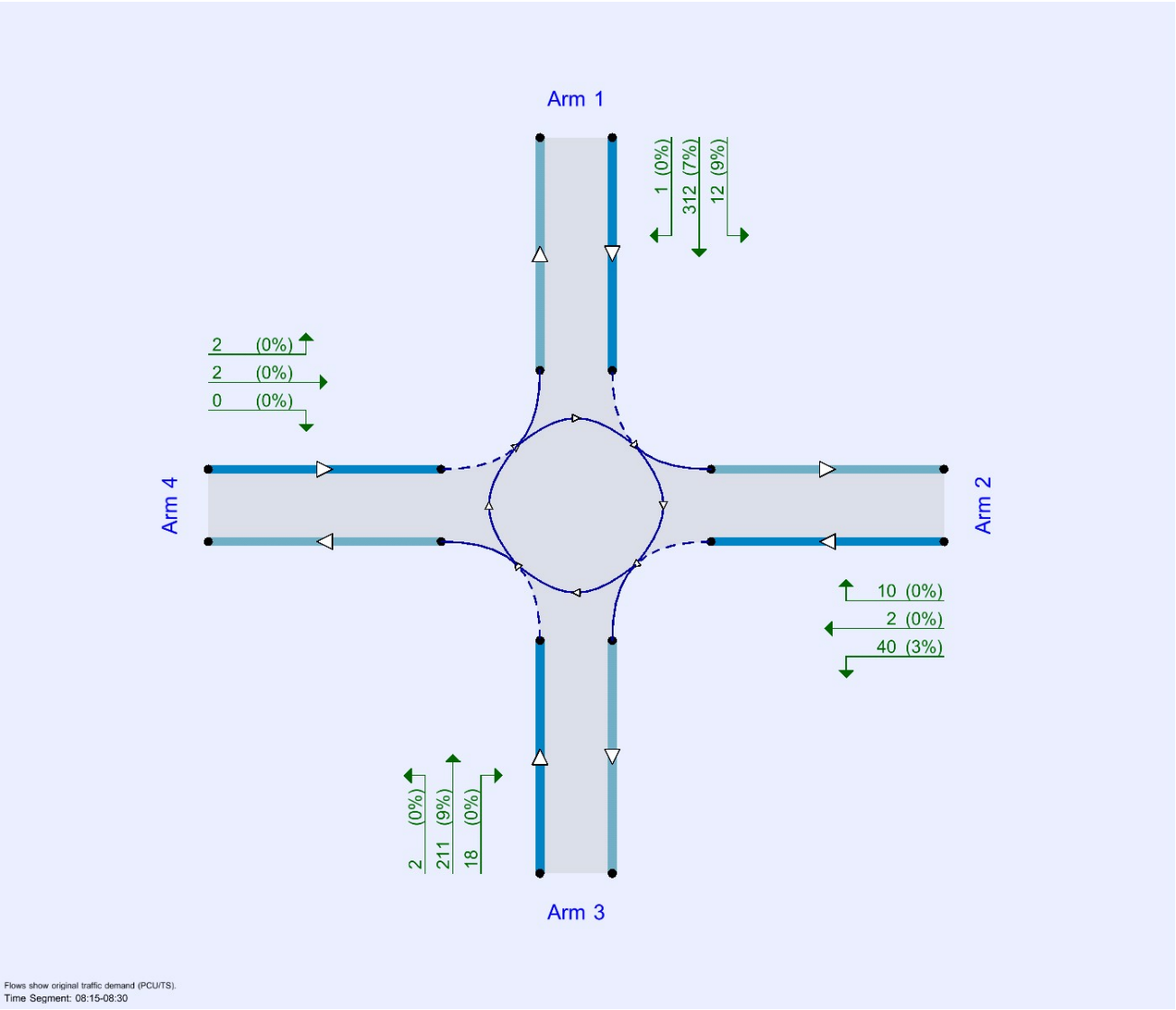
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Analysis Set Details

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

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	61.95	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A131	
2	Main Road	
3	A131 Braintree Road	
4	untitled	The Crescent Main Road

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	8.80	11.14	14.8	25.6	89.8	22.0	
2	4.72	6.32	3.1	21.2	89.8	29.0	
3	5.48	7.28	7.6	22.6	89.8	23.0	
4	3.05	5.08	32.7	25.6	89.8	19.0	

Exit Restrictions

Arm	Exit restriction present	Linked exit restriction present	Maximum capacity (PCU/TS)
1			
2			
3	✓		394.00
4			

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.686	814.421
2	0.447	405.671
3	0.510	507.314
4	0.440	376.872

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	1.00	356.00	0.00
	2	2.00	0.00	37.00	0.00
	3	154.00	4.00	0.00	1.00
	4	3.00	1.00	0.00	0.00

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.00	12.00	371.00	0.00
	2	4.00	0.00	54.00	0.00
	3	208.00	7.00	0.00	2.00
	4	8.00	0.00	0.00	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	9.00	338.00	1.00
	2	3.00	0.00	61.00	0.00
	3	209.00	10.00	0.00	2.00
	4	5.00	3.00	3.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.00	8.00	318.00	1.00
	2	1.00	0.00	67.00	1.00
	3	265.00	16.00	0.00	1.00
	4	3.00	1.00	3.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	7.00	295.00	0.00
	2	8.00	0.00	77.00	0.00
	3	185.00	17.00	0.00	1.00
	4	2.00	0.00	1.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	12.00	312.00	1.00
	2	10.00	1.00	40.00	2.00
	3	211.00	18.00	0.00	2.00
	4	2.00	2.00	0.00	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	3	0
	3	11	0	50	0
	4	0	0	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	0
	2	0	0	2	0
	3	10	0	0	0
	4	50	0	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	0
	2	0	0	0	0
	3	5	13	50	0
	4	0	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	14	2	0
	2	0	0	3	0
	3	7	7	0	0
	4	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	5	0
	2	0	0	6	0
	3	4	7	0	0
	4	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1	2	3	4
From	1	0	9	7	0
	2	0	0	3	0
	3	9	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.04	90.79	34.6	F	341.33	2048.00
2	0.92	105.31	7.6	F	61.33	368.00
3	0.56	4.30	1.3	A	218.83	1313.00
4	0.49	79.73	0.8	F	6.17	37.00

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	358.00	358.00	4.98	811.00	0.441	357.20	159.49	0.0	0.8	2.019	A
2	39.00	39.00	356.20	246.52	0.158	38.81	5.98	0.0	0.2	4.450	A
3	159.00	159.00	2.99	505.79	0.314	158.50	392.02	0.0	0.5	2.863	A
4	4.00	4.00	160.49	306.32	0.013	3.99	1.00	0.0	0.0	2.976	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	385.00	385.00	6.99	369.08	1.043	357.02	221.22	0.8	28.8	47.817	E
2	58.00	58.00	345.91	65.41	0.887	53.64	18.09	0.2	4.6	64.062	F
3	217.00	217.00	5.55	504.49	0.430	216.68	394.00	0.5	0.8	3.423	A
4	8.00	8.00	220.24	280.06	0.029	7.97	2.00	0.0	0.0	4.957	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	348.00	348.00	15.54	347.62	1.001	342.17	216.85	28.8	34.6	90.790	F
2	64.00	64.00	335.94	69.42	0.922	62.12	21.76	4.6	6.4	96.582	F
3	221.00	221.00	4.06	505.24	0.437	221.01	394.00	0.8	0.8	3.333	A
4	11.00	11.00	222.17	22.41	0.491	10.21	2.90	0.0	0.8	70.199	F

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	329.00	329.00	20.04	346.55	0.949	336.39	270.63	34.6	27.2	83.914	F
2	69.00	69.00	331.10	74.91	0.921	67.84	25.33	6.4	7.6	105.306	F
3	282.00	282.00	4.93	504.80	0.559	281.47	394.00	0.8	1.3	4.302	A
4	7.00	7.00	283.50	18.65	0.375	7.17	2.91	0.8	0.7	79.728	F

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	303.00	303.00	18.35	342.42	0.885	320.43	196.70	27.2	9.8	48.739	E
2	85.00	85.00	314.23	111.94	0.759	88.85	24.55	7.6	3.7	45.464	E
3	203.00	203.00	9.08	502.69	0.404	203.63	394.00	1.3	0.7	3.144	A
4	3.00	3.00	211.52	26.48	0.113	3.53	1.19	0.7	0.1	39.983	E

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	325.00	325.00	21.02	800.01	0.406	334.07	223.22	9.8	0.7	2.109	A
2	53.00	53.00	321.91	261.84	0.202	56.49	33.17	3.7	0.3	4.551	A
3	231.00	231.00	14.32	500.02	0.462	230.79	364.08	0.7	0.9	3.613	A
4	4.00	4.00	240.12	271.31	0.015	4.12	4.98	0.1	0.0	3.371	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site 58 (four_arm)_V3_WITHREDUCEDFLOWS_PM.j9
Path: C:\Users\shadwelh8829\OneDrive - ARCADIS\Desktop
Report generation date: 15/04/2025 12:44:05

»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	FB+CD+N2T WD													
Arm 1	D7	0.9	2.17	0.48	A	3.24	A	D8	0.6	1.83	0.35	A	6.49	A
Arm 2		0.5	5.06	0.31	A				0.2	3.68	0.14	A		
Arm 3		1.3	4.33	0.56	A				4.2	9.56	0.81	A		
Arm 4		0.0	4.97	0.04	A				0.1	5.43	0.05	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

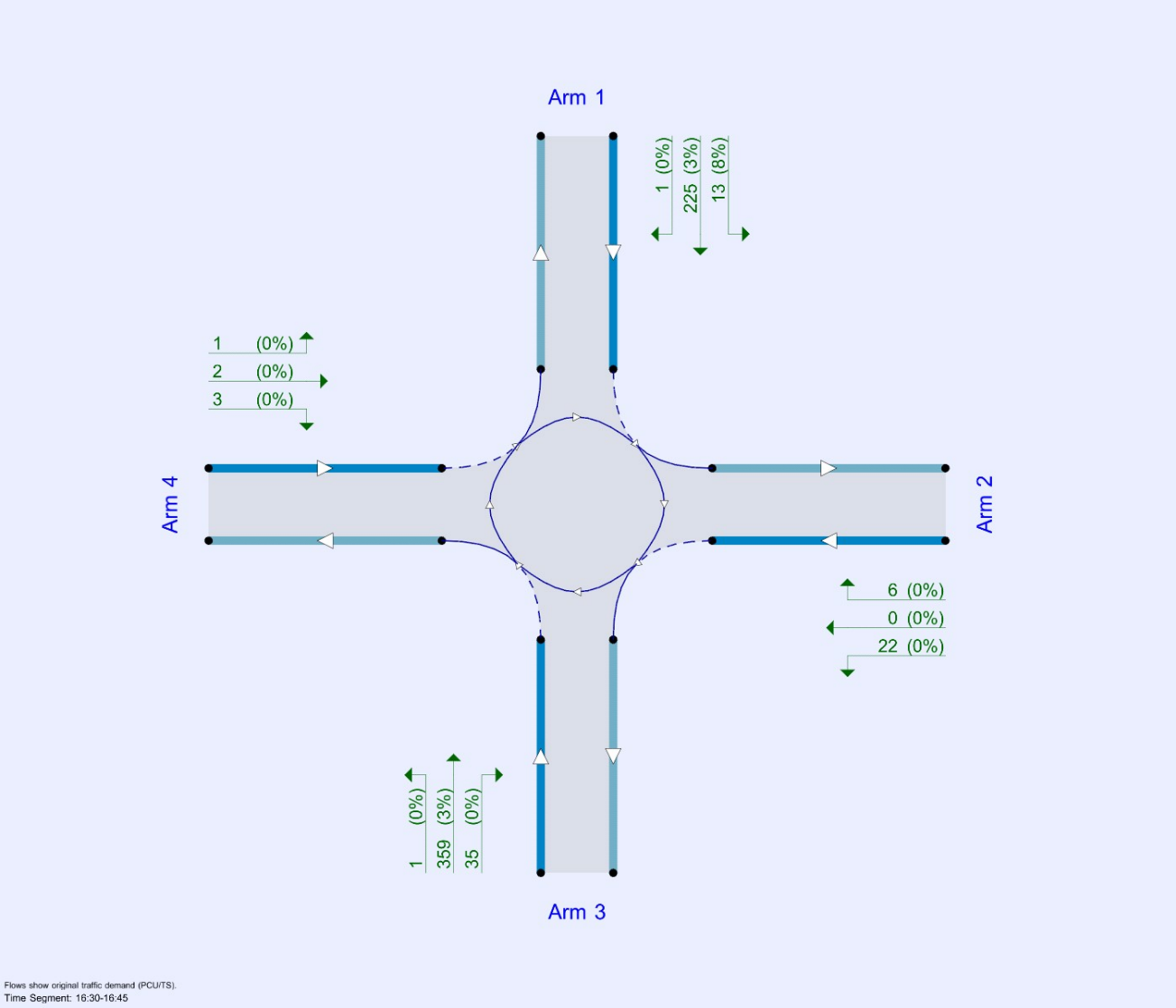
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Analysis Set Details

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

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A131	
2	Main Road	
3	A131 Braintree Road	
4	untitled	The Crescent Main Road

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	8.80	11.14	14.8	25.6	89.8	22.0	
2	4.72	6.32	3.1	21.2	89.8	29.0	
3	5.48	7.28	7.6	22.6	89.8	23.0	
4	3.05	5.08	32.7	25.6	89.8	19.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.686	814.421
2	0.447	405.671
3	0.510	507.314
4	0.440	376.872

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.03	1.03	356.46	0.00
	2	2.07	0.00	36.72	0.00
	3	154.37	3.52	4.03	1.03
	4	3.10	1.03	0.00	0.00

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	12.41	370.73	0.00
	2	4.14	0.00	54.30	0.00
	3	208.46	7.24	0.00	2.07
	4	8.07	0.00	0.00	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	9.31	337.95	1.03
	2	3.10	0.00	61.23	0.00
	3	208.67	9.83	4.03	2.07
	4	5.17	3.10	3.10	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.07	8.17	318.09	1.03
	2	1.03	0.00	67.23	1.03
	3	265.45	16.03	0.00	1.03
	4	3.10	1.03	3.31	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.03	7.24	294.69	0.00
	2	8.27	0.00	76.95	0.00
	3	184.78	17.06	1.03	1.03
	4	2.07	0.00	1.03	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	12.31	312.37	1.03
	2	10.34	1.03	39.82	2.07
	3	211.05	17.58	1.03	2.07
	4	2.07	2.07	0.00	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	3	0
	3	11	0	50	0
	4	0	0	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	0
	2	0	0	2	0
	3	10	0	0	0
	4	50	0	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	0
	2	0	0	0	0
	3	5	13	50	0
	4	0	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	14	2	0
	2	0	0	3	0
	3	7	7	0	0
	4	0	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	5	0
	2	0	0	6	0
	3	4	7	0	0
	4	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	9	7	0
	2	0	0	3	0
	3	9	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.48	2.17	0.9	A	341.68	2050.07
2	0.31	5.06	0.5	A	61.55	369.33
3	0.56	4.33	1.3	A	220.58	1323.48
4	0.04	4.97	0.0	A	6.38	38.27

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	358.53	358.53	8.56	808.55	0.443	357.72	160.05	0.0	0.8	2.033	A
2	38.78	38.78	360.71	244.51	0.159	38.59	5.57	0.0	0.2	4.488	A
3	162.96	162.96	3.09	505.74	0.322	162.43	396.21	0.0	0.5	2.928	A
4	4.14	4.14	164.49	304.56	0.014	4.12	1.03	0.0	0.0	2.995	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	385.21	385.21	7.24	809.46	0.476	385.10	222.39	0.8	0.9	2.172	A
2	58.43	58.43	372.73	239.14	0.244	58.30	19.61	0.2	0.3	5.064	A
3	217.77	217.77	6.19	504.16	0.432	217.47	424.84	0.5	0.8	3.439	A
4	8.07	8.07	221.60	279.46	0.029	8.04	2.06	0.0	0.0	4.969	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	348.29	348.29	20.02	800.69	0.435	348.42	216.99	0.9	0.8	2.050	A
2	64.33	64.33	346.21	250.99	0.256	64.31	22.22	0.3	0.3	4.821	A
3	224.60	224.60	4.15	505.20	0.445	224.58	406.38	0.8	0.8	3.401	A
4	11.38	11.38	225.63	277.69	0.041	11.38	3.10	0.0	0.0	3.381	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	329.36	329.36	20.36	800.46	0.411	329.44	271.18	0.8	0.7	1.954	A
2	69.29	69.29	324.59	260.65	0.266	69.27	25.21	0.3	0.4	4.848	A
3	282.51	282.51	5.17	504.68	0.560	282.01	388.69	0.8	1.3	4.325	A
4	7.45	7.45	284.08	251.99	0.030	7.46	3.10	0.0	0.0	3.679	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	302.96	302.96	19.16	801.28	0.378	303.04	196.74	0.7	0.6	1.899	A
2	85.22	85.22	297.87	272.59	0.313	85.12	24.33	0.4	0.5	5.048	A
3	203.91	203.91	9.28	502.59	0.406	204.54	373.71	1.3	0.7	3.153	A
4	3.10	3.10	212.78	283.33	0.011	3.12	1.04	0.0	0.0	3.211	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	325.71	325.71	21.70	799.54	0.407	325.62	223.26	0.6	0.7	2.031	A
2	53.26	53.26	314.36	265.22	0.201	53.48	32.96	0.5	0.3	4.340	A
3	231.73	231.73	14.46	499.95	0.464	231.52	353.38	0.7	0.9	3.635	A
4	4.14	4.14	240.82	271.01	0.015	4.13	5.15	0.0	0.0	3.371	A

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	13.36	224.69	1.04
	2	6.21	0.00	21.75	0.00
	3	358.77	34.59	2.07	1.04
	4	1.04	2.07	3.11	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	6.21	212.99	2.49
	2	5.18	0.00	14.50	1.04
	3	365.81	37.18	2.07	3.11
	4	0.41	1.04	9.22	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	6.21	220.45	1.04
	2	11.39	0.00	30.55	0.00
	3	340.07	36.66	2.07	3.11
	4	3.11	2.07	1.04	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	3.11	219.83	1.04
	2	3.11	1.04	23.20	0.00
	3	304.55	41.84	1.04	3.11
	4	1.04	1.04	1.04	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	6.21	268.71	0.00
	2	5.18	0.00	34.18	1.04
	3	349.91	42.98	1.04	4.14
	4	1.04	0.00	0.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	4.14	204.39	3.11
	2	4.14	0.00	18.64	0.00
	3	322.15	43.50	0.00	5.07
	4	1.04	0.00	2.07	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	8	3	0
	2	0	0	0	0
	3	3	0	0	0
	4	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	6	0
	2	0	0	0	0
	3	1	3	0	0
	4	0	0	14	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	4	0
	3	3	0	0	0
	4	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	10	0
	3	2	5	0	0
	4	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		1	2	3	4
From	1	0	0	4	0
	2	0	0	0	0
	3	1	3	0	0
	4	0	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		1	2	3	4
From	1	0	0	3	0
	2	0	0	0	0
	3	1	0	0	33
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.35	1.83	0.6	A	233.69	1402.13
2	0.14	3.68	0.2	A	30.19	181.14
3	0.81	9.56	4.2	A	384.31	2305.88
4	0.05	5.43	0.1	A	5.06	30.35

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	239.09	239.09	41.48	785.97	0.304	238.64	362.71	0.0	0.4	1.692	A
2	27.96	27.96	230.45	302.71	0.092	27.86	49.67	0.0	0.1	3.274	A
3	396.47	396.47	7.23	503.63	0.787	392.84	251.09	0.0	3.6	8.070	A
4	6.21	6.21	398.00	201.91	0.031	6.18	2.06	0.0	0.0	4.598	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	222.73	222.73	49.40	780.54	0.285	222.75	371.96	0.4	0.4	1.702	A
2	20.71	20.71	227.77	303.90	0.068	20.74	44.38	0.1	0.1	3.177	A
3	408.17	408.17	9.73	502.36	0.813	407.59	238.78	3.6	4.2	9.555	A
4	10.67	10.67	410.72	196.32	0.054	10.64	6.60	0.0	0.1	5.431	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	227.70	227.70	41.95	785.65	0.290	227.70	355.28	0.4	0.4	1.648	A
2	41.95	41.95	224.65	305.30	0.137	41.86	45.00	0.1	0.2	3.504	A
3	381.91	381.91	12.41	500.99	0.762	382.72	254.09	4.2	3.4	7.885	A
4	6.21	6.21	390.98	205.00	0.030	6.25	4.15	0.1	0.0	4.531	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	223.97	223.97	46.04	782.85	0.286	223.98	309.69	0.4	0.4	1.646	A
2	27.34	27.34	222.95	306.06	0.089	27.40	47.07	0.2	0.1	3.501	A
3	350.53	350.53	5.21	504.66	0.695	351.55	245.14	3.4	2.4	6.076	A
4	3.11	3.11	352.61	221.87	0.014	3.12	4.15	0.0	0.0	4.116	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	275.96	275.96	43.92	784.30	0.352	275.81	355.99	0.4	0.6	1.830	A
2	40.39	40.39	270.64	284.75	0.142	40.33	49.09	0.1	0.2	3.683	A
3	398.07	398.07	7.24	503.62	0.790	396.78	303.74	2.4	3.7	8.445	A
4	1.04	1.04	398.86	201.53	0.005	1.04	5.16	0.0	0.0	4.490	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	212.68	212.68	45.63	783.13	0.272	212.86	329.08	0.6	0.4	1.626	A
2	22.79	22.79	210.78	311.50	0.073	22.87	47.70	0.2	0.1	3.120	A
3	370.73	370.73	8.29	503.09	0.737	371.50	225.36	3.7	2.9	6.962	A
4	3.11	3.11	371.61	213.51	0.015	3.10	8.18	0.0	0.0	4.277	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 59 (four_arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 21/03/2025 16:28:20

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Arm 1	D1	1.7	8.55	0.62	A	13.90	B	D2	0.4	4.78	0.28	A	12.37	B
Arm 2		9.1	22.02	0.92	C				2.5	6.51	0.71	A		
Arm 3		0.9	7.87	0.46	A				4.6	23.10	0.84	C		
Arm 4		2.3	11.51	0.70	B				4.3	25.31	0.83	D		
	FB WD													
Arm 1	D3	1.9	9.32	0.65	A	17.98	C	D4	0.4	4.93	0.29	A	16.56	C
Arm 2		13.8	31.38	0.96	D				2.9	7.25	0.74	A		
Arm 3		1.0	8.69	0.49	A				6.9	33.65	0.89	D		
Arm 4		2.7	13.28	0.73	B				6.6	36.36	0.89	E		
	FB+CD WD													
Arm 1	D5	1.9	9.32	0.65	A	17.98	C	D6	0.4	4.93	0.29	A	16.56	C
Arm 2		13.8	31.38	0.96	D				2.9	7.25	0.74	A		
Arm 3		1.0	8.69	0.49	A				6.9	33.65	0.89	D		
Arm 4		2.7	13.28	0.73	B				6.6	36.36	0.89	E		
	FB+CD+N2T WD													
Arm 1	D7	2.6	11.60	0.72	B	23.64	C	D8	0.6	5.67	0.35	A	30.75	D
Arm 2		17.9	44.09	0.99	E				3.2	7.91	0.76	A		
Arm 3		1.4	10.63	0.57	B				19.1	81.22	0.99	F		
Arm 4		3.0	15.19	0.75	C				10.1	59.43	0.94	F		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

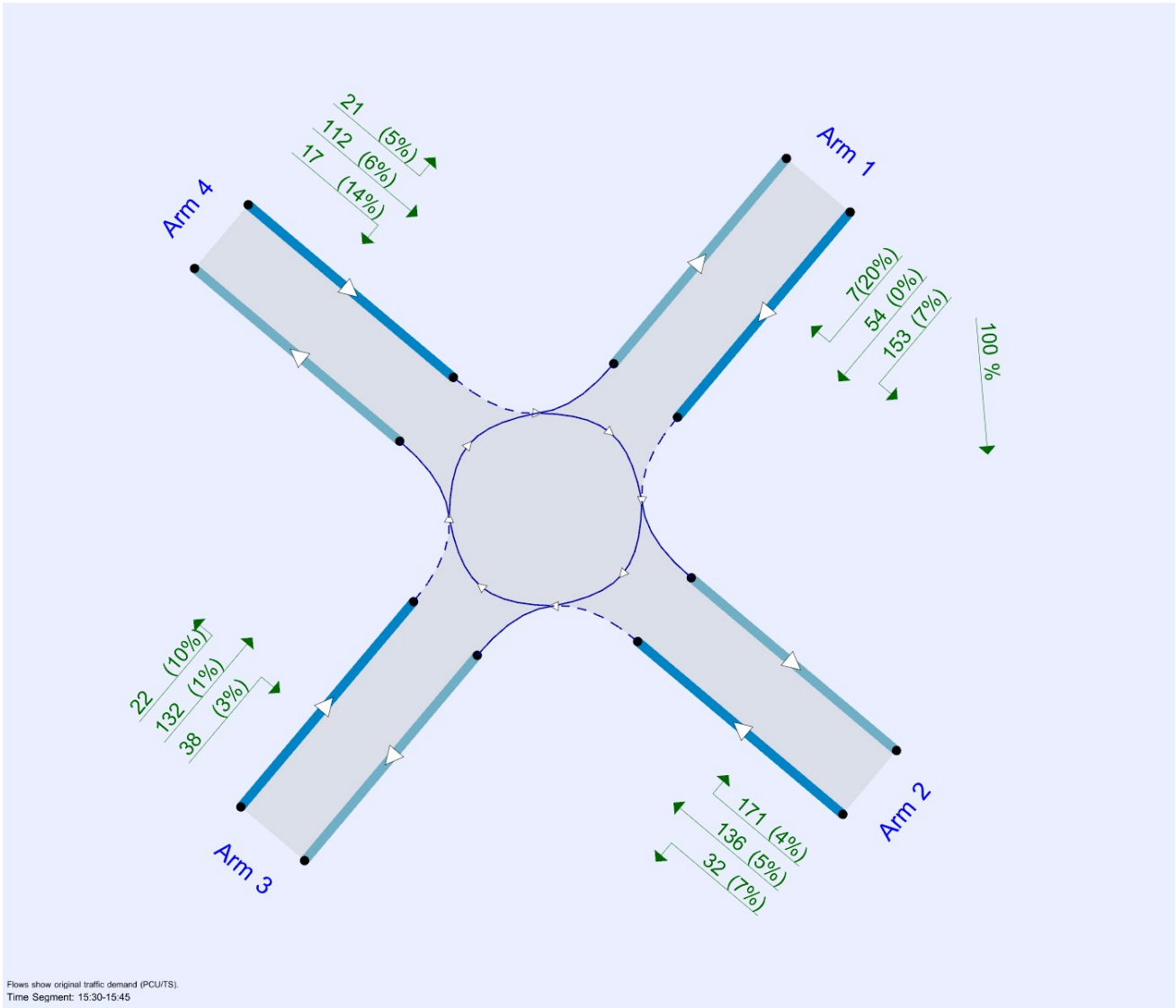
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	06:45	08:15	90	15	✓
D2	2024	PM	DIRECT	15:30	17:00	90	15	✓
D3	FB WD	AM	DIRECT	06:45	08:15	90	15	✓
D4	FB WD	PM	DIRECT	15:30	17:00	90	15	✓
D5	FB+CD WD	AM	DIRECT	06:45	08:15	90	15	✓
D6	FB+CD WD	PM	DIRECT	15:30	17:00	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	06:45	08:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	15:30	17:00	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	13.90	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A131 Braintree Road (NE)	
2	A131 (SE)	
3	E1008 (SW)	
4	B1008 (NW)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.83	5.95	6.2	84.7	49.6	34.0	
2	5.99	8.16	8.4	19.9	49.6	24.5	
3	3.08	6.64	23.2	84.8	49.6	37.0	
4	4.17	8.26	5.6	16.1	49.6	27.5	

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1	✓	100
2		
3		
4		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.579	375.416
2	0.714	553.974
3	0.610	419.587
4	0.596	407.421

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	06:45	08:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

06:45 - 07:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	173.63	76.80	2.93
	2	100.28	0.00	47.40	125.18
	3	31.05	11.25	0.00	15.75
	4	13.35	74.70	12.75	0.00

07:00 - 07:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	231.50	102.40	3.90
	2	133.70	0.00	63.20	166.90
	3	41.40	15.00	0.00	21.00
	4	17.80	99.60	17.00	0.00

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	257.00	140.50	8.90
	2	162.60	0.00	57.00	148.40
	3	39.30	21.80	0.00	18.40
	4	4.00	122.30	66.10	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	250.20	150.80	6.80
	2	160.40	0.00	51.90	156.00
	3	54.00	7.00	0.00	24.00
	4	16.80	132.10	35.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	197.40	151.60	8.00
	2	172.80	0.00	27.90	152.80
	3	65.50	12.00	0.00	21.50
	4	18.20	121.90	33.50	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	188.20	168.30	14.00
	2	148.50	0.00	35.00	125.60
	3	50.00	12.00	0.00	20.00
	4	8.80	104.60	24.00	0.00

Vehicle Mix

06:45 - 07:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	2	50
	2	9	0	3	4
	3	5	0	0	0
	4	13	4	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	1	14
	2	10	0	0	6
	3	8	10	0	13
	4	0	3	8	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	1	67
	2	4	0	2	6
	3	0	0	0	0
	4	14	4	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	1	0
	2	8	0	4	9
	3	2	0	0	5
	4	36	6	3	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1	2	3	4
From	1	0	5	3	0
	2	7	0	0	3
	3	0	0	0	0
	4	33	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.62	8.55	1.7	A	355.48	834.93
2	0.92	22.02	9.1	C	339.26	2035.55
3	0.46	7.87	0.9	A	80.16	480.95
4	0.70	11.51	2.3	B	153.75	922.50

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	253.35	79.73	79.73	173.63	0.00	98.26	318.49	0.250	79.39	144.02	0.0	0.3	3.759	A
2	272.85	272.85	272.85	0.00	173.63	92.09	488.26	0.559	271.60	85.57	0.0	1.3	4.130	A
3	58.05	58.05	58.05	0.00	0.00	227.33	280.93	0.207	57.79	136.36	0.0	0.3	4.029	A
4	100.80	100.80	100.80	0.00	0.00	141.93	322.83	0.312	100.35	143.19	0.0	0.5	4.037	A

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	337.80	106.30	106.30	231.50	0.00	131.19	299.41	0.355	106.07	191.85	0.3	0.6	4.800	A
2	363.80	363.80	363.80	0.00	231.50	123.02	466.19	0.780	361.45	114.24	1.3	3.6	8.916	A
3	77.40	77.40	77.40	0.00	0.00	302.55	235.05	0.329	77.16	181.92	0.3	0.5	5.844	A
4	134.40	134.40	134.40	0.00	0.00	189.06	294.74	0.456	133.98	190.65	0.5	0.9	5.849	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	406.40	149.40	149.40	257.00	0.00	208.62	254.55	0.587	148.55	203.23	0.6	1.4	8.546	A
2	368.00	368.00	368.00	0.00	257.00	213.97	401.28	0.917	362.46	143.21	3.6	9.1	22.024	C
3	79.50	79.50	79.50	0.00	0.00	315.08	227.41	0.350	79.42	261.34	0.5	0.6	6.669	A
4	192.40	192.40	192.40	0.00	0.00	220.90	275.76	0.698	190.95	173.60	0.9	2.3	10.894	B

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	407.80	157.60	157.60	250.20	0.00	174.53	274.30	0.575	157.60	231.24	1.4	1.4	7.954	A
2	368.30	368.30	368.30	0.00	250.20	192.99	416.25	0.885	368.83	139.14	9.1	8.6	20.217	C
3	85.00	85.00	85.00	0.00	0.00	323.55	222.24	0.382	84.97	238.27	0.6	0.6	6.556	A
4	183.90	183.90	183.90	0.00	0.00	221.70	275.29	0.668	184.07	186.82	2.3	2.1	10.291	B

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	357.00	159.60	159.60	197.40	0.00	167.30	278.48	0.573	159.64	256.82	1.4	1.4	7.673	A
2	353.50	353.50	353.50	0.00	197.40	193.11	416.16	0.849	355.53	133.82	8.6	6.6	16.613	C
3	99.00	99.00	99.00	0.00	0.00	334.93	215.31	0.460	98.76	213.72	0.6	0.9	7.867	A
4	173.60	173.60	173.60	0.00	0.00	250.60	258.06	0.673	173.52	183.08	2.1	2.2	11.507	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	370.50	182.30	182.30	188.20	0.00	141.65	293.34	0.621	182.02	209.28	1.4	1.7	8.291	A
2	309.10	309.10	309.10	0.00	188.20	206.27	406.77	0.760	312.23	117.41	6.6	3.5	10.248	B
3	82.00	82.00	82.00	0.00	0.00	291.05	242.07	0.339	82.34	227.46	0.9	0.5	5.648	A
4	137.40	137.40	137.40	0.00	0.00	212.34	280.86	0.489	138.59	161.04	2.2	1.0	6.792	A

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	12.37	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	15:30	17:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

15:30 - 15:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	153.00	54.00	6.50
	2	171.30	0.00	32.40	136.30
	3	131.90	37.90	0.00	21.80
	4	20.90	112.40	17.00	0.00

15:45 - 16:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	158.40	71.90	1.00
	2	199.60	0.00	31.90	102.70
	3	117.50	47.00	0.00	23.00
	4	11.00	134.20	12.00	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	200.80	61.00	6.00
	2	205.80	0.00	30.40	111.30
	3	120.00	26.00	1.00	11.00
	4	16.80	127.60	12.50	0.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	2.90	177.20	68.50	3.00
	2	214.80	1.00	15.00	116.40
	3	128.40	26.00	0.00	16.50
	4	22.00	109.00	6.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	169.90	58.00	7.00
	2	215.30	0.00	34.40	107.20
	3	103.40	59.30	0.00	13.00
	4	33.00	101.20	10.90	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	168.90	55.00	6.00
	2	197.00	0.00	21.00	109.10
	3	125.80	47.00	0.00	18.00
	4	25.50	93.40	13.50	0.00

Vehicle Mix

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	7	0	20
	2	4	0	7	5
	3	1	3	0	10
	4	5	6	14	0

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	1	0
	2	2	0	3	3
	3	1	0	0	0
	4	0	2	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	0
	2	3	0	7	3
	3	2	0	0	0
	4	15	3	9	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	100	4	1	0
	2	1	0	0	0
	3	0	0	0	7
	4	0	4	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	2	0	6	4
	3	0	2	0	0
	4	0	4	11	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	0	0
	2	2	0	0	3
	3	2	0	0	0
	4	4	0	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.28	4.78	0.4	A	238.67	403.80
2	0.71	6.51	2.5	A	342.15	2052.90
3	0.84	23.10	4.6	C	179.08	1074.50
4	0.83	25.31	4.3	D	146.48	878.90

Main Results for each time segment

15:30 - 15:45

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	213.50	60.50	60.50	153.00	0.00	164.13	280.32	0.216	60.22	319.51	0.0	0.3	4.158	A
2	340.00	340.00	340.00	0.00	153.00	76.92	499.08	0.681	337.80	147.43	0.0	2.2	5.784	A
3	191.60	191.60	191.60	0.00	0.00	312.08	229.24	0.836	187.07	102.64	0.0	4.5	20.063	C
4	150.30	150.30	150.30	0.00	0.00	335.98	207.17	0.725	147.66	163.17	0.0	2.6	15.488	C

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	232.30	73.90	73.90	158.40	0.00	191.31	264.57	0.279	73.79	329.43	0.3	0.4	4.778	A
2	334.20	334.20	334.20	0.00	158.40	85.76	492.77	0.678	334.25	179.34	2.2	2.2	5.818	A
3	187.50	187.50	187.50	0.00	0.00	304.36	233.95	0.801	187.75	115.65	4.5	4.3	19.800	C
4	157.20	157.20	157.20	0.00	0.00	365.18	189.76	0.828	155.56	126.94	2.6	4.3	25.309	D

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	267.80	67.00	67.00	200.80	0.00	167.84	278.17	0.241	67.07	343.03	0.4	0.3	4.264	A
2	347.50	347.50	347.50	0.00	200.80	80.54	496.50	0.700	347.29	154.38	2.2	2.4	6.221	A
3	158.00	158.00	158.00	0.00	0.00	322.87	222.66	0.710	159.68	104.95	4.3	2.6	14.843	B
4	156.90	156.90	156.90	0.00	0.00	354.03	196.41	0.799	156.85	128.52	4.3	4.3	24.049	C

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	251.60	74.40	74.40	177.20	0.00	143.13	292.49	0.254	74.37	367.21	0.3	0.4	4.266	A
2	347.20	347.20	347.20	0.00	177.20	80.59	496.46	0.699	347.25	136.91	2.4	2.3	6.065	A
3	170.90	170.90	170.90	0.00	0.00	338.04	213.41	0.801	169.80	89.80	2.6	3.7	20.171	C
4	137.00	137.00	137.00	0.00	0.00	372.12	185.63	0.738	138.22	135.72	4.3	3.1	20.087	C

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	235.90	66.00	66.00	169.90	0.00	170.36	276.71	0.239	66.04	352.72	0.4	0.3	4.272	A
2	356.90	356.90	356.90	0.00	169.90	76.79	499.17	0.715	356.68	159.61	2.3	2.5	6.507	A
3	175.70	175.70	175.70	0.00	0.00	330.41	218.06	0.806	175.47	103.06	3.7	3.9	20.978	C
4	145.10	145.10	145.10	0.00	0.00	378.62	181.76	0.798	144.47	127.26	3.1	3.7	24.413	C

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	230.90	62.00	62.00	168.90	0.00	154.85	285.70	0.217	62.04	349.24	0.3	0.3	4.025	A
2	327.10	327.10	327.10	0.00	168.90	75.55	500.06	0.654	327.67	141.34	2.5	2.0	5.355	A
3	190.80	190.80	190.80	0.00	0.00	313.56	228.34	0.836	190.08	89.66	3.9	4.6	23.097	C
4	132.40	132.40	132.40	0.00	0.00	370.57	186.55	0.710	133.51	133.07	3.7	2.6	17.597	C

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	17.98	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	06:45	08:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

06:45 - 07:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	179.57	79.43	3.03
	2	103.71	0.00	49.02	129.46
	3	32.11	11.64	0.00	16.29
	4	13.81	77.26	13.19	0.00

07:00 - 07:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	239.43	105.91	4.03
	2	138.28	0.00	65.36	172.61
	3	42.82	15.51	0.00	21.72
	4	18.41	103.01	17.58	0.00

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	265.80	145.31	9.20
	2	168.17	0.00	58.95	153.48
	3	40.65	22.55	0.00	19.03
	4	4.14	126.49	68.36	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	258.77	155.96	7.03
	2	165.89	0.00	53.68	161.34
	3	55.85	7.24	0.00	24.82
	4	17.38	136.62	36.20	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	204.16	156.79	8.27
	2	178.72	0.00	28.86	158.03
	3	67.74	12.41	0.00	22.24
	4	18.82	126.07	34.65	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	194.64	174.06	14.48
	2	153.58	0.00	36.20	129.90
	3	51.71	12.41	0.00	20.68
	4	9.10	108.18	24.82	0.00

Vehicle Mix

06:45 - 07:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	2	50
	2	9	0	3	4
	3	5	0	0	0
	4	13	4	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	1	14
	2	10	0	0	6
	3	8	10	0	13
	4	0	3	8	0

Heavy Vehicle Percentages

07:30 - 07:45

		To			
		1	2	3	4
From	1	0	2	1	67
	2	4	0	2	6
	3	0	0	0	0
	4	14	4	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To			
		1	2	3	4
From	1	0	2	1	0
	2	8	0	4	9
	3	2	0	0	5
	4	36	6	3	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1	2	3	4
From	1	0	5	3	0
	2	7	0	0	3
	3	0	0	0	0
	4	33	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.65	9.32	1.9	A	367.64	863.51
2	0.96	31.38	13.8	D	350.87	2105.24
3	0.49	8.69	1.0	A	82.90	497.42
4	0.73	13.28	2.7	B	159.01	954.08

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	262.02	82.45	82.45	179.57	0.00	101.61	316.55	0.260	82.10	148.91	0.0	0.4	3.833	A
2	282.19	282.19	282.19	0.00	179.57	95.23	486.02	0.581	280.82	88.48	0.0	1.4	4.358	A
3	60.04	60.04	60.04	0.00	0.00	235.05	276.22	0.217	59.76	141.00	0.0	0.3	4.153	A
4	104.25	104.25	104.25	0.00	0.00	146.75	319.95	0.326	103.77	148.06	0.0	0.5	4.154	A

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	349.36	109.94	109.94	239.43	0.00	135.65	296.82	0.370	109.69	198.21	0.4	0.6	4.958	A
2	376.25	376.25	376.25	0.00	239.43	127.21	463.19	0.812	373.31	118.13	1.4	4.3	10.295	B
3	80.05	80.05	80.05	0.00	0.00	312.48	229.00	0.350	79.78	188.04	0.3	0.5	6.183	A
4	139.00	139.00	139.00	0.00	0.00	195.33	291.00	0.478	138.54	196.93	0.5	0.9	6.165	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	420.31	154.51	154.51	265.80	0.00	215.51	250.56	0.617	153.53	208.50	0.6	1.6	9.316	A
2	380.60	380.60	380.60	0.00	265.80	221.08	396.20	0.961	371.16	147.95	4.3	13.8	30.392	D
3	82.22	82.22	82.22	0.00	0.00	322.72	222.75	0.369	82.13	269.52	0.5	0.6	7.016	A
4	198.99	198.99	198.99	0.00	0.00	226.78	272.26	0.731	197.23	178.08	0.9	2.7	12.244	B

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	421.76	163.00	163.00	258.77	0.00	180.52	270.82	0.602	163.00	239.05	1.6	1.6	8.611	A
2	380.91	380.91	380.91	0.00	258.77	199.65	411.50	0.926	381.22	143.88	13.8	13.4	31.380	D
3	87.91	87.91	87.91	0.00	0.00	334.37	215.64	0.408	87.86	246.50	0.6	0.7	7.042	A
4	190.20	190.20	190.20	0.00	0.00	229.20	270.81	0.702	190.37	193.03	2.7	2.5	11.676	B

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	369.22	165.06	165.06	204.16	0.00	173.01	275.18	0.600	165.11	266.11	1.6	1.5	8.288	A
2	365.60	365.60	365.60	0.00	204.16	199.73	411.44	0.889	369.30	138.39	13.4	9.7	24.815	C
3	102.39	102.39	102.39	0.00	0.00	347.58	207.59	0.493	102.09	221.44	0.7	1.0	8.686	A
4	179.54	179.54	179.54	0.00	0.00	259.68	252.64	0.711	179.44	189.99	2.5	2.6	13.278	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	383.18	188.54	188.54	194.64	0.00	146.72	290.41	0.649	188.22	217.58	1.5	1.9	9.026	A
2	319.68	319.68	319.68	0.00	194.64	213.35	401.72	0.796	325.10	121.60	9.7	4.3	13.014	B
3	84.81	84.81	84.81	0.00	0.00	303.04	234.76	0.361	85.21	235.41	1.0	0.6	6.034	A
4	142.10	142.10	142.10	0.00	0.00	220.72	275.87	0.515	143.58	167.53	2.6	1.2	7.327	A

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	16.56	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	15:30	17:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

15:30 - 15:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	158.46	55.93	6.73
	2	177.41	0.00	33.56	141.17
	3	136.61	39.25	0.00	22.58
	4	21.65	116.41	17.61	0.00

15:45 - 16:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	164.05	74.47	1.04
	2	206.73	0.00	33.04	106.37
	3	121.69	48.68	0.00	23.82
	4	11.39	138.99	12.43	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	207.97	63.18	6.21
	2	213.15	0.00	31.49	115.27
	3	124.28	26.93	1.04	11.39
	4	17.40	132.15	12.95	0.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	3.00	183.53	70.95	3.11
	2	222.47	1.04	15.54	120.56
	3	132.98	26.93	0.00	17.09
	4	22.79	112.89	6.21	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	175.96	60.07	7.25
	2	222.99	0.00	35.63	111.03
	3	107.09	61.42	0.00	13.46
	4	34.18	104.81	11.29	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	174.93	56.96	6.21
	2	204.03	0.00	21.75	112.99
	3	130.29	48.68	0.00	18.64
	4	26.41	96.73	13.98	0.00

Vehicle Mix

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	7	0	20
	2	4	0	7	5
	3	1	3	0	10
	4	5	6	14	0

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	1	0
	2	2	0	3	3
	3	1	0	0	0
	4	0	2	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	0
	2	3	0	7	3
	3	2	0	0	0
	4	15	3	9	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	100	4	1	0
	2	1	0	0	0
	3	0	0	0	7
	4	0	4	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	2	0	6	4
	3	0	2	0	0
	4	0	4	11	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	0	0
	2	2	0	0	3
	3	2	0	0	0
	4	4	0	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.29	4.93	0.4	A	247.19	418.21
2	0.74	7.25	2.9	A	354.36	2126.18
3	0.89	33.65	6.9	D	185.48	1112.86
4	0.89	36.36	6.6	E	151.71	910.27

Main Results for each time segment

15:30 - 15:45

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221.12	62.66	62.66	158.46	0.00	169.13	277.42	0.226	62.36	329.53	0.0	0.3	4.256	A
2	352.14	352.14	352.14	0.00	158.46	79.59	497.17	0.708	349.65	151.90	0.0	2.5	6.304	A
3	198.44	198.44	198.44	0.00	0.00	323.03	222.56	0.892	192.02	106.21	0.0	6.4	26.225	D
4	155.67	155.67	155.67	0.00	0.00	346.33	201.00	0.774	152.33	168.72	0.0	3.3	18.601	C

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	240.59	76.54	76.54	164.05	0.00	196.70	261.45	0.293	76.42	341.17	0.3	0.4	4.927	A
2	346.13	346.13	346.13	0.00	164.05	88.73	490.65	0.705	346.18	184.38	2.5	2.4	6.384	A
3	194.19	194.19	194.19	0.00	0.00	315.23	227.32	0.854	194.39	119.68	6.4	6.2	27.911	D
4	162.81	162.81	162.81	0.00	0.00	378.16	182.03	0.894	159.71	131.46	3.3	6.4	36.093	E

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	277.36	69.39	69.39	207.97	0.00	174.09	274.55	0.253	69.47	355.74	0.4	0.3	4.389	A
2	359.90	359.90	359.90	0.00	207.97	83.39	494.47	0.728	359.64	160.16	2.4	2.7	6.880	A
3	163.64	163.64	163.64	0.00	0.00	334.35	215.65	0.759	166.45	108.68	6.2	3.4	19.459	C
4	162.50	162.50	162.50	0.00	0.00	367.54	188.36	0.863	162.28	133.27	6.4	6.6	36.359	E

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	260.58	77.06	77.06	183.53	0.00	149.00	289.09	0.267	77.02	379.85	0.3	0.4	4.388	A
2	359.59	359.59	359.59	0.00	183.53	83.59	494.32	0.727	359.64	142.43	2.7	2.7	6.717	A
3	177.00	177.00	177.00	0.00	0.00	350.09	206.05	0.859	175.21	93.14	3.4	5.2	27.552	D
4	141.89	141.89	141.89	0.00	0.00	384.83	178.06	0.797	144.03	140.48	6.6	4.5	28.798	D

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	244.32	68.36	68.36	175.96	0.00	175.89	273.51	0.250	68.39	365.21	0.4	0.3	4.390	A
2	369.64	369.64	369.64	0.00	175.96	79.46	497.27	0.743	369.38	164.82	2.7	2.9	7.248	A
3	181.97	181.97	181.97	0.00	0.00	342.19	210.88	0.863	181.50	106.65	5.2	5.7	29.724	D
4	150.28	150.28	150.28	0.00	0.00	391.87	173.86	0.864	149.22	131.82	4.5	5.6	35.588	E

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	239.14	64.21	64.21	174.93	0.00	160.97	282.16	0.228	64.25	361.53	0.3	0.3	4.132	A
2	338.78	338.78	338.78	0.00	174.93	78.28	498.11	0.680	339.48	146.94	2.9	2.2	5.823	A
3	197.61	197.61	197.61	0.00	0.00	324.85	221.45	0.892	196.36	92.91	5.7	6.9	33.647	D
4	137.13	137.13	137.13	0.00	0.00	383.44	178.88	0.767	139.06	137.76	5.6	3.6	23.964	C

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	17.98	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	06:45	08:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

06:45 - 07:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	179.57	79.43	3.03
	2	103.71	0.00	49.02	129.46
	3	32.11	11.64	0.00	16.29
	4	13.81	77.26	13.19	0.00

07:00 - 07:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	239.43	105.91	4.03
	2	138.28	0.00	65.36	172.61
	3	42.82	15.51	0.00	21.72
	4	18.41	103.01	17.58	0.00

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	265.80	145.31	9.20
	2	168.17	0.00	58.95	153.48
	3	40.65	22.55	0.00	19.03
	4	4.14	126.49	68.36	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	258.77	155.96	7.03
	2	165.89	0.00	53.68	161.34
	3	55.85	7.24	0.00	24.82
	4	17.38	136.62	36.20	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	204.16	156.79	8.27
	2	178.72	0.00	28.86	158.03
	3	67.74	12.41	0.00	22.24
	4	18.82	126.07	34.65	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	194.64	174.06	14.48
	2	153.58	0.00	36.20	129.90
	3	51.71	12.41	0.00	20.68
	4	9.10	108.18	24.82	0.00

Vehicle Mix

06:45 - 07:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	2	50
	2	9	0	3	4
	3	5	0	0	0
	4	13	4	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	1	14
	2	10	0	0	6
	3	8	10	0	13
	4	0	3	8	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	1	67
	2	4	0	2	6
	3	0	0	0	0
	4	14	4	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	1	0
	2	8	0	4	9
	3	2	0	0	5
	4	36	6	3	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	3	0
	2	7	0	0	3
	3	0	0	0	0
	4	33	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.65	9.32	1.9	A	367.64	863.51
2	0.96	31.38	13.8	D	350.87	2105.24
3	0.49	8.69	1.0	A	82.90	497.42
4	0.73	13.28	2.7	B	159.01	954.08

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	262.02	82.45	82.45	179.57	0.00	101.61	316.55	0.260	82.10	148.91	0.0	0.4	3.833	A
2	282.19	282.19	282.19	0.00	179.57	95.23	486.02	0.581	280.82	88.48	0.0	1.4	4.358	A
3	60.04	60.04	60.04	0.00	0.00	235.05	276.22	0.217	59.76	141.00	0.0	0.3	4.153	A
4	104.25	104.25	104.25	0.00	0.00	146.75	319.95	0.326	103.77	148.06	0.0	0.5	4.154	A

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	349.36	109.94	109.94	239.43	0.00	135.65	296.82	0.370	109.69	198.21	0.4	0.6	4.958	A
2	376.25	376.25	376.25	0.00	239.43	127.21	463.19	0.812	373.31	118.13	1.4	4.3	10.295	B
3	80.05	80.05	80.05	0.00	0.00	312.48	229.00	0.350	79.78	188.04	0.3	0.5	6.183	A
4	139.00	139.00	139.00	0.00	0.00	195.33	291.00	0.478	138.54	196.93	0.5	0.9	6.165	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	420.31	154.51	154.51	265.80	0.00	215.51	250.56	0.617	153.53	208.50	0.6	1.6	9.316	A
2	380.60	380.60	380.60	0.00	265.80	221.08	396.20	0.961	371.16	147.95	4.3	13.8	30.392	D
3	82.22	82.22	82.22	0.00	0.00	322.72	222.75	0.369	82.13	269.52	0.5	0.6	7.016	A
4	198.99	198.99	198.99	0.00	0.00	226.78	272.26	0.731	197.23	178.08	0.9	2.7	12.244	B

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	421.76	163.00	163.00	258.77	0.00	180.52	270.82	0.602	163.00	239.05	1.6	1.6	8.611	A
2	380.91	380.91	380.91	0.00	258.77	199.65	411.50	0.926	381.22	143.88	13.8	13.4	31.380	D
3	87.91	87.91	87.91	0.00	0.00	334.37	215.64	0.408	87.86	246.50	0.6	0.7	7.042	A
4	190.20	190.20	190.20	0.00	0.00	229.20	270.81	0.702	190.37	193.03	2.7	2.5	11.676	B

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	369.22	165.06	165.06	204.16	0.00	173.01	275.18	0.600	165.11	266.11	1.6	1.5	8.288	A
2	365.60	365.60	365.60	0.00	204.16	199.73	411.44	0.889	369.30	138.39	13.4	9.7	24.815	C
3	102.39	102.39	102.39	0.00	0.00	347.58	207.59	0.493	102.09	221.44	0.7	1.0	8.686	A
4	179.54	179.54	179.54	0.00	0.00	259.68	252.64	0.711	179.44	189.99	2.5	2.6	13.278	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	383.18	188.54	188.54	194.64	0.00	146.72	290.41	0.649	188.22	217.58	1.5	1.9	9.026	A
2	319.68	319.68	319.68	0.00	194.64	213.35	401.72	0.796	325.10	121.60	9.7	4.3	13.014	B
3	84.81	84.81	84.81	0.00	0.00	303.04	234.76	0.361	85.21	235.41	1.0	0.6	6.034	A
4	142.10	142.10	142.10	0.00	0.00	220.72	275.87	0.515	143.58	167.53	2.6	1.2	7.327	A

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	16.56	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	15:30	17:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

15:30 - 15:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	158.46	55.93	6.73
	2	177.41	0.00	33.56	141.17
	3	136.61	39.25	0.00	22.58
	4	21.65	116.41	17.61	0.00

15:45 - 16:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	164.05	74.47	1.04
	2	206.73	0.00	33.04	106.37
	3	121.69	48.68	0.00	23.82
	4	11.39	138.99	12.43	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	207.97	63.18	6.21
	2	213.15	0.00	31.49	115.27
	3	124.28	26.93	1.04	11.39
	4	17.40	132.15	12.95	0.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	3.00	183.53	70.95	3.11
	2	222.47	1.04	15.54	120.56
	3	132.98	26.93	0.00	17.09
	4	22.79	112.89	6.21	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	175.96	60.07	7.25
	2	222.99	0.00	35.63	111.03
	3	107.09	61.42	0.00	13.46
	4	34.18	104.81	11.29	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	174.93	56.96	6.21
	2	204.03	0.00	21.75	112.99
	3	130.29	48.68	0.00	18.64
	4	26.41	96.73	13.98	0.00

Vehicle Mix

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	7	0	20
	2	4	0	7	5
	3	1	3	0	10
	4	5	6	14	0

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	1	0
	2	2	0	3	3
	3	1	0	0	0
	4	0	2	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	0	0
	2	3	0	7	3
	3	2	0	0	0
	4	15	3	9	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	100	4	1	0
	2	1	0	0	0
	3	0	0	0	7
	4	0	4	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	2	0	6	4
	3	0	2	0	0
	4	0	4	11	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	0	0
	2	2	0	0	3
	3	2	0	0	0
	4	4	0	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.29	4.93	0.4	A	247.19	418.21
2	0.74	7.25	2.9	A	354.36	2126.18
3	0.89	33.65	6.9	D	185.48	1112.86
4	0.89	36.36	6.6	E	151.71	910.27

Main Results for each time segment

15:30 - 15:45

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221.12	62.66	62.66	158.46	0.00	169.13	277.42	0.226	62.36	329.53	0.0	0.3	4.256	A
2	352.14	352.14	352.14	0.00	158.46	79.59	497.17	0.708	349.65	151.90	0.0	2.5	6.304	A
3	198.44	198.44	198.44	0.00	0.00	323.03	222.56	0.892	192.02	106.21	0.0	6.4	26.225	D
4	155.67	155.67	155.67	0.00	0.00	346.33	201.00	0.774	152.33	168.72	0.0	3.3	18.601	C

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	240.59	76.54	76.54	164.05	0.00	196.70	261.45	0.293	76.42	341.17	0.3	0.4	4.927	A
2	346.13	346.13	346.13	0.00	164.05	88.73	490.65	0.705	346.18	184.38	2.5	2.4	6.384	A
3	194.19	194.19	194.19	0.00	0.00	315.23	227.32	0.854	194.39	119.68	6.4	6.2	27.911	D
4	162.81	162.81	162.81	0.00	0.00	378.16	182.03	0.894	159.71	131.46	3.3	6.4	36.093	E

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	277.36	69.39	69.39	207.97	0.00	174.09	274.55	0.253	69.47	355.74	0.4	0.3	4.389	A
2	359.90	359.90	359.90	0.00	207.97	83.39	494.47	0.728	359.64	160.16	2.4	2.7	6.880	A
3	163.64	163.64	163.64	0.00	0.00	334.35	215.65	0.759	166.45	108.68	6.2	3.4	19.459	C
4	162.50	162.50	162.50	0.00	0.00	367.54	188.36	0.863	162.28	133.27	6.4	6.6	36.359	E

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	260.58	77.06	77.06	183.53	0.00	149.00	289.09	0.267	77.02	379.85	0.3	0.4	4.388	A
2	359.59	359.59	359.59	0.00	183.53	83.59	494.32	0.727	359.64	142.43	2.7	2.7	6.717	A
3	177.00	177.00	177.00	0.00	0.00	350.09	206.05	0.859	175.21	93.14	3.4	5.2	27.552	D
4	141.89	141.89	141.89	0.00	0.00	384.83	178.06	0.797	144.03	140.48	6.6	4.5	28.798	D

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	244.32	68.36	68.36	175.96	0.00	175.89	273.51	0.250	68.39	365.21	0.4	0.3	4.390	A
2	369.64	369.64	369.64	0.00	175.96	79.46	497.27	0.743	369.38	164.82	2.7	2.9	7.248	A
3	181.97	181.97	181.97	0.00	0.00	342.19	210.88	0.863	181.50	106.65	5.2	5.7	29.724	D
4	150.28	150.28	150.28	0.00	0.00	391.87	173.86	0.864	149.22	131.82	4.5	5.6	35.588	E

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	239.14	64.21	64.21	174.93	0.00	160.97	282.16	0.228	64.25	361.53	0.3	0.3	4.132	A
2	338.78	338.78	338.78	0.00	174.93	78.28	498.11	0.680	339.48	146.94	2.9	2.2	5.823	A
3	197.61	197.61	197.61	0.00	0.00	324.85	221.45	0.892	196.36	92.91	5.7	6.9	33.647	D
4	137.13	137.13	137.13	0.00	0.00	383.44	178.88	0.767	139.06	137.76	5.6	3.6	23.964	C

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	23.64	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	06:45	08:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

06:45 - 07:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	179.57	79.43	3.03
	2	103.71	0.00	49.02	129.46
	3	32.11	11.64	0.00	16.29
	4	13.81	77.26	13.19	0.00

07:00 - 07:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	239.43	120.89	4.34
	2	138.28	0.00	65.36	172.61
	3	57.80	15.51	0.00	21.72
	4	18.71	103.01	17.58	0.00

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	265.80	160.29	9.51
	2	168.17	0.00	58.95	153.48
	3	55.63	22.55	0.00	19.03
	4	4.44	126.49	68.36	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	258.77	170.95	7.33
	2	165.89	0.00	53.68	161.34
	3	70.83	7.24	0.00	24.82
	4	17.68	136.62	36.20	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	204.16	171.77	8.58
	2	178.72	0.00	28.86	158.03
	3	82.73	12.41	0.00	22.24
	4	19.13	126.07	34.65	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	194.64	195.05	14.78
	2	153.58	0.00	36.20	129.90
	3	66.70	12.41	0.00	20.68
	4	9.40	108.18	24.82	0.00

Vehicle Mix

06:45 - 07:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	7	52
	2	9	0	3	4
	3	16	0	0	0
	4	13	4	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	4	16
	2	10	0	0	6
	3	20	10	0	13
	4	2	3	8	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	68
	2	4	0	2	6
	3	8	0	0	0
	4	15	4	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	1
	2	8	0	4	9
	3	9	0	0	5
	4	37	6	3	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	6	1
	2	7	0	0	3
	3	9	0	0	0
	4	34	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.72	11.60	2.6	B	381.38	945.94
2	0.99	44.09	17.9	E	350.87	2105.24
3	0.57	10.63	1.4	B	95.39	572.33
4	0.75	15.19	3.0	C	159.27	955.59

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	262.02	82.45	82.45	179.57	0.00	101.61	316.55	0.260	82.10	148.91	0.0	0.4	3.833	A
2	282.19	282.19	282.19	0.00	179.57	95.23	486.02	0.581	280.82	88.48	0.0	1.4	4.358	A
3	60.04	60.04	60.04	0.00	0.00	235.05	276.22	0.217	59.76	141.00	0.0	0.3	4.153	A
4	104.25	104.25	104.25	0.00	0.00	146.75	319.95	0.326	103.77	148.06	0.0	0.5	4.154	A

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	364.65	125.22	125.22	239.43	0.00	135.58	296.86	0.422	124.80	213.12	0.4	0.8	5.628	A
2	376.25	376.25	376.25	0.00	239.43	142.31	452.42	0.832	372.77	118.06	1.4	4.9	11.514	B
3	95.03	95.03	95.03	0.00	0.00	312.33	229.09	0.415	94.55	202.75	0.3	0.8	7.272	A
4	139.30	139.30	139.30	0.00	0.00	209.92	282.30	0.493	138.78	196.96	0.5	1.0	6.550	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	435.60	169.80	169.80	265.80	0.00	215.24	250.71	0.677	168.46	222.14	0.8	2.1	11.283	B
2	380.60	380.60	380.60	0.00	265.80	235.92	385.62	0.987	367.56	147.79	4.9	17.9	37.636	E
3	97.21	97.21	97.21	0.00	0.00	319.95	224.44	0.433	97.10	283.52	0.8	0.9	8.174	A
4	199.29	199.29	199.29	0.00	0.00	240.10	264.31	0.754	197.28	176.94	1.0	3.0	13.631	B

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	437.05	178.28	178.28	258.77	0.00	180.54	270.81	0.658	178.31	254.16	2.1	2.1	10.349	B
2	380.91	380.91	380.91	0.00	258.77	215.00	400.55	0.951	380.91	143.86	17.9	17.9	44.086	E
3	102.89	102.89	102.89	0.00	0.00	334.35	215.66	0.477	102.82	261.56	0.9	1.0	8.424	A
4	190.50	190.50	190.50	0.00	0.00	244.06	261.96	0.727	190.65	193.11	3.0	2.9	13.184	B

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	384.51	180.35	180.35	204.16	0.00	172.98	275.20	0.655	180.42	281.47	2.1	2.0	9.927	A
2	365.60	365.60	365.60	0.00	204.16	215.03	400.52	0.913	370.13	138.36	17.9	13.4	35.066	E
3	117.37	117.37	117.37	0.00	0.00	348.37	207.10	0.567	116.96	236.79	1.0	1.4	10.632	B
4	179.85	179.85	179.85	0.00	0.00	274.73	243.68	0.738	179.72	190.60	2.9	3.0	15.192	C

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	404.47	209.83	209.83	194.64	0.00	146.96	290.27	0.723	209.21	234.26	2.0	2.6	11.602	B
2	319.68	319.68	319.68	0.00	194.64	234.39	386.71	0.827	327.61	121.78	13.4	5.4	17.555	C
3	99.79	99.79	99.79	0.00	0.00	305.66	233.15	0.428	100.35	256.33	1.4	0.8	7.208	A
4	142.41	142.41	142.41	0.00	0.00	237.08	266.12	0.535	144.15	168.94	3.0	1.3	7.976	A

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	30.75	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	15:30	17:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

15:30 - 15:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	158.46	70.91	7.03
	2	177.41	0.00	33.56	141.17
	3	151.59	39.25	0.00	22.58
	4	21.95	116.41	17.61	0.00

15:45 - 16:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	164.05	89.45	1.34
	2	206.73	0.00	33.04	106.37
	3	136.68	48.68	0.00	23.82
	4	11.69	138.99	12.43	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	207.97	78.16	6.52
	2	213.15	0.00	31.49	115.27
	3	145.27	26.93	1.04	11.39
	4	17.70	132.15	12.95	0.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	3.00	183.53	85.93	3.41
	2	222.47	1.04	15.54	120.56
	3	153.97	26.93	0.00	17.09
	4	23.09	112.89	6.21	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	175.96	75.05	7.55
	2	222.99	0.00	35.63	111.03
	3	128.07	61.42	0.00	13.46
	4	34.48	104.81	11.29	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	174.93	71.95	6.52
	2	204.03	0.00	21.75	112.99
	3	151.27	48.68	0.00	18.64
	4	26.71	96.73	13.98	0.00

Vehicle Mix

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	7	8	22
	2	4	0	7	5
	3	4	3	0	10
	4	6	6	14	0

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	8	9
	2	2	0	3	3
	3	5	0	0	0
	4	1	2	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	8	2
	2	3	0	7	3
	3	5	0	0	0
	4	16	3	9	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	100	4	8	3
	2	1	0	0	0
	3	4	0	0	7
	4	0	4	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	8	1
	2	2	0	6	4
	3	4	2	0	0
	4	0	4	11	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	8	2
	2	2	0	0	3
	3	5	0	0	0
	4	5	0	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.35	5.67	0.6	A	262.47	509.93
2	0.76	7.91	3.2	A	354.36	2126.18
3	0.99	81.22	19.1	F	204.46	1226.76
4	0.94	59.43	10.1	F	152.01	912.09

Main Results for each time segment

15:30 - 15:45

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	236.41	77.95	77.95	158.46	0.00	168.01	278.08	0.280	77.52	341.45	0.0	0.4	4.905	A
2	352.14	352.14	352.14	0.00	158.46	94.70	486.40	0.724	349.46	150.83	0.0	2.7	6.777	A
3	213.42	213.42	213.42	0.00	0.00	323.15	222.49	0.959	202.70	121.00	0.0	10.7	37.164	E
4	155.97	155.97	155.97	0.00	0.00	357.32	194.45	0.802	152.14	168.53	0.0	3.8	21.091	C

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	255.88	91.82	91.82	164.05	0.00	194.62	262.66	0.350	91.67	356.36	0.4	0.6	5.670	A
2	346.13	346.13	346.13	0.00	164.05	103.86	479.86	0.721	346.18	182.43	2.7	2.6	6.897	A
3	209.18	209.18	209.18	0.00	0.00	315.53	227.13	0.921	209.09	134.50	10.7	10.8	48.657	E
4	163.11	163.11	163.11	0.00	0.00	392.90	173.25	0.942	158.08	131.72	3.8	8.9	47.913	E

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	292.64	84.68	84.68	207.97	0.00	173.75	274.75	0.308	84.77	376.88	0.6	0.5	5.075	A
2	359.90	359.90	359.90	0.00	207.97	98.59	483.62	0.744	359.61	159.94	2.6	2.9	7.474	A
3	184.62	184.62	184.62	0.00	0.00	334.62	215.49	0.857	188.21	123.57	10.8	7.2	37.481	E
4	162.80	162.80	162.80	0.00	0.00	389.02	175.56	0.927	161.61	133.81	8.9	10.1	59.427	F

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	275.87	92.34	92.34	183.53	0.00	149.59	288.75	0.320	92.31	398.81	0.5	0.5	5.027	A
2	359.59	359.59	359.59	0.00	183.53	99.06	483.29	0.744	359.64	142.84	2.9	2.9	7.317	A
3	197.98	197.98	197.98	0.00	0.00	350.38	205.88	0.962	193.27	108.31	7.2	11.9	55.360	F
4	142.19	142.19	142.19	0.00	0.00	403.20	167.11	0.851	145.20	140.46	10.1	7.0	46.392	E

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	259.61	83.64	83.64	175.96	0.00	173.80	274.72	0.304	83.68	385.70	0.5	0.5	5.051	A
2	369.64	369.64	369.64	0.00	175.96	94.61	486.46	0.760	369.35	162.87	2.9	3.2	7.909	A
3	202.96	202.96	202.96	0.00	0.00	342.48	210.70	0.963	200.40	121.48	11.9	14.5	67.862	F
4	150.58	150.58	150.58	0.00	0.00	410.77	162.59	0.926	148.73	132.10	7.0	8.9	56.935	F

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	254.43	79.50	79.50	174.93	0.00	162.17	281.46	0.282	79.54	380.46	0.5	0.4	4.799	A
2	338.78	338.78	338.78	0.00	174.93	93.66	487.13	0.695	339.57	148.05	3.2	2.4	6.266	A
3	218.59	218.59	218.59	0.00	0.00	325.23	221.22	0.988	213.95	108.00	14.5	19.1	81.219	F
4	137.43	137.43	137.43	0.00	0.00	401.53	168.10	0.818	141.10	137.65	8.9	5.2	36.987	E

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 59 (four_arm)_V2_WITHREDUCEDFLOWS.j9
Path: C:\Users\shadwelh8829\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\1 Reduced Flow Models
Report generation date: 14/04/2025 13:07:45

»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	FB+CD+N2T WD													
Arm 1	D7	2.2	10.23	0.69	B	20.46	C	D8	0.5	5.29	0.32	A	21.68	C
Arm 2		15.7	37.01	0.97	E				3.0	7.56	0.75	A		
Arm 3		1.2	9.59	0.53	A				10.8	49.80	0.94	E		
Arm 4		2.8	14.17	0.74	B				7.9	46.03	0.92	E		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

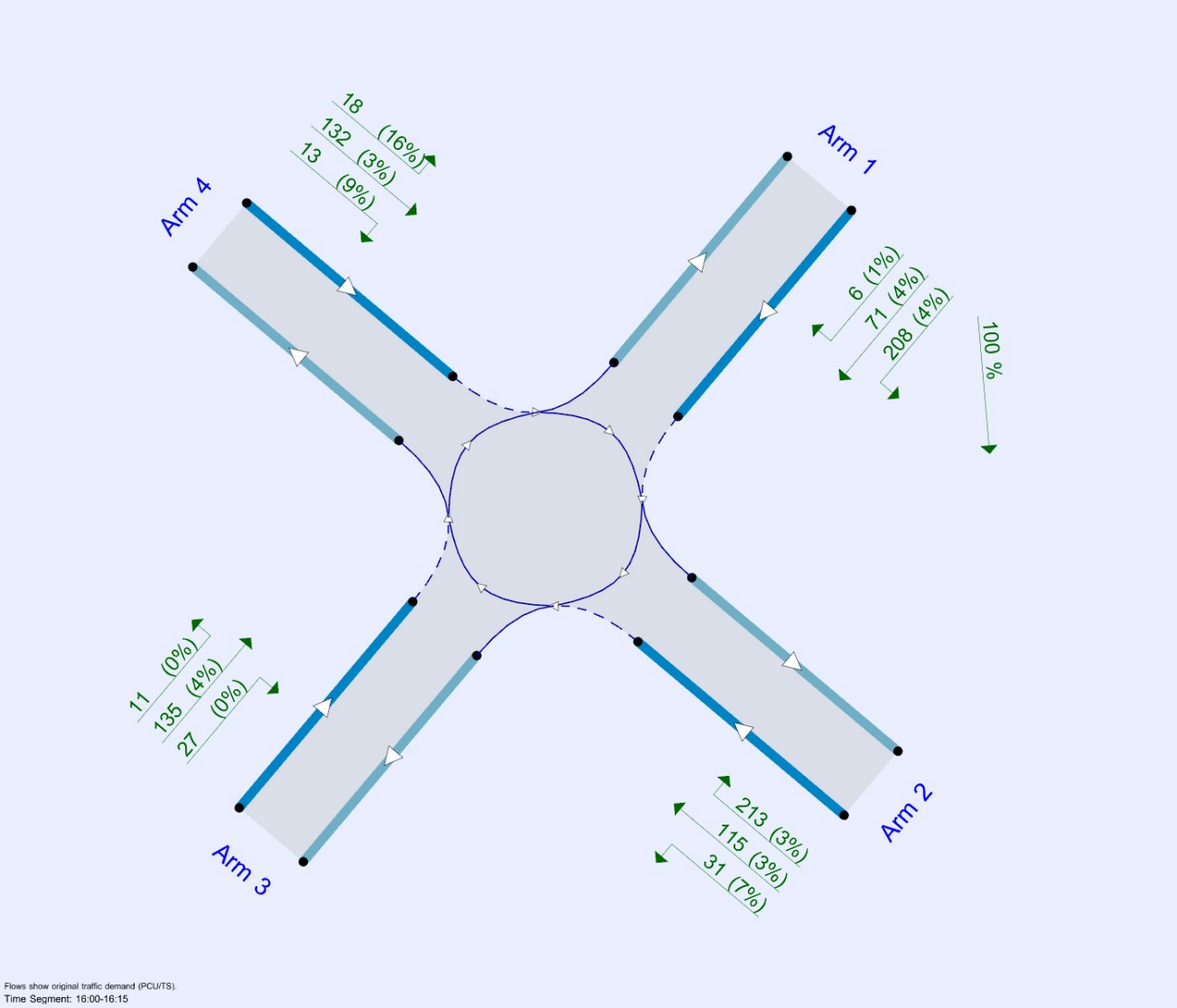
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	06:45	08:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	15:30	17:00	90	15	✓

Analysis Set Details

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

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	20.46	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A131 Braintree Road (NE)	
2	A131 (SE)	
3	E1008 (SW)	
4	B1008 (NW)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.83	5.95	6.2	84.7	49.6	34.0	
2	5.99	8.16	8.4	19.9	49.6	24.5	
3	3.08	6.64	23.2	84.8	49.6	37.0	
4	4.17	8.26	5.6	16.1	49.6	27.5	

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1	✓	100
2		
3		
4		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.579	375.416
2	0.714	553.974
3	0.610	419.587
4	0.596	407.421

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	06:45	08:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

06:45 - 07:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	179.57	79.43	3.03
	2	103.71	0.00	49.02	129.46
	3	32.11	11.64	0.00	16.29
	4	13.81	77.26	13.19	0.00

07:00 - 07:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	239.43	113.40	4.18
	2	138.28	0.00	65.36	172.61
	3	50.31	15.51	0.00	21.72
	4	18.56	103.01	17.58	0.00

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	265.80	152.80	9.36
	2	168.17	0.00	58.95	153.48
	3	48.14	22.55	0.00	19.03
	4	4.29	126.49	68.36	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	258.77	163.45	7.18
	2	165.89	0.00	53.68	161.34
	3	63.34	7.24	0.00	24.82
	4	17.53	136.62	36.20	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	204.16	164.28	8.42
	2	178.72	0.00	28.86	158.03
	3	75.23	12.41	0.00	22.24
	4	18.97	126.07	34.65	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	194.64	184.55	14.63
	2	153.58	0.00	36.20	129.90
	3	59.20	12.41	0.00	20.68
	4	9.25	108.18	24.82	0.00

Vehicle Mix

06:45 - 07:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	4	51
	2	9	0	3	4
	3	11	0	0	0
	4	13	4	0	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	2	15
	2	10	0	0	6
	3	14	10	0	13
	4	1	3	8	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	3	67
	2	4	0	2	6
	3	4	0	0	0
	4	15	4	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	3	1
	2	8	0	4	9
	3	5	0	0	5
	4	37	6	3	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1	2	3	4
From	1	0	5	4	0
	2	7	0	0	3
	3	5	0	0	0
	4	34	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.69	10.23	2.2	B	374.51	904.72
2	0.97	37.01	15.7	E	350.87	2105.24
3	0.53	9.59	1.2	A	89.15	534.87
4	0.74	14.17	2.8	B	159.14	954.84

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	262.02	82.45	82.45	179.57	0.00	101.61	316.55	0.260	82.10	148.91	0.0	0.4	3.833	A
2	282.19	282.19	282.19	0.00	179.57	95.23	486.02	0.581	280.82	88.48	0.0	1.4	4.358	A
3	60.04	60.04	60.04	0.00	0.00	235.05	276.22	0.217	59.76	141.00	0.0	0.3	4.153	A
4	104.25	104.25	104.25	0.00	0.00	146.75	319.95	0.326	103.77	148.06	0.0	0.5	4.154	A

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	357.01	117.58	117.58	239.43	0.00	135.62	296.84	0.396	117.25	205.68	0.4	0.7	5.281	A
2	376.25	376.25	376.25	0.00	239.43	134.77	457.80	0.822	373.05	118.10	1.4	4.6	10.872	B
3	87.54	87.54	87.54	0.00	0.00	312.42	229.03	0.382	87.17	195.40	0.3	0.6	6.705	A
4	139.15	139.15	139.15	0.00	0.00	202.64	286.65	0.485	138.66	196.95	0.5	1.0	6.351	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	427.96	162.16	162.16	265.80	0.00	215.38	250.63	0.647	161.01	215.39	0.7	1.8	10.228	B
2	380.60	380.60	380.60	0.00	265.80	228.52	390.90	0.974	369.51	147.87	4.6	15.7	33.819	D
3	89.71	89.71	89.71	0.00	0.00	321.47	223.51	0.401	89.61	276.57	0.6	0.7	7.574	A
4	199.14	199.14	199.14	0.00	0.00	233.51	268.24	0.742	197.26	177.57	1.0	2.8	12.910	B

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	429.40	170.64	170.64	258.77	0.00	180.53	270.82	0.630	170.66	246.66	1.8	1.8	9.417	A
2	380.91	380.91	380.91	0.00	258.77	207.32	406.02	0.938	381.20	143.87	15.7	15.4	37.006	E
3	95.40	95.40	95.40	0.00	0.00	334.48	215.58	0.443	95.34	254.05	0.7	0.8	7.699	A
4	190.35	190.35	190.35	0.00	0.00	236.69	266.35	0.715	190.51	193.13	2.8	2.7	12.393	B

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	376.86	172.71	172.71	204.16	0.00	173.00	275.18	0.628	172.76	273.79	1.8	1.8	9.048	A
2	365.60	365.60	365.60	0.00	204.16	207.38	405.98	0.901	369.68	138.38	15.4	11.3	29.117	D
3	109.88	109.88	109.88	0.00	0.00	347.96	207.35	0.530	109.53	229.09	0.8	1.2	9.588	A
4	179.69	179.69	179.69	0.00	0.00	267.21	248.16	0.724	179.58	190.29	2.7	2.8	14.174	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	393.83	199.18	199.18	194.64	0.00	146.84	290.34	0.686	198.74	225.81	1.8	2.2	10.177	B
2	319.68	319.68	319.68	0.00	194.64	223.89	394.20	0.811	326.15	121.68	11.3	4.8	14.899	B
3	92.30	92.30	92.30	0.00	0.00	304.16	234.07	0.394	92.77	245.88	1.2	0.7	6.584	A
4	142.26	142.26	142.26	0.00	0.00	228.79	271.06	0.525	143.86	168.14	2.8	1.2	7.633	A

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	21.68	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	15:30	17:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

15:30 - 15:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	158.46	63.42	6.88
	2	177.41	0.00	33.56	141.17
	3	144.10	39.25	0.00	22.58
	4	21.80	116.41	17.61	0.00

15:45 - 16:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	164.05	81.96	1.19
	2	206.73	0.00	33.04	106.37
	3	129.19	48.68	0.00	23.82
	4	11.54	138.99	12.43	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	207.97	70.67	6.37
	2	213.15	0.00	31.49	115.27
	3	134.78	26.93	1.04	11.39
	4	17.55	132.15	12.95	0.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	3.00	183.53	78.44	3.26
	2	222.47	1.04	15.54	120.56
	3	143.48	26.93	0.00	17.09
	4	22.94	112.89	6.21	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	175.96	67.56	7.40
	2	222.99	0.00	35.63	111.03
	3	117.58	61.42	0.00	13.46
	4	34.33	104.81	11.29	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	174.93	64.45	6.37
	2	204.03	0.00	21.75	112.99
	3	140.78	48.68	0.00	18.64
	4	26.56	96.73	13.98	0.00

Vehicle Mix

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	7	4	21
	2	4	0	7	5
	3	3	3	0	10
	4	6	6	14	0

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	5	5
	2	2	0	3	3
	3	3	0	0	0
	4	0	2	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	4	4	1
	2	3	0	7	3
	3	4	0	0	0
	4	16	3	9	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	100	4	5	2
	2	1	0	0	0
	3	2	0	0	7
	4	0	4	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	4	1
	2	2	0	6	4
	3	2	2	0	0
	4	0	4	11	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	4	1
	2	2	0	0	3
	3	4	0	0	0
	4	4	0	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.32	5.29	0.5	A	254.83	464.07
2	0.75	7.56	3.0	A	354.36	2126.18
3	0.94	49.80	10.8	E	194.97	1169.81
4	0.92	46.03	7.9	E	151.86	911.18

Main Results for each time segment

15:30 - 15:45

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	228.76	70.30	70.30	158.46	0.00	168.62	277.72	0.253	69.95	335.75	0.0	0.4	4.576	A
2	352.14	352.14	352.14	0.00	158.46	87.15	491.78	0.716	349.56	151.42	0.0	2.6	6.531	A
3	205.93	205.93	205.93	0.00	0.00	323.09	222.52	0.925	197.70	113.61	0.0	8.2	31.116	D
4	155.82	155.82	155.82	0.00	0.00	352.14	197.54	0.789	152.24	168.65	0.0	3.6	19.843	C

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	248.23	84.18	84.18	164.05	0.00	195.81	261.97	0.321	84.05	348.81	0.4	0.5	5.291	A
2	346.13	346.13	346.13	0.00	164.05	96.31	485.25	0.713	346.18	183.55	2.6	2.5	6.630	A
3	201.68	201.68	201.68	0.00	0.00	315.38	227.23	0.888	201.81	127.10	8.2	8.1	36.159	E
4	162.96	162.96	162.96	0.00	0.00	385.59	177.60	0.918	159.03	131.60	3.6	7.5	41.500	E

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	285.00	77.03	77.03	207.97	0.00	174.14	274.52	0.281	77.12	366.51	0.5	0.4	4.728	A
2	359.90	359.90	359.90	0.00	207.97	91.01	489.03	0.736	359.62	160.25	2.5	2.8	7.164	A
3	174.13	174.13	174.13	0.00	0.00	334.49	215.57	0.808	177.48	116.15	8.1	4.8	26.012	D
4	162.65	162.65	162.65	0.00	0.00	378.44	181.86	0.894	162.21	133.53	7.5	7.9	46.032	E

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	268.22	84.70	84.70	183.53	0.00	149.17	288.99	0.293	84.67	389.67	0.4	0.4	4.698	A
2	359.59	359.59	359.59	0.00	183.53	91.30	488.82	0.736	359.64	142.54	2.8	2.8	7.004	A
3	187.49	187.49	187.49	0.00	0.00	350.24	205.97	0.910	184.68	100.70	4.8	7.6	37.837	E
4	142.04	142.04	142.04	0.00	0.00	394.41	172.35	0.824	144.44	140.51	7.9	5.6	35.660	E

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	251.96	76.00	76.00	175.96	0.00	175.16	273.93	0.277	76.04	375.68	0.4	0.4	4.719	A
2	369.64	369.64	369.64	0.00	175.96	87.05	491.86	0.752	369.36	164.15	2.8	3.0	7.562	A
3	192.46	192.46	192.46	0.00	0.00	342.33	210.79	0.913	191.45	114.08	7.6	8.6	43.023	E
4	150.43	150.43	150.43	0.00	0.00	401.81	167.93	0.896	149.03	131.97	5.6	7.0	44.565	E

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	246.79	71.86	71.86	174.93	0.00	161.47	281.87	0.255	71.90	371.54	0.4	0.4	4.458	A
2	338.78	338.78	338.78	0.00	174.93	85.96	492.63	0.688	339.52	147.41	3.0	2.3	6.038	A
3	208.10	208.10	208.10	0.00	0.00	325.04	221.34	0.940	205.88	100.45	8.6	10.8	49.797	E
4	137.28	137.28	137.28	0.00	0.00	393.13	173.11	0.793	139.89	137.79	7.0	4.3	29.292	D

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 61 (three arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 21/03/2025 16:38:12

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Stream B-C	D1	0.3	9.16	0.24	A	2.13	A	D2	0.4	9.15	0.27	A	1.52	A
Stream B-A		0.7	12.18	0.41	B				0.3	9.07	0.20	A		
Stream C-AB		0.2	6.55	0.18	A				0.3	7.63	0.24	A		
	FB WD													
Stream B-C	D3	0.3	9.55	0.25	A	2.23	A	D4	0.4	9.46	0.29	A	1.57	A
Stream B-A		0.8	12.94	0.43	B				0.3	9.36	0.21	A		
Stream C-AB		0.2	6.65	0.19	A				0.3	7.82	0.25	A		
	FB+CD WD													
Stream B-C	D5	0.3	9.55	0.25	A	2.23	A	D6	0.4	9.46	0.29	A	1.57	A
Stream B-A		0.8	12.94	0.43	B				0.3	9.36	0.21	A		
Stream C-AB		0.2	6.65	0.19	A				0.3	7.82	0.25	A		
	FB+CD+N2T WD													
Stream B-C	D7	0.6	12.38	0.34	B	3.15	A	D8	0.8	12.52	0.41	B	2.43	A
Stream B-A		0.9	15.11	0.47	C				0.3	10.35	0.23	B		
Stream C-AB		0.4	8.26	0.29	A				0.5	9.49	0.32	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

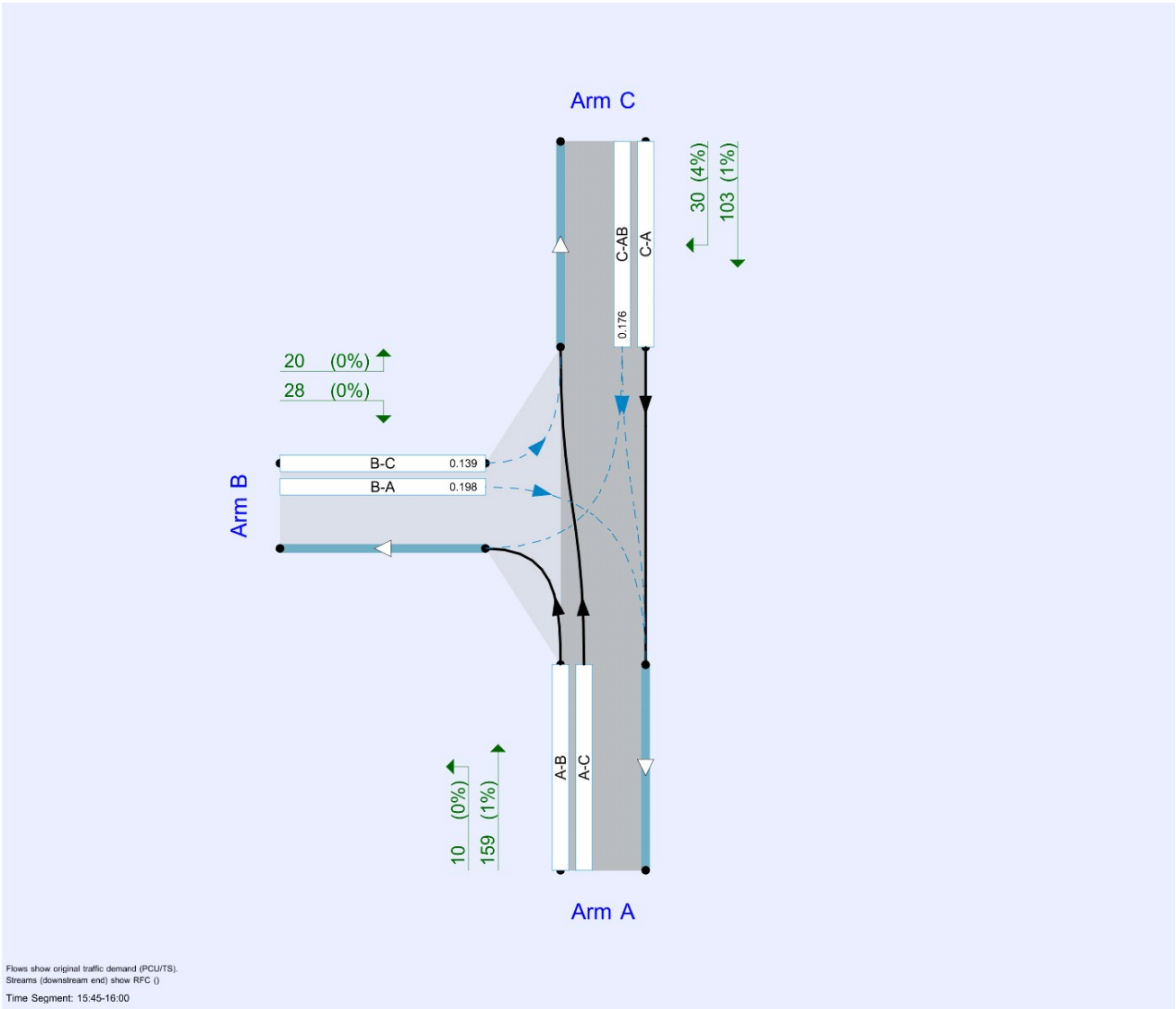
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓
D2	2024	PM	DIRECT	15:45	17:15	90	15	✓
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓
D4	FB WD	PM	DIRECT	15:45	17:15	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓
D6	FB+CD WD	PM	DIRECT	15:45	17:15	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	15:45	17:15	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B1008 Blasford Hill (S)		Major
B	Chelmsford Road (W)		Minor
C	B1008 Blasford Hill (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	13.80	✓	8.60	✓	4.54	130.4	✓	7.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.24	4.05	3.97	3.97	✓	1.00	198	72

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	189.855	0.077	0.194	0.122	0.277
B-C	186.006	0.075	0.190	-	-
C-B	203.721	0.209	0.209	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.50	101.40
	B	32.40	0.00	35.00
	C	133.80	32.90	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.00	104.90
	B	53.00	0.00	23.00
	C	166.40	22.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.00	124.50
	B	52.60	0.00	31.00
	C	234.30	30.90	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	37.00	122.50
	B	23.40	0.00	35.00
	C	166.90	20.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.00	105.30
	B	24.50	0.00	23.80
	C	185.40	20.90	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.00	91.90
	B	12.00	0.00	31.00
	C	164.80	16.90	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	4
	B	7	0	0
	C	2	3	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	4	0	0
	C	1	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	3	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	1
	B	0	0	0
	C	2	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	4	0	10
	C	1	5	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	1	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.24	9.16	0.3	A	29.80	178.80
B-A	0.41	12.18	0.7	B	32.98	197.90
C-AB	0.18	6.55	0.2	A	23.93	143.60
C-A					175.27	1051.60
A-B					19.75	118.50
A-C					108.42	650.50

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35.00	35.00	154.26	0.227	34.71	0.0	0.3	7.510	A
B-A	32.40	32.40	141.86	0.228	32.09	0.0	0.3	8.722	A
C-AB	32.90	32.90	179.55	0.183	32.67	0.0	0.2	6.310	A
C-A	133.80	133.80			133.80				
A-B	14.50	14.50			14.50				
A-C	101.40	101.40			101.40				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23.00	23.00	134.75	0.171	23.08	0.3	0.2	8.065	A
B-A	53.00	53.00	144.32	0.367	52.71	0.3	0.6	10.338	B
C-AB	22.00	22.00	179.34	0.123	22.09	0.2	0.1	5.846	A
C-A	166.40	166.40			166.40				
A-B	12.00	12.00			12.00				
A-C	104.90	104.90			104.90				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31.00	31.00	128.98	0.240	30.90	0.2	0.3	9.165	A
B-A	52.60	52.60	128.70	0.409	52.50	0.6	0.7	12.185	B
C-AB	30.90	30.90	170.45	0.181	30.82	0.1	0.2	6.547	A
C-A	234.30	234.30			234.30				
A-B	35.00	35.00			35.00				
A-C	124.50	124.50			124.50				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35.00	35.00	154.79	0.226	35.02	0.3	0.3	7.514	A
B-A	23.40	23.40	132.82	0.176	23.88	0.7	0.2	8.296	A
C-AB	20.00	20.00	170.45	0.117	20.09	0.2	0.1	6.123	A
C-A	166.90	166.90			166.90				
A-B	37.00	37.00			37.00				
A-C	122.50	122.50			122.50				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23.80	23.80	156.18	0.152	23.91	0.3	0.2	6.994	A
B-A	24.50	24.50	140.92	0.174	24.50	0.2	0.2	7.865	A
C-AB	20.90	20.90	180.51	0.116	20.90	0.1	0.1	5.763	A
C-A	185.40	185.40			185.40				
A-B	6.00	6.00			6.00				
A-C	105.30	105.30			105.30				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31.00	31.00	166.07	0.187	30.95	0.2	0.2	6.981	A
B-A	12.00	12.00	137.02	0.088	12.12	0.2	0.1	7.441	A
C-AB	16.90	16.90	181.63	0.093	16.93	0.1	0.1	5.766	A
C-A	164.80	164.80			164.80				
A-B	14.00	14.00			14.00				
A-C	91.90	91.90			91.90				

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.40	153.50
	B	27.00	0.00	19.00
	C	99.70	28.70	0.00

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	40.00	228.60
	B	24.00	0.00	18.90
	C	104.90	24.00	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	54.50	219.30
	B	12.40	0.00	38.00
	C	118.90	24.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	43.30	182.60
	B	24.00	0.00	17.00
	C	96.40	37.30	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	52.50	158.90
	B	25.50	0.00	17.00
	C	110.20	28.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	30.00	195.70
	B	27.20	0.00	19.60
	C	96.80	21.00	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	4	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	6
	C	3	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	1
	B	0	0	0
	C	1	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	0
	B	0	0	0
	C	2	3	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A	B	C
From	A	0	2	2
	B	4	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	1
	B	0	0	12
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.27	9.15	0.4	A	21.58	129.50
B-A	0.20	9.07	0.3	A	23.35	140.10
C-AB	0.24	7.63	0.3	A	27.17	163.00
C-A					104.48	626.90
A-B					38.28	229.70
A-C					189.77	1138.60

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19.00	19.00	143.35	0.133	18.85	0.0	0.2	7.219	A
B-A	27.00	27.00	143.04	0.189	26.77	0.0	0.2	7.723	A
C-AB	28.70	28.70	169.74	0.169	28.49	0.0	0.2	6.590	A
C-A	99.70	99.70			99.70				
A-B	9.40	9.40			9.40				
A-C	153.50	153.50			153.50				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18.90	18.90	128.80	0.147	18.88	0.2	0.2	8.379	A
B-A	24.00	24.00	125.21	0.192	24.00	0.2	0.2	8.892	A
C-AB	24.00	24.00	147.69	0.163	24.01	0.2	0.2	7.442	A
C-A	104.90	104.90			104.90				
A-B	40.00	40.00			40.00				
A-C	228.60	228.60			228.60				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38.00	38.00	138.46	0.274	37.79	0.2	0.4	9.153	A
B-A	12.40	12.40	111.79	0.111	12.51	0.2	0.1	9.074	A
C-AB	24.00	24.00	146.61	0.164	24.00	0.2	0.2	7.342	A
C-A	118.90	118.90			118.90				
A-B	54.50	54.50			54.50				
A-C	219.30	219.30			219.30				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.00	17.00	136.45	0.125	17.24	0.4	0.1	7.566	A
B-A	24.00	24.00	132.33	0.181	23.91	0.1	0.2	8.294	A
C-AB	37.30	37.30	156.61	0.238	37.18	0.2	0.3	7.628	A
C-A	96.40	96.40			96.40				
A-B	43.30	43.30			43.30				
A-C	182.60	182.60			182.60				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.00	17.00	139.02	0.122	17.00	0.1	0.1	7.375	A
B-A	25.50	25.50	137.93	0.185	25.49	0.2	0.2	8.136	A
C-AB	28.00	28.00	159.63	0.175	28.09	0.3	0.2	6.975	A
C-A	110.20	110.20			110.20				
A-B	52.50	52.50			52.50				
A-C	158.90	158.90			158.90				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19.60	19.60	133.91	0.146	19.56	0.1	0.2	8.269	A
B-A	27.20	27.20	135.08	0.201	27.17	0.2	0.3	8.544	A
C-AB	21.00	21.00	156.64	0.134	21.06	0.2	0.2	6.640	A
C-A	96.80	96.80			96.80				
A-B	30.00	30.00			30.00				
A-C	195.70	195.70			195.70				

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	15.00	104.87
	B	33.51	0.00	36.20
	C	138.38	34.03	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.41	108.49
	B	54.81	0.00	23.79
	C	172.10	22.75	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	36.20	128.76
	B	54.40	0.00	32.06
	C	242.32	31.96	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	38.27	126.69
	B	24.20	0.00	36.20
	C	172.61	20.68	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.21	108.91
	B	25.34	0.00	24.61
	C	191.75	21.62	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.48	95.05
	B	12.41	0.00	32.06
	C	170.44	17.48	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	4
	B	7	0	0
	C	2	3	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	4	0	0
	C	1	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	3	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	1
	B	0	0	0
	C	2	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	4	0	10
	C	1	5	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	1	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.25	9.55	0.3	A	30.82	184.92
B-A	0.43	12.94	0.8	B	34.11	204.68
C-AB	0.19	6.65	0.2	A	24.75	148.52
C-A					181.27	1087.60
A-B					20.43	122.56
A-C					112.13	672.77

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36.20	36.20	152.90	0.237	35.89	0.0	0.3	7.672	A
B-A	33.51	33.51	140.06	0.239	33.18	0.0	0.3	8.955	A
C-AB	34.03	34.03	178.72	0.190	33.79	0.0	0.2	6.393	A
C-A	138.38	138.38			138.38				
A-B	15.00	15.00			15.00				
A-C	104.87	104.87			104.87				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23.79	23.79	132.64	0.179	23.87	0.3	0.2	8.282	A
B-A	54.81	54.81	142.48	0.385	54.50	0.3	0.6	10.763	B
C-AB	22.75	22.75	178.50	0.127	22.84	0.2	0.2	5.909	A
C-A	172.10	172.10			172.10				
A-B	12.41	12.41			12.41				
A-C	108.49	108.49			108.49				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32.06	32.06	126.09	0.254	31.95	0.2	0.3	9.548	A
B-A	54.40	54.40	126.09	0.431	54.28	0.6	0.8	12.939	B
C-AB	31.96	31.96	169.31	0.189	31.87	0.2	0.2	6.650	A
C-A	242.32	242.32			242.32				
A-B	36.20	36.20			36.20				
A-C	128.76	128.76			128.76				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36.20	36.20	153.37	0.236	36.22	0.3	0.3	7.685	A
B-A	24.20	24.20	130.88	0.185	24.74	0.8	0.2	8.522	A
C-AB	20.68	20.68	169.31	0.122	20.78	0.2	0.1	6.199	A
C-A	172.61	172.61			172.61				
A-B	38.27	38.27			38.27				
A-C	126.69	126.69			126.69				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.61	24.61	155.05	0.159	24.73	0.3	0.2	7.096	A
B-A	25.34	25.34	139.14	0.182	25.34	0.2	0.2	8.044	A
C-AB	21.62	21.62	179.71	0.120	21.62	0.1	0.1	5.818	A
C-A	191.75	191.75			191.75				
A-B	6.21	6.21			6.21				
A-C	108.91	108.91			108.91				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32.06	32.06	165.23	0.194	32.01	0.2	0.3	7.083	A
B-A	12.41	12.41	135.51	0.092	12.53	0.2	0.1	7.556	A
C-AB	17.48	17.48	180.88	0.097	17.51	0.1	0.1	5.811	A
C-A	170.44	170.44			170.44				
A-B	14.48	14.48			14.48				
A-C	95.05	95.05			95.05				

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.74	158.98
	B	27.96	0.00	19.68
	C	103.26	29.72	0.00

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	41.43	236.76
	B	24.86	0.00	19.57
	C	108.64	24.86	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	56.45	227.13
	B	12.84	0.00	39.36
	C	123.14	24.86	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	44.85	189.12
	B	24.86	0.00	17.61
	C	99.84	38.63	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	54.37	164.57
	B	26.41	0.00	17.61
	C	114.13	29.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	31.07	202.69
	B	28.17	0.00	20.30
	C	100.26	21.75	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	4	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	6
	C	3	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	1
	B	0	0	0
	C	1	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	0
	B	0	0	0
	C	2	3	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A	B	C
From	A	0	2	2
	B	4	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	1
	B	0	0	12
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.29	9.46	0.4	A	22.35	134.12
B-A	0.21	9.36	0.3	A	24.18	145.10
C-AB	0.25	7.82	0.3	A	28.14	168.82
C-A					108.21	649.28
A-B					39.65	237.90
A-C					196.54	1179.24

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19.68	19.68	141.87	0.139	19.52	0.0	0.2	7.346	A
B-A	27.96	27.96	141.12	0.198	27.72	0.0	0.2	7.920	A
C-AB	29.72	29.72	168.53	0.176	29.50	0.0	0.2	6.684	A
C-A	103.26	103.26			103.26				
A-B	9.74	9.74			9.74				
A-C	158.98	158.98			158.98				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19.57	19.57	126.73	0.154	19.55	0.2	0.2	8.591	A
B-A	24.86	24.86	122.69	0.203	24.85	0.2	0.3	9.198	A
C-AB	24.86	24.86	145.69	0.171	24.87	0.2	0.2	7.619	A
C-A	108.64	108.64			108.64				
A-B	41.43	41.43			41.43				
A-C	236.76	236.76			236.76				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.36	39.36	136.54	0.288	39.13	0.2	0.4	9.460	A
B-A	12.84	12.84	109.24	0.118	12.96	0.3	0.1	9.358	A
C-AB	24.86	24.86	144.57	0.172	24.86	0.2	0.2	7.520	A
C-A	123.14	123.14			123.14				
A-B	56.45	56.45			56.45				
A-C	227.13	227.13			227.13				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.61	17.61	134.72	0.131	17.86	0.4	0.2	7.717	A
B-A	24.86	24.86	130.04	0.191	24.76	0.1	0.2	8.541	A
C-AB	38.63	38.63	154.93	0.249	38.51	0.2	0.3	7.822	A
C-A	99.84	99.84			99.84				
A-B	44.85	44.85			44.85				
A-C	189.12	189.12			189.12				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.61	17.61	137.41	0.128	17.61	0.2	0.1	7.511	A
B-A	26.41	26.41	135.81	0.194	26.40	0.2	0.2	8.359	A
C-AB	29.00	29.00	158.05	0.183	29.10	0.3	0.2	7.114	A
C-A	114.13	114.13			114.13				
A-B	54.37	54.37			54.37				
A-C	164.57	164.57			164.57				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20.30	20.30	132.05	0.154	20.26	0.1	0.2	8.451	A
B-A	28.17	28.17	132.86	0.212	28.14	0.2	0.3	8.803	A
C-AB	21.75	21.75	154.96	0.140	21.82	0.2	0.2	6.764	A
C-A	100.26	100.26			100.26				
A-B	31.07	31.07			31.07				
A-C	202.69	202.69			202.69				

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	15.00	104.87
	B	33.51	0.00	36.20
	C	138.38	34.03	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.41	108.49
	B	54.81	0.00	23.79
	C	172.10	22.75	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	36.20	128.76
	B	54.40	0.00	32.06
	C	242.32	31.96	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	38.27	126.69
	B	24.20	0.00	36.20
	C	172.61	20.68	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.21	108.91
	B	25.34	0.00	24.61
	C	191.75	21.62	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.48	95.05
	B	12.41	0.00	32.06
	C	170.44	17.48	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	4
	B	7	0	0
	C	2	3	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	4	0	0
	C	1	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	3	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	1
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	3
	B	4	0	10
	C	1	5	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	1	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.25	9.55	0.3	A	30.82	184.92
B-A	0.43	12.94	0.8	B	34.11	204.68
C-AB	0.19	6.65	0.2	A	24.75	148.52
C-A					181.27	1087.60
A-B					20.43	122.56
A-C					112.13	672.77

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36.20	36.20	152.90	0.237	35.89	0.0	0.3	7.672	A
B-A	33.51	33.51	140.06	0.239	33.18	0.0	0.3	8.955	A
C-AB	34.03	34.03	178.72	0.190	33.79	0.0	0.2	6.393	A
C-A	138.38	138.38			138.38				
A-B	15.00	15.00			15.00				
A-C	104.87	104.87			104.87				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23.79	23.79	132.64	0.179	23.87	0.3	0.2	8.282	A
B-A	54.81	54.81	142.48	0.385	54.50	0.3	0.6	10.763	B
C-AB	22.75	22.75	178.50	0.127	22.84	0.2	0.2	5.909	A
C-A	172.10	172.10			172.10				
A-B	12.41	12.41			12.41				
A-C	108.49	108.49			108.49				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32.06	32.06	126.09	0.254	31.95	0.2	0.3	9.548	A
B-A	54.40	54.40	126.09	0.431	54.28	0.6	0.8	12.939	B
C-AB	31.96	31.96	169.31	0.189	31.87	0.2	0.2	6.650	A
C-A	242.32	242.32			242.32				
A-B	36.20	36.20			36.20				
A-C	128.76	128.76			128.76				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36.20	36.20	153.37	0.236	36.22	0.3	0.3	7.685	A
B-A	24.20	24.20	130.88	0.185	24.74	0.8	0.2	8.522	A
C-AB	20.68	20.68	169.31	0.122	20.78	0.2	0.1	6.199	A
C-A	172.61	172.61			172.61				
A-B	38.27	38.27			38.27				
A-C	126.69	126.69			126.69				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.61	24.61	155.05	0.159	24.73	0.3	0.2	7.096	A
B-A	25.34	25.34	139.14	0.182	25.34	0.2	0.2	8.044	A
C-AB	21.62	21.62	179.71	0.120	21.62	0.1	0.1	5.818	A
C-A	191.75	191.75			191.75				
A-B	6.21	6.21			6.21				
A-C	108.91	108.91			108.91				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32.06	32.06	165.23	0.194	32.01	0.2	0.3	7.083	A
B-A	12.41	12.41	135.51	0.092	12.53	0.2	0.1	7.556	A
C-AB	17.48	17.48	180.88	0.097	17.51	0.1	0.1	5.811	A
C-A	170.44	170.44			170.44				
A-B	14.48	14.48			14.48				
A-C	95.05	95.05			95.05				

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.74	158.98
	B	27.96	0.00	19.68
	C	103.26	29.72	0.00

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	41.43	236.76
	B	24.86	0.00	19.57
	C	108.64	24.86	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	56.45	227.13
	B	12.84	0.00	39.36
	C	123.14	24.86	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	44.85	189.12
	B	24.86	0.00	17.61
	C	99.84	38.63	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	54.37	164.57
	B	26.41	0.00	17.61
	C	114.13	29.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	31.07	202.69
	B	28.17	0.00	20.30
	C	100.26	21.75	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	4	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	6
	C	3	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	1
	B	0	0	0
	C	1	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	0
	B	0	0	0
	C	2	3	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
		A	B	C
From	A	0	2	2
	B	4	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	1
	B	0	0	12
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.29	9.46	0.4	A	22.35	134.12
B-A	0.21	9.36	0.3	A	24.18	145.10
C-AB	0.25	7.82	0.3	A	28.14	168.82
C-A					108.21	649.28
A-B					39.65	237.90
A-C					196.54	1179.24

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19.68	19.68	141.87	0.139	19.52	0.0	0.2	7.346	A
B-A	27.96	27.96	141.12	0.198	27.72	0.0	0.2	7.920	A
C-AB	29.72	29.72	168.53	0.176	29.50	0.0	0.2	6.684	A
C-A	103.26	103.26			103.26				
A-B	9.74	9.74			9.74				
A-C	158.98	158.98			158.98				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19.57	19.57	126.73	0.154	19.55	0.2	0.2	8.591	A
B-A	24.86	24.86	122.69	0.203	24.85	0.2	0.3	9.198	A
C-AB	24.86	24.86	145.69	0.171	24.87	0.2	0.2	7.619	A
C-A	108.64	108.64			108.64				
A-B	41.43	41.43			41.43				
A-C	236.76	236.76			236.76				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.36	39.36	136.54	0.288	39.13	0.2	0.4	9.460	A
B-A	12.84	12.84	109.24	0.118	12.96	0.3	0.1	9.358	A
C-AB	24.86	24.86	144.57	0.172	24.86	0.2	0.2	7.520	A
C-A	123.14	123.14			123.14				
A-B	56.45	56.45			56.45				
A-C	227.13	227.13			227.13				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.61	17.61	134.72	0.131	17.86	0.4	0.2	7.717	A
B-A	24.86	24.86	130.04	0.191	24.76	0.1	0.2	8.541	A
C-AB	38.63	38.63	154.93	0.249	38.51	0.2	0.3	7.822	A
C-A	99.84	99.84			99.84				
A-B	44.85	44.85			44.85				
A-C	189.12	189.12			189.12				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.61	17.61	137.41	0.128	17.61	0.2	0.1	7.511	A
B-A	26.41	26.41	135.81	0.194	26.40	0.2	0.2	8.359	A
C-AB	29.00	29.00	158.05	0.183	29.10	0.3	0.2	7.114	A
C-A	114.13	114.13			114.13				
A-B	54.37	54.37			54.37				
A-C	164.57	164.57			164.57				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20.30	20.30	132.05	0.154	20.26	0.1	0.2	8.451	A
B-A	28.17	28.17	132.86	0.212	28.14	0.2	0.3	8.803	A
C-AB	21.75	21.75	154.96	0.140	21.82	0.2	0.2	6.764	A
C-A	100.26	100.26			100.26				
A-B	31.07	31.07			31.07				
A-C	202.69	202.69			202.69				

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	15.00	104.87
	B	33.51	0.00	46.65
	C	138.38	44.48	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.41	108.49
	B	54.81	0.00	34.24
	C	172.10	39.21	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	36.20	128.76
	B	54.40	0.00	42.51
	C	242.32	48.41	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	38.27	126.69
	B	24.20	0.00	46.65
	C	172.61	37.14	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	6.21	108.91
	B	25.34	0.00	35.07
	C	191.75	38.07	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.48	95.05
	B	12.41	0.00	42.51
	C	170.44	27.93	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	8	4
	B	7	0	9
	C	2	13	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	4	0	13
	C	1	11	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	10
	C	2	11	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	1
	B	0	0	9
	C	2	12	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	0	3
	B	4	0	22
	C	1	15	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A	B	C
From	A	0	0	3
	B	0	0	10
	C	1	23	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.34	12.38	0.6	B	41.27	247.63
B-A	0.47	15.11	0.9	C	34.11	204.68
C-AB	0.29	8.26	0.4	A	39.21	235.27
C-A					181.26	1087.56
A-B					20.43	122.56
A-C					112.13	672.77

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46.65	46.65	154.15	0.303	46.18	0.0	0.5	9.053	A
B-A	33.51	33.51	132.52	0.253	33.15	0.0	0.4	9.624	A
C-AB	44.48	44.48	178.74	0.249	44.12	0.0	0.4	7.511	A
C-A	138.37	138.37			138.37				
A-B	15.00	15.00			15.00				
A-C	104.87	104.87			104.87				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34.24	34.24	133.60	0.256	34.32	0.5	0.4	9.978	A
B-A	54.81	54.81	137.41	0.399	54.48	0.4	0.7	11.418	B
C-AB	39.21	39.21	178.52	0.220	39.26	0.4	0.3	7.252	A
C-A	172.09	172.09			172.09				
A-B	12.41	12.41			12.41				
A-C	108.49	108.49			108.49				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.51	42.51	123.61	0.344	42.32	0.4	0.6	12.383	B
B-A	54.40	54.40	115.74	0.470	54.19	0.7	0.9	15.106	C
C-AB	48.44	48.44	169.41	0.286	48.31	0.3	0.4	8.259	A
C-A	242.30	242.30			242.30				
A-B	36.20	36.20			36.20				
A-C	128.76	128.76			128.76				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46.65	46.65	150.21	0.311	46.73	0.6	0.5	9.556	A
B-A	24.20	24.20	121.85	0.199	24.84	0.9	0.3	9.336	A
C-AB	37.14	37.14	169.32	0.219	37.26	0.4	0.3	7.608	A
C-A	172.61	172.61			172.61				
A-B	38.27	38.27			38.27				
A-C	126.69	126.69			126.69				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35.07	35.07	157.71	0.222	35.24	0.5	0.3	8.270	A
B-A	25.34	25.34	129.93	0.195	25.34	0.3	0.2	8.751	A
C-AB	38.07	38.07	179.72	0.212	38.08	0.3	0.3	7.193	A
C-A	191.74	191.74			191.74				
A-B	6.21	6.21			6.21				
A-C	108.91	108.91			108.91				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.51	42.51	165.84	0.256	42.44	0.3	0.4	8.542	A
B-A	12.41	12.41	129.10	0.096	12.55	0.2	0.1	7.978	A
C-AB	27.93	27.93	180.88	0.154	28.02	0.3	0.2	6.934	A
C-A	170.44	170.44			170.44				
A-B	14.48	14.48			14.48				
A-C	95.05	95.05			95.05				

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.74	158.98
	B	27.96	0.00	30.13
	C	103.26	40.18	0.00

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	41.43	236.76
	B	24.86	0.00	36.03
	C	108.64	35.31	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	56.45	227.13
	B	12.84	0.00	55.81
	C	123.14	35.31	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	44.85	189.12
	B	24.86	0.00	34.06
	C	99.84	49.08	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	54.37	164.57
	B	26.41	0.00	34.06
	C	114.13	39.45	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	31.07	202.69
	B	28.17	0.00	30.75
	C	100.26	32.20	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	15
	C	1	14	0

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	17
	C	3	13	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	1
	B	0	0	7
	C	1	13	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	0
	B	0	0	13
	C	2	11	0

16:45 - 17:00

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	2	2
B	4	0	13
C	2	11	0

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	1
B	0	0	27
C	2	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.41	12.52	0.8	B	36.81	220.84
B-A	0.23	10.35	0.3	B	24.18	145.10
C-AB	0.32	9.49	0.5	A	38.60	231.57
C-A					108.21	649.23
A-B					39.65	237.90
A-C					196.54	1179.24

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.13	30.13	144.99	0.208	29.83	0.0	0.3	9.002	A
B-A	27.96	27.96	132.89	0.210	27.70	0.0	0.3	8.534	A
C-AB	40.18	40.18	168.54	0.238	39.83	0.0	0.4	7.966	A
C-A	103.26	103.26			103.26				
A-B	9.74	9.74			9.74				
A-C	158.98	158.98			158.98				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36.03	36.03	130.60	0.276	35.89	0.3	0.4	11.013	B
B-A	24.86	24.86	112.23	0.221	24.84	0.3	0.3	10.296	B
C-AB	35.31	35.31	145.71	0.242	35.31	0.4	0.4	9.271	A
C-A	108.64	108.64			108.64				
A-B	41.43	41.43			41.43				
A-C	236.76	236.76			236.76				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55.81	55.81	136.69	0.408	55.48	0.4	0.8	12.521	B
B-A	12.84	12.84	100.09	0.128	12.97	0.3	0.1	10.347	B
C-AB	35.31	35.31	144.59	0.244	35.31	0.4	0.4	9.278	A
C-A	123.14	123.14			123.14				
A-B	56.45	56.45			56.45				
A-C	227.13	227.13			227.13				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34.06	34.06	139.71	0.244	34.47	0.8	0.4	9.307	A
B-A	24.86	24.86	119.50	0.208	24.75	0.1	0.3	9.491	A
C-AB	49.11	49.11	155.00	0.317	48.96	0.4	0.5	9.494	A
C-A	99.82	99.82			99.82				
A-B	44.85	44.85			44.85				
A-C	189.12	189.12			189.12				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34.06	34.06	142.42	0.239	34.06	0.4	0.4	9.405	A
B-A	26.41	26.41	124.94	0.211	26.40	0.3	0.3	9.276	A
C-AB	39.46	39.46	158.07	0.250	39.59	0.5	0.4	8.448	A
C-A	114.13	114.13			114.13				
A-B	54.37	54.37			54.37				
A-C	164.57	164.57			164.57				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.75	30.75	134.66	0.228	30.75	0.4	0.4	10.162	B
B-A	28.17	28.17	124.58	0.226	28.15	0.3	0.3	9.566	A
C-AB	32.20	32.20	154.97	0.208	32.28	0.4	0.3	8.222	A
C-A	100.25	100.25			100.25				
A-B	31.07	31.07			31.07				
A-C	202.69	202.69			202.69				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 62 (Two Linked four_arm)_V3.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 25/03/2025 14:21:51

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Junction 1 - Arm A	D1	1.1	3.39	0.52	A	4.32	A	D2	1.8	4.45	0.64	A	3.92	A
Junction 1 - Arm C		1.6	6.12	0.61	A				0.6	3.78	0.38	A		
Junction 1 - Arm D		0.9	3.81	0.46	A				0.7	3.07	0.41	A		
Junction 1 - Arm E		0.0	0.00	0.00	A				0.0	12.94	0.04	B		
Junction 2 - Arm A		1.0	3.87	0.50	A	7.73	A		0.7	3.31	0.41	A	4.05	A
Junction 2 - Arm C		3.3	11.26	0.77	B				0.4	3.89	0.31	A		
Junction 2 - Arm D		0.6	8.58	0.35	A				0.6	5.89	0.38	A		
	FB WD													
Junction 1 - Arm A	D3	1.2	3.53	0.54	A	4.53	A	D4	2.0	4.75	0.66	A	4.12	A
Junction 1 - Arm C		1.7	6.46	0.63	A				0.7	3.86	0.40	A		
Junction 1 - Arm D		1.0	4.00	0.48	A				0.8	3.19	0.43	A		
Junction 1 - Arm E		0.0	0.00	0.00	A				0.0	13.92	0.05	B		
Junction 2 - Arm A		1.1	4.01	0.52	A	8.77	A		0.8	3.40	0.43	A	4.19	A
Junction 2 - Arm C		4.0	13.27	0.80	B				0.5	4.02	0.32	A		
Junction 2 - Arm D		0.6	9.34	0.37	A				0.7	6.20	0.40	A		
	FB+CD WD													
Junction 1 - Arm A	D5	1.5	4.08	0.59	A	5.06	A	D6	2.0	4.75	0.66	A	4.12	A
Junction 1 - Arm C		1.9	7.15	0.65	A				0.7	3.86	0.40	A		
Junction 1 - Arm D		1.1	4.49	0.51	A				0.8	3.19	0.43	A		
Junction 1 - Arm E		0.0	0.00	0.00	A				0.0	13.92	0.05	B		
Junction 2 - Arm A		1.1	4.01	0.52	A	8.78	A		0.8	3.40	0.43	A	4.19	A
Junction 2 - Arm C		4.0	13.27	0.80	B				0.5	4.02	0.32	A		
Junction 2 - Arm D		0.6	9.34	0.37	A				0.7	6.20	0.40	A		
	FB+CD+N2T WD													
Junction 1 - Arm A	D7	1.8	4.61	0.62	A	5.50	A	D8	2.4	5.48	0.70	A	4.60	A
Junction 1 - Arm C		1.9	7.14	0.65	A				0.7	3.86	0.40	A		
Junction 1 - Arm D		1.5	5.33	0.58	A				1.0	3.68	0.48	A		
Junction 1 - Arm E		0.0	0.00	0.00	A				0.1	16.73	0.05	C		
Junction 2 - Arm A		1.4	4.69	0.57	A	11.08	B		1.0	3.91	0.48	A	4.83	A
Junction 2 - Arm C		5.2	17.65	0.85	C				0.5	4.35	0.34	A		
Junction 2 - Arm D		0.9	12.56	0.44	B				0.9	7.51	0.45	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

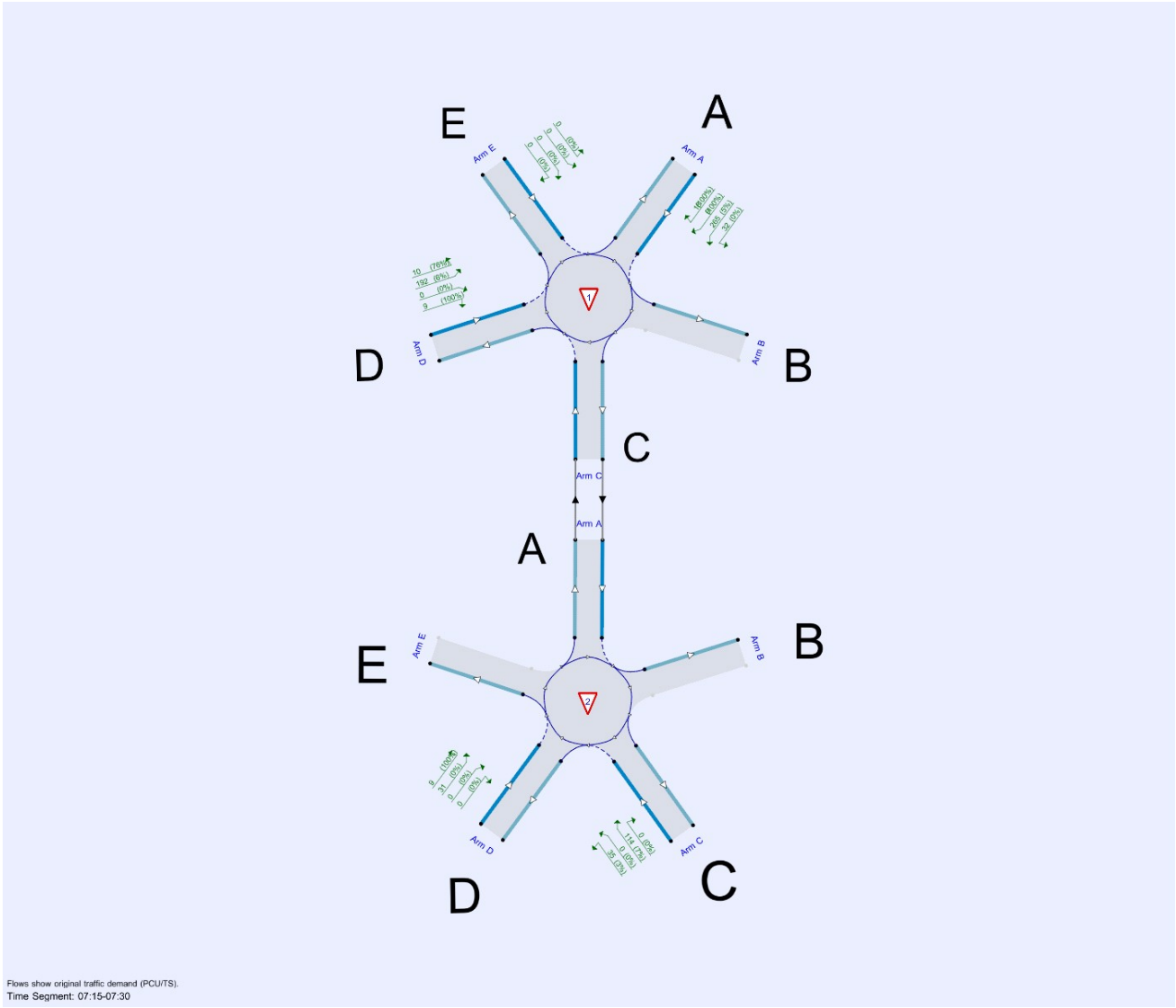
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓
D2	2024	PM	DIRECT	16:00	17:30	90	15	✓
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓
D4	FB WD	PM	DIRECT	16:00	17:30	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:00	17:30	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:00	17:30	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	4.32	A
2	untitled	Standard Roundabout		A, B, C, D, E	7.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description
1	A	Three Mile Hill	
	B	A12 (E)	
	C	A414	
	D	A12 (W)	
	E	Golf Access	
2	A	A414	
	B	Service Road	
	C	A12 (E)	
	D	B1002	
	E	A12 (W)	

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	A	6.12	8.28	10.9	24.0	59.5	19.5	
	B							✓
	C	3.83	7.67	9.0	24.6	59.5	45.0	
	D	7.10	9.10	7.6	71.9	59.5	45.0	
	E	2.18	6.98	2.2	9.6	59.5	21.0	
2	A	4.22	9.71	11.5	92.4	38.5	41.0	
	B							✓
	C	5.70	6.18	3.6	26.5	38.5	34.0	
	D	3.71	7.38	5.1	19.6	38.5	23.5	
	E							✓

Bypass

Junction	Arm	Arm has bypass	Bypass utilisation (%)
1	A		
	B		
	C		
	D		
	E		
2	A	✓	100
	B		
	C		
	D		
	E		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/TS)
1	A	0.686	588.850
	B		
	C	0.528	395.374
	D	0.684	609.680
	E	0.402	206.107
2	A	0.693	484.263
	B		
	C	0.670	456.399
	D	0.610	373.078
	E		

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
	E		DIRECT	✓	100.000
2	A	✓			
	B				
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 2 07:15 - 07:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	36.90	201.90
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	110.30	0.00	0.00	33.90	0.00
	D	30.00	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:30 - 07:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	1.90	0.00	35.50	206.50
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	148.50	0.00	0.00	41.00	0.00
	D	48.00	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	44.60	169.50
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	129.50	0.00	0.00	62.80	0.00
	D	49.00	0.00	0.00	1.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	1.90	0.00	44.90	137.30
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	167.50	0.00	0.00	75.90	0.00
	D	46.80	0.00	0.00	0.00	1.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	43.50	116.60
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	170.30	0.00	0.00	98.00	0.00
	D	67.80	0.00	0.00	0.00	1.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	57.90	129.10
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	114.50	0.00	0.00	109.80	0.00
	D	72.20	0.00	0.00	2.00	1.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 1 07:15 - 07:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	4.90	31.00	238.80	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	129.30	10.00	0.00	0.00	0.00
	D	168.20	0.00	0.00	0.00	1.00
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 07:30 - 07:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	3.00	53.80	243.90	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	180.00	16.50	0.00	0.00	0.00
	D	202.10	0.00	0.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	8.00	70.70	214.10	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	165.50	13.00	0.00	0.00	0.00
	D	212.10	0.00	0.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	2.00	66.60	183.10	0.00	1.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	200.30	14.00	0.00	0.00	0.00
	D	211.30	0.00	1.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	7.90	81.40	160.10	0.00	1.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	206.30	28.90	0.00	0.00	0.00
	D	180.40	0.00	0.00	0.00	2.90
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	11.50	65.60	186.00	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	161.80	24.90	0.00	0.00	0.00
	D	147.00	0.00	1.00	0.00	1.00
	E	0.00	0.00	0.00	0.00	0.00

Vehicle Mix

Junction 2 07:15 - 07:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	3	3
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	7	0	0	3	0
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:30 - 07:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	100	0	3	5
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0	0
	D	4	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:45 - 08:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	10	3
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	0	0	3	0
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	100	0	2	4
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	1	0
	D	5	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	2	4
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	0	0	0	0
	D	7	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	2	8
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	0	0	2	0
	D	6	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 1 07:15 - 07:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	33	0	3	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	6	0	0	0	0
	D	2	0	0	0	0
	E	0	0	0	0	0

Junction 1 07:30 - 07:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	4	5	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	7	0	0	0
	D	5	0	0	0	0
	E	0	0	0	0	0

Junction 1 07:45 - 08:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	4	4	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0	0
	D	5	0	0	0	0
	E	0	0	0	0	0

Junction 1 08:00 - 08:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	6	4	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	0	0	0	0
	D	6	0	0	0	0
	E	0	0	0	0	0

Junction 1 08:15 - 08:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	17	8	3	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	4	0	0	0
	D	2	0	0	0	100
	E	0	0	0	0	0

Junction 1 08:30 - 08:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	10	7	6	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	4	0	0	0
	D	3	0	0	0	0
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.52	3.39	1.1	A	272.40	1634.40
	B						
	C	0.61	6.12	1.6	A	192.12	1152.73
	D	0.46	3.81	0.9	A	188.00	1128.00
	E	0.00	0.00	0.0	A	0.00	0.00
2	A	0.50	3.87	1.0	A	204.56	1223.56
	B						
	C	0.77	11.26	3.3	B	210.33	1262.00
	D	0.35	8.58	0.6	A	53.30	319.80
	E						

Main Results for each time segment

07:15 - 07:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	274.70		274.70			9.96	582.02	0.472	273.79	301.40	0.0	0.9	2.990	A
	B						242.89				40.86				
	C	139.35		139.35			4.88	392.80	0.355	138.78	238.01	0.0	0.6	3.728	A
	D	169.20		169.20			143.66	511.41	0.331	168.70	0.00	0.0	0.5	2.687	A
	E	0.00		0.00			311.36	81.05	0.000	0.00	1.00	0.0	0.0	0.000	A
2	A	238.01	238.01	238.01	0.00	0.00	0.00	484.26	0.491	237.02	139.35	0.0	1.0	3.718	A
	B						237.02				0.00				
	C	144.20	144.20	144.20	0.00	0.00	237.02	297.63	0.485	143.22	0.00	0.0	1.0	6.181	A
	D	30.00	30.00	30.00	0.00	0.00	309.95	183.98	0.163	29.81	70.29	0.0	0.2	5.830	A
	E						139.35				200.40				

07:30 - 07:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	300.70		300.70			16.38	577.62	0.521	300.49	383.59	0.9	1.1	3.394	A
	B						246.78				70.08				
	C	195.57		195.57			3.01	393.79	0.497	195.14	243.78	0.6	1.0	4.689	A
	D	202.10		202.10			198.14	474.14	0.426	201.83	0.00	0.5	0.8	3.457	A
	E	0.00		0.00			399.97	45.46	0.000	0.00	0.00	0.0	0.0	0.000	A
2	A	243.78	241.88	241.88	1.90	0.00	0.00	484.26	0.499	241.83	195.57	1.0	1.0	3.873	A
	B						241.83				0.00				
	C	189.50	189.50	189.50	0.00	0.00	241.83	294.41	0.644	188.68	0.00	1.0	1.8	8.674	A
	D	48.00	48.00	48.00	0.00	0.00	354.18	157.00	0.306	47.74	76.32	0.2	0.5	8.583	A
	E						195.57				206.35				

07:45 - 08:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	292.80		292.80			13.05	579.90	0.505	292.86	386.00	1.1	1.1	3.273	A
	B						222.21				83.69				
	C	178.88		178.88			7.98	391.16	0.457	179.01	214.23	1.0	0.9	4.370	A
	D	212.10		212.10			187.00	481.76	0.440	212.06	0.00	0.8	0.8	3.486	A
	E	0.00		0.00			399.05	45.83	0.000	0.00	0.00	0.0	0.0	0.000	A
2	A	214.23	214.23	214.23	0.00	0.00	0.99	483.57	0.443	214.43	178.88	1.0	0.8	3.495	A
	B						215.42				0.00				
	C	192.30	192.30	192.30	0.00	0.00	215.42	312.10	0.616	192.41	0.00	1.8	1.7	7.818	A
	D	50.00	50.00	50.00	0.00	0.00	299.60	190.30	0.263	50.09	108.23	0.5	0.4	6.424	A
	E						179.87				169.82				

08:00 - 08:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	252.70		252.70			14.94	578.61	0.437	252.96	412.59	1.1	0.8	2.894	A
	B						187.31				80.58				
	C	213.62		213.62			3.02	393.78	0.542	213.28	184.29	0.9	1.2	5.149	A
	D	212.30		212.30			216.30	461.72	0.460	212.22	0.00	0.8	0.9	3.809	A
	E	0.00		0.00			427.53	34.40	0.000	0.00	1.00	0.0	0.0	0.000	A
2	A	184.29	182.39	182.39	1.90	0.00	0.01	484.26	0.377	182.59	213.62	0.8	0.6	3.089	A
	B						182.60				0.00				
	C	243.40	243.40	243.40	0.00	0.00	182.60	334.08	0.729	242.45	0.00	1.7	2.7	9.963	A
	D	47.80	47.80	47.80	0.00	0.00	304.45	187.34	0.255	47.80	120.60	0.4	0.4	6.737	A
	E						213.62				138.62				

08:15 - 08:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	250.40		250.40			29.09	568.90	0.440	250.39	396.63	0.8	0.8	2.970	A
	B						169.05				110.43				
	C	237.65		237.65			8.88	390.69	0.608	237.27	160.17	1.2	1.6	6.117	A
	D	183.30		183.30			246.15	441.30	0.415	183.46	0.00	0.9	0.7	3.598	A
	E	0.00		0.00			425.72	35.12	0.000	0.00	3.89	0.0	0.0	0.000	A
2	A	160.17	160.17	160.17	0.00	0.00	0.00	484.26	0.331	160.28	237.65	0.6	0.5	2.871	A
	B						160.28				0.00				
	C	268.30	268.30	268.30	0.00	0.00	160.28	349.03	0.769	267.69	0.00	2.7	3.3	11.261	B
	D	68.80	68.80	68.80	0.00	0.00	286.80	198.10	0.347	68.60	141.17	0.4	0.6	7.387	A
	E						237.65				117.75				

08:30 - 08:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	263.10		263.10			26.09	570.96	0.461	263.02	321.92	0.8	0.9	3.103	A
	B						198.38				90.73				
	C	187.66		187.66			11.49	389.31	0.482	188.27	186.89	1.6	1.0	4.719	A
	D	149.00		149.00			199.76	473.04	0.315	149.26	0.00	0.7	0.5	2.858	A
	E	0.00		0.00			348.01	66.33	0.000	0.00	1.01	0.0	0.0	0.000	A
2	A	186.89	186.89	186.89	0.00	0.00	1.99	482.89	0.387	186.73	187.66	0.5	0.7	3.215	A
	B						188.72				0.00				
	C	224.30	224.30	224.30	0.00	0.00	188.72	329.98	0.680	225.31	0.00	3.3	2.3	8.961	A
	D	75.20	75.20	75.20	0.00	0.00	244.36	224.00	0.336	75.22	169.67	0.6	0.5	6.403	A
	E						189.64				129.94				

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	3.92	A
2	untitled	Standard Roundabout		A, B, C, D, E	4.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
	E		DIRECT	✓	100.000
2	A	✓			
	B				
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 2 16:00 - 16:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	43.00	157.80
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	58.70	0.00	0.00	25.00	0.00
	D	82.70	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:15 - 16:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	36.00	145.80
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	70.30	0.00	0.00	20.00	0.00
	D	72.50	0.00	0.00	1.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:30 - 16:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	23.90	105.80
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	77.70	0.00	0.00	35.00	0.00
	D	63.50	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:45 - 17:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	28.00	126.70
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	65.80	0.00	0.00	28.00	0.00
	D	57.40	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:00 - 17:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	35.00	152.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	56.00	0.00	0.00	13.00	0.00
	D	92.50	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:15 - 17:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	30.00	97.90
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	71.00	0.00	0.00	22.00	0.00
	D	66.00	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 1 16:00 - 16:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	6.00	151.30	200.80	0.00	1.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	108.90	32.50	0.00	0.00	0.00
	D	121.10	1.90	0.00	0.00	0.00
	E	1.00	0.00	0.00	0.00	0.00

Junction 1 16:15 - 16:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	10.90	92.90	180.80	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	122.80	20.00	0.00	0.00	0.00
	D	203.60	2.00	1.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 16:30 - 16:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	6.00	80.00	128.70	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	116.70	24.50	0.00	0.00	0.00
	D	170.90	1.00	1.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 16:45 - 17:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	13.00	121.00	153.70	0.00	1.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	104.20	19.00	0.00	0.00	0.00
	D	187.90	0.00	0.00	0.00	0.00
	E	0.00	0.00	1.00	0.00	0.00

Junction 1 17:00 - 17:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	14.00	148.90	186.00	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	119.50	29.00	0.00	0.00	0.00
	D	168.60	2.00	0.00	0.00	0.00
	E	1.00	1.00	1.00	0.00	0.00

Junction 1 17:15 - 17:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	9.00	136.60	127.90	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	115.00	22.00	0.00	0.00	0.00
	D	155.60	2.00	0.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Vehicle Mix

Junction 2 16:00 - 16:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	0	7
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	0	0	0	0
	D	1	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:15 - 16:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	0	1
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	0	0	0	0
	D	1	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:30 - 16:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	4	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	0	0	0	0
	D	2	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:45 - 17:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	0	2
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0	0
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:00 - 17:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	0	3
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	0	0	0	0	0
	D	1	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:15 - 17:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	0	1
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	0	0	0	0	0
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 1 16:00 - 16:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	2	5	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	3	0	0	0
	D	3	100	0	0	0
	E	0	0	0	0	0

Junction 1 16:15 - 16:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	11	1	1	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0	0
	D	2	0	0	0	0
	E	0	0	0	0	0

Junction 1 16:30 - 16:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	1	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	4	0	0	0
	D	1	0	0	0	0
	E	0	0	0	0	0

Junction 1 16:45 - 17:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	2	0	0	0	0
	D	3	0	0	0	0
	E	0	0	0	0	0

Junction 1 17:00 - 17:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	1	2	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	1	0	0	0	0
	D	4	0	0	0	0
	E	0	0	0	0	0

Junction 1 17:15 - 17:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	3	1	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	0	0	0	0	0
	D	3	0	0	0	0
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.64	4.45	1.8	A	294.92	1769.50
	B						
	C	0.38	3.78	0.6	A	138.92	833.52
	D	0.41	3.07	0.7	A	169.77	1018.60
	E	0.04	12.94	0.0	B	0.83	5.00
2	A	0.41	3.31	0.7	A	163.58	981.46
	B						
	C	0.31	3.89	0.4	A	90.42	542.50
	D	0.38	5.89	0.6	A	72.60	435.60
	E						

Main Results for each time segment

16:00 - 16:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	359.10		359.10			34.09	565.48	0.635	357.32	235.60	0.0	1.8	4.451	A
	B						206.77				184.63				
	C	140.63		140.63			6.97	391.70	0.359	140.05	199.80	0.0	0.6	3.673	A
	D	123.00		123.00			147.02	509.11	0.242	122.67	0.00	0.0	0.3	2.404	A
	E	1.00		1.00			268.70	98.19	0.010	0.99	1.00	0.0	0.0	9.258	A
2	A	199.80	199.80	199.80	0.00	0.00	0.00	484.26	0.413	199.07	140.63	0.0	0.7	3.315	A
	B						199.07				0.00				
	C	83.70	83.70	83.70	0.00	0.00	199.07	323.05	0.259	83.34	0.00	0.0	0.4	3.888	A
	D	82.70	82.70	82.70	0.00	0.00	214.89	241.98	0.342	82.18	67.52	0.0	0.5	5.683	A
	E						140.63				156.44				

16:15 - 16:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	284.60		284.60			23.05	573.05	0.497	285.37	336.89	1.8	1.0	3.182	A
	B						193.05				115.37				
	C	142.83		142.83			10.90	389.62	0.367	142.81	182.15	0.6	0.6	3.752	A
	D	206.60		206.60			153.71	504.53	0.409	206.22	0.00	0.3	0.7	3.073	A
	E	0.00		0.00			359.93	61.54	0.000	0.01	0.00	0.0	0.0	0.000	A
2	A	182.15	182.15	182.15	0.00	0.00	0.99	483.57	0.377	182.27	142.83	0.7	0.6	3.023	A
	B						183.27				0.00				
	C	90.30	90.30	90.30	0.00	0.00	183.27	333.64	0.271	90.28	0.00	0.4	0.4	3.827	A
	D	73.50	73.50	73.50	0.00	0.00	216.42	241.04	0.305	73.57	57.12	0.5	0.4	5.450	A
	E						143.83				146.17				

16:30 - 16:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	214.70		214.70			26.50	570.68	0.376	215.10	293.91	1.0	0.6	2.545	A
	B						136.00				105.61				
	C	141.30		141.30			6.02	392.20	0.360	141.31	129.98	0.6	0.6	3.695	A
	D	172.90		172.90			147.33	508.90	0.340	173.08	0.00	0.7	0.5	2.698	A
	E	0.00		0.00			320.42	77.42	0.000	0.00	0.00	0.0	0.0	0.000	A
2	A	129.98	129.98	129.98	0.00	0.00	0.01	484.26	0.268	130.22	141.30	0.6	0.4	2.563	A
	B						130.23				0.00				
	C	112.70	112.70	112.70	0.00	0.00	130.23	369.17	0.305	112.63	0.00	0.4	0.4	3.605	A
	D	63.50	63.50	63.50	0.00	0.00	183.90	260.88	0.243	63.62	58.96	0.4	0.3	4.640	A
	E						141.31				106.22				

16:45 - 17:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	288.70		288.70			20.03	575.11	0.502	288.30	305.15	0.6	1.0	3.163	A
	B						168.48				139.85				
	C	123.29		123.29			13.97	388.00	0.318	123.39	154.52	0.6	0.5	3.460	A
	D	187.90		187.90			137.36	515.72	0.364	187.83	0.00	0.5	0.6	2.819	A
	E	1.00		1.00			324.20	75.90	0.013	0.99	1.00	0.0	0.0	12.013	B
2	A	154.52	154.52	154.52	0.00	0.00	0.00	484.26	0.319	154.41	123.29	0.4	0.5	2.782	A
	B						154.41				0.00				
	C	93.80	93.80	93.80	0.00	0.00	154.41	352.97	0.266	93.88	0.00	0.4	0.4	3.549	A
	D	57.40	57.40	57.40	0.00	0.00	192.31	255.75	0.224	57.44	55.98	0.3	0.3	4.539	A
	E						123.29				126.46				

17:00 - 17:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	348.90		348.90			32.88	566.30	0.616	348.30	302.81	1.0	1.6	4.175	A
	B						200.66				180.52				
	C	148.24		148.24			13.98	387.99	0.382	148.09	186.68	0.5	0.6	3.775	A
	D	170.60		170.60			162.08	498.81	0.342	170.64	0.00	0.6	0.5	2.846	A
	E	3.00		3.00			332.72	72.47	0.041	2.97	0.00	0.0	0.0	12.943	B
2	A	186.68	186.68	186.68	0.00	0.00	0.00	484.26	0.385	186.52	148.24	0.5	0.6	3.087	A
	B						186.52				0.00				
	C	69.00	69.00	69.00	0.00	0.00	186.52	331.46	0.208	69.11	0.00	0.4	0.3	3.434	A
	D	92.50	92.50	92.50	0.00	0.00	207.66	246.39	0.375	92.19	47.97	0.3	0.6	5.888	A
	E						148.24				151.61				

17:15 - 17:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	273.50		273.50			24.10	572.32	0.478	274.17	279.96	1.6	0.9	3.083	A
	B						137.37				160.90				
	C	137.23		137.23			9.03	390.61	0.351	137.31	128.33	0.6	0.5	3.556	A
	D	157.60		157.60			146.34	509.57	0.309	157.68	0.00	0.5	0.5	2.627	A
	E	0.00		0.00			304.02	84.00	0.000	0.04	0.00	0.0	0.0	0.000	A
2	A	128.33	128.33	128.33	0.00	0.00	0.00	484.26	0.265	128.61	137.23	0.6	0.4	2.552	A
	B						128.61				0.00				
	C	93.00	93.00	93.00	0.00	0.00	128.61	370.25	0.251	92.93	0.00	0.3	0.3	3.245	A
	D	66.00	66.00	66.00	0.00	0.00	169.43	269.71	0.245	66.28	52.11	0.6	0.3	4.431	A
	E						137.23				98.47				

FB WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	4.53	A
2	untitled	Standard Roundabout		A, B, C, D, E	8.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
	E		DIRECT	✓	100.000
2	A	✓			
	B				
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 2 07:15 - 07:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	38.16	208.81
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	114.08	0.00	0.00	35.06	0.00
	D	31.03	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:30 - 07:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	1.97	0.00	36.72	213.57
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	153.58	0.00	0.00	42.40	0.00
	D	49.64	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	46.13	175.30
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	133.93	0.00	0.00	64.95	0.00
	D	50.68	0.00	0.00	1.03	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	1.97	0.00	46.44	142.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	173.23	0.00	0.00	78.50	0.00
	D	48.40	0.00	0.00	0.00	1.03
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	44.99	120.59
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	176.13	0.00	0.00	101.36	0.00
	D	70.12	0.00	0.00	0.00	1.03
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	59.88	133.52
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	118.42	0.00	0.00	113.56	0.00
	D	74.67	0.00	0.00	2.07	1.03
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 1 07:15 - 07:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	5.07	32.06	246.98	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	133.73	10.34	0.00	0.00	0.00
	D	173.96	0.00	0.00	0.00	1.03
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 07:30 - 07:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	3.10	55.64	252.25	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	186.16	17.06	0.00	0.00	0.00
	D	209.02	0.00	0.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	8.27	73.12	221.43	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	171.17	13.45	0.00	0.00	0.00
	D	219.36	0.00	0.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	2.07	68.88	189.37	0.00	1.03
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	207.16	14.48	0.00	0.00	0.00
	D	218.53	0.00	1.03	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	8.17	84.19	165.58	0.00	1.03
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	213.36	29.89	0.00	0.00	0.00
	D	186.58	0.00	0.00	0.00	3.00
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	11.89	67.85	192.37	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	167.34	25.75	0.00	0.00	0.00
	D	152.03	0.00	1.03	0.00	1.03
	E	0.00	0.00	0.00	0.00	0.00

Vehicle Mix

Junction 2 07:15 - 07:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	3	3
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	7	0	0	3	0
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:30 - 07:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	100	0	3	5
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0	0
	D	4	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:45 - 08:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	10	3
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	0	0	3	0
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	100	0	2	4
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	1	0
	D	5	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	2	4
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	0	0	0	0
	D	7	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	2	8
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	0	0	2	0
	D	6	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 1 07:15 - 07:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	33	0	3	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	6	0	0	0	0
	D	2	0	0	0	0
	E	0	0	0	0	0

Junction 1 07:30 - 07:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	4	5	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	7	0	0	0
	D	5	0	0	0	0
	E	0	0	0	0	0

Junction 1 07:45 - 08:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	4	4	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0	0
	D	5	0	0	0	0
	E	0	0	0	0	0

Junction 1 08:00 - 08:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	6	4	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	0	0	0	0
	D	6	0	0	0	0
	E	0	0	0	0	0

Junction 1 08:15 - 08:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	17	8	3	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	4	0	0	0
	D	2	0	0	0	100
	E	0	0	0	0	0

Junction 1 08:30 - 08:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	10	7	6	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	4	0	0	0
	D	3	0	0	0	0
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.54	3.53	1.2	A	281.73	1690.35
	B						
	C	0.63	6.46	1.7	A	198.67	1192.01
	D	0.48	4.00	1.0	A	194.44	1166.62
	E	0.00	0.00	0.0	A	0.00	0.00
2	A	0.52	4.01	1.1	A	211.56	1265.43
	B						
	C	0.80	13.27	4.0	B	217.53	1305.21
	D	0.37	9.34	0.6	A	55.12	330.75
	E						

Main Results for each time segment

07:15 - 07:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	284.10		284.10			10.30	581.79	0.488	283.13	311.63	0.0	1.0	3.085	A
	B						251.18				42.25				
	C	144.06		144.06			5.05	392.71	0.367	143.45	246.13	0.0	0.6	3.797	A
	D	174.99		174.99			148.50	508.09	0.344	174.46	0.00	0.0	0.5	2.758	A
	E	0.00		0.00			321.93	76.81	0.000	0.00	1.03	0.0	0.0	0.000	A
2	A	246.13	246.13	246.13	0.00	0.00	0.00	484.26	0.508	245.08	144.06	0.0	1.1	3.843	A
	B						245.08				0.00				
	C	149.14	149.14	149.14	0.00	0.00	245.08	292.23	0.510	148.05	0.00	0.0	1.1	6.572	A
	D	31.03	31.03	31.03	0.00	0.00	320.45	177.57	0.175	30.82	72.67	0.0	0.2	6.123	A
	E						144.06				207.21				

07:30 - 07:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	310.99		310.99			16.92	577.24	0.539	310.76	396.54	1.0	1.2	3.527	A
	B						255.22				72.46				
	C	202.11		202.11			3.11	393.73	0.513	201.64	252.11	0.6	1.1	4.849	A
	D	209.02		209.02			204.75	469.62	0.445	208.72	0.00	0.5	0.8	3.609	A
	E	0.00		0.00			413.46	40.04	0.000	0.00	0.00	0.0	0.0	0.000	A
2	A	252.11	250.15	250.15	1.96	0.00	0.00	484.26	0.517	250.09	202.11	1.1	1.1	4.010	A
	B						250.09				0.00				
	C	195.99	195.99	195.99	0.00	0.00	250.09	288.87	0.678	194.98	0.00	1.1	2.1	9.740	A
	D	49.64	49.64	49.64	0.00	0.00	366.17	149.68	0.332	49.34	78.90	0.2	0.5	9.340	A
	E						202.11				213.40				

07:45 - 08:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	302.82		302.82			13.50	579.59	0.522	302.89	399.28	1.2	1.1	3.396	A
	B						229.83				86.56				
	C	185.07		185.07			8.25	391.02	0.473	185.22	221.57	1.1	0.9	4.505	A
	D	219.36		219.36			193.47	477.33	0.460	219.31	0.00	0.8	0.9	3.644	A
	E	0.00		0.00			412.78	40.32	0.000	0.00	0.00	0.0	0.0	0.000	A
2	A	221.57	221.57	221.57	0.00	0.00	1.03	483.55	0.458	221.79	185.07	1.1	0.9	3.594	A
	B						222.81				0.00				
	C	198.88	198.88	198.88	0.00	0.00	222.81	307.15	0.648	199.03	0.00	2.1	1.9	8.659	A
	D	51.71	51.71	51.71	0.00	0.00	309.92	184.00	0.281	51.83	111.93	0.5	0.4	6.816	A
	E						186.09				175.65				

08:00 - 08:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	261.35		261.35			15.44	578.27	0.452	261.63	426.55	1.1	0.9	2.977	A
	B						193.73				83.34				
	C	220.78		220.78			3.12	393.73	0.561	220.41	190.61	0.9	1.3	5.361	A
	D	219.57		219.57			223.54	456.77	0.481	219.48	0.00	0.9	1.0	4.005	A
	E	0.00		0.00			441.99	28.59	0.000	0.00	1.03	0.0	0.0	0.000	A
2	A	190.61	188.64	188.64	1.97	0.00	0.01	484.26	0.390	188.87	220.78	0.9	0.7	3.153	A
	B						188.88				0.00				
	C	251.73	251.73	251.73	0.00	0.00	188.88	329.88	0.763	250.54	0.00	1.9	3.1	11.452	B
	D	49.44	49.44	49.44	0.00	0.00	314.74	181.06	0.273	49.44	124.67	0.4	0.4	7.142	A
	E						220.79				143.39				

08:15 - 08:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	258.97		258.97			30.06	568.23	0.456	258.96	410.09	0.9	0.9	3.059	A
	B						174.84				114.19				
	C	245.68		245.68			9.18	390.53	0.629	245.25	165.65	1.3	1.7	6.456	A
	D	189.58		189.58			254.43	435.63	0.435	189.75	0.00	1.0	0.8	3.774	A
	E	0.00		0.00			440.16	29.32	0.000	0.00	4.02	0.0	0.0	0.000	A
2	A	165.65	165.65	165.65	0.00	0.00	0.00	484.26	0.342	165.78	245.68	0.7	0.5	2.921	A
	B						165.78				0.00				
	C	277.49	277.49	277.49	0.00	0.00	165.78	345.35	0.803	276.68	0.00	3.1	4.0	13.266	B
	D	71.16	71.16	71.16	0.00	0.00	296.54	192.16	0.370	70.93	145.92	0.4	0.6	7.888	A
	E						245.68				121.79				

08:30 - 08:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	272.11		272.11			27.02	570.32	0.477	272.02	333.19	0.9	1.0	3.204	A
	B						205.16				93.88				
	C	194.30		194.30			11.88	389.10	0.499	194.98	193.28	1.7	1.1	4.889	A
	D	154.10		154.10			206.86	468.18	0.329	154.39	0.00	0.8	0.5	2.949	A
	E	0.00		0.00			360.21	61.43	0.000	0.00	1.05	0.0	0.0	0.000	A
2	A	193.28	193.28	193.28	0.00	0.00	2.05	482.84	0.400	193.12	194.30	0.5	0.7	3.286	A
	B						195.17				0.00				
	C	231.98	231.98	231.98	0.00	0.00	195.17	325.66	0.712	233.29	0.00	4.0	2.6	10.198	B
	D	77.77	77.77	77.77	0.00	0.00	252.92	218.77	0.356	77.80	175.54	0.6	0.6	6.756	A
	E						196.35				134.38				

FB WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	4.12	A
2	untitled	Standard Roundabout		A, B, C, D, E	4.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
	E		DIRECT	✓	100.000
2	A	✓			
	B				
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 2 16:00 - 16:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	44.53	163.43
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	60.80	0.00	0.00	25.89	0.00
	D	85.65	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:15 - 16:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	37.29	151.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	72.81	0.00	0.00	20.71	0.00
	D	75.09	0.00	0.00	1.04	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:30 - 16:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	24.75	109.58
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	80.47	0.00	0.00	36.25	0.00
	D	65.77	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:45 - 17:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	29.00	131.22
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	68.15	0.00	0.00	29.00	0.00
	D	59.45	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:00 - 17:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	36.25	157.43
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	58.00	0.00	0.00	13.46	0.00
	D	95.80	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:15 - 17:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	31.07	101.39
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	73.53	0.00	0.00	22.79	0.00
	D	68.36	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 1 16:00 - 16:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	6.21	156.70	207.97	0.00	1.04
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	112.79	33.66	0.00	0.00	0.00
	D	125.42	1.97	0.00	0.00	0.00
	E	1.04	0.00	0.00	0.00	0.00

Junction 1 16:15 - 16:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	11.29	96.22	187.25	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	127.18	20.71	0.00	0.00	0.00
	D	210.87	2.07	1.04	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 16:30 - 16:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	6.21	82.86	133.29	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	120.87	25.37	0.00	0.00	0.00
	D	177.00	1.04	1.04	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 16:45 - 17:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	13.46	125.32	159.19	0.00	1.04
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	107.92	19.68	0.00	0.00	0.00
	D	194.61	0.00	0.00	0.00	0.00
	E	0.00	0.00	1.04	0.00	0.00

Junction 1 17:00 - 17:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	14.50	154.22	192.64	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	123.77	30.04	0.00	0.00	0.00
	D	174.62	2.07	0.00	0.00	0.00
	E	1.04	1.04	1.04	0.00	0.00

Junction 1 17:15 - 17:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	9.32	141.48	132.47	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	119.11	22.79	0.00	0.00	0.00
	D	161.15	2.07	0.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Vehicle Mix

Junction 2 16:00 - 16:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	0	7
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	0	0	0	0
	D	1	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:15 - 16:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	0	1
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	0	0	0	0
	D	1	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:30 - 16:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	4	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	0	0	0	0
	D	2	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:45 - 17:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	0	2
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0	0
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:00 - 17:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	0	3
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	0	0	0	0	0
	D	1	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:15 - 17:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	0	1
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	0	0	0	0	0
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 1 16:00 - 16:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	2	5	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	3	0	0	0
	D	3	100	0	0	0
	E	0	0	0	0	0

Junction 1 16:15 - 16:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	11	1	1	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0	0
	D	2	0	0	0	0
	E	0	0	0	0	0

Junction 1 16:30 - 16:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	1	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	4	0	0	0
	D	1	0	0	0	0
	E	0	0	0	0	0

Junction 1 16:45 - 17:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	2	0	0	0	0
	D	3	0	0	0	0
	E	0	0	0	0	0

Junction 1 17:00 - 17:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	1	2	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	1	0	0	0	0
	D	4	0	0	0	0
	E	0	0	0	0	0

Junction 1 17:15 - 17:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	3	1	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	0	0	0	0	0
	D	3	0	0	0	0
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.66	4.75	2.0	A	305.44	1832.66
	B						
	C	0.40	3.86	0.7	A	143.88	863.26
	D	0.43	3.19	0.8	A	175.83	1054.96
	E	0.05	13.92	0.0	B	0.86	5.18
2	A	0.43	3.40	0.8	A	169.41	1016.48
	B						
	C	0.32	4.02	0.5	A	93.64	561.87
	D	0.40	6.20	0.7	A	75.19	451.15
	E						

Main Results for each time segment

16:00 - 16:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	371.92		371.92			35.29	564.65	0.659	369.95	243.96	0.0	2.0	4.751	A
	B						214.08				191.16				
	C	145.61		145.61			7.21	391.57	0.372	145.01	206.87	0.0	0.6	3.746	A
	D	127.39		127.39			152.22	505.55	0.252	127.04	0.00	0.0	0.3	2.455	A
	E	1.04		1.04			278.23	94.36	0.011	1.02	1.03	0.0	0.0	9.641	A
2	A	206.87	206.87	206.87	0.00	0.00	0.00	484.26	0.427	206.08	145.61	0.0	0.8	3.397	A
	B						206.08				0.00				
	C	86.69	86.69	86.69	0.00	0.00	206.08	318.35	0.272	86.30	0.00	0.0	0.4	4.015	A
	D	85.65	85.65	85.65	0.00	0.00	222.48	237.35	0.361	85.09	69.91	0.0	0.6	5.962	A
	E						145.61				161.95				

16:15 - 16:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	294.76		294.76			23.87	572.48	0.515	295.65	348.90	2.0	1.1	3.310	A
	B						199.99				119.53				
	C	147.94		147.94			11.29	389.42	0.380	147.91	188.70	0.6	0.6	3.834	A
	D	213.97		213.97			159.20	500.78	0.427	213.57	0.00	0.3	0.8	3.192	A
	E	0.00		0.00			372.76	56.39	0.000	0.01	0.01	0.0	0.0	0.000	A
2	A	188.70	188.70	188.70	0.00	0.00	1.03	483.55	0.390	188.83	147.94	0.8	0.7	3.091	A
	B						189.86				0.00				
	C	93.52	93.52	93.52	0.00	0.00	189.86	329.22	0.284	93.50	0.00	0.4	0.4	3.951	A
	D	76.12	76.12	76.12	0.00	0.00	224.19	236.30	0.322	76.20	59.17	0.6	0.5	5.701	A
	E						148.97				151.42				

16:30 - 16:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	222.36		222.36			27.45	570.03	0.390	222.80	304.43	1.1	0.6	2.608	A
	B						140.87				109.38				
	C	146.36		146.36			6.24	392.08	0.373	146.37	134.63	0.6	0.6	3.769	A
	D	179.07		179.07			152.60	505.29	0.354	179.27	0.00	0.8	0.6	2.780	A
	E	0.00		0.00			331.88	72.81	0.000	0.00	0.00	0.0	0.0	0.000	A
2	A	134.63	134.63	134.63	0.00	0.00	0.01	484.26	0.278	134.89	146.36	0.7	0.4	2.599	A
	B						134.90				0.00				
	C	116.72	116.72	116.72	0.00	0.00	134.90	366.04	0.319	116.65	0.00	0.4	0.5	3.708	A
	D	65.77	65.77	65.77	0.00	0.00	190.49	256.86	0.256	65.90	61.06	0.5	0.4	4.791	A
	E						146.36				110.03				

16:45 - 17:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	299.01		299.01			20.75	574.62	0.520	298.56	316.05	0.6	1.1	3.284	A
	B						174.48				144.83				
	C	127.69		127.69			14.47	387.74	0.329	127.80	160.02	0.6	0.5	3.519	A
	D	194.61		194.61			142.27	512.36	0.380	194.54	0.00	0.6	0.6	2.909	A
	E	1.04		1.04			335.77	71.25	0.015	1.02	1.03	0.0	0.0	12.811	B
2	A	160.02	160.02	160.02	0.00	0.00	0.00	484.26	0.330	159.91	127.69	0.4	0.5	2.830	A
	B						159.91				0.00				
	C	97.15	97.15	97.15	0.00	0.00	159.91	349.28	0.278	97.23	0.00	0.5	0.4	3.651	A
	D	59.45	59.45	59.45	0.00	0.00	199.16	251.57	0.236	59.49	57.97	0.4	0.3	4.686	A
	E						127.69				130.96				

17:00 - 17:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	361.35		361.35			34.05	565.50	0.639	360.67	313.60	1.1	1.8	4.442	A
	B						207.79				186.93				
	C	153.51		153.51			14.48	387.73	0.396	153.35	193.31	0.5	0.7	3.864	A
	D	176.69		176.69			167.83	494.87	0.357	176.74	0.00	0.6	0.6	2.933	A
	E	3.11		3.11			344.57	67.71	0.046	3.07	0.00	0.0	0.0	13.915	B
2	A	193.31	193.31	193.31	0.00	0.00	0.00	484.26	0.399	193.13	153.51	0.5	0.7	3.157	A
	B						193.13				0.00				
	C	71.46	71.46	71.46	0.00	0.00	193.13	327.03	0.219	71.58	0.00	0.4	0.3	3.524	A
	D	95.80	95.80	95.80	0.00	0.00	215.04	241.89	0.396	95.46	49.67	0.3	0.7	6.200	A
	E						153.51				156.99				

17:15 - 17:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	283.26		283.26			24.97	571.73	0.495	284.03	289.99	1.8	1.0	3.196	A
	B						142.31				166.68				
	C	142.16		142.16			9.36	390.43	0.364	142.23	132.96	0.7	0.6	3.626	A
	D	163.23		163.23			151.59	505.98	0.323	163.31	0.00	0.6	0.5	2.697	A
	E	0.00		0.00			314.91	79.63	0.000	0.05	0.00	0.0	0.0	0.000	A
2	A	132.96	132.96	132.96	0.00	0.00	0.00	484.26	0.275	133.25	142.16	0.7	0.4	2.586	A
	B						133.25				0.00				
	C	96.32	96.32	96.32	0.00	0.00	133.25	367.14	0.262	96.25	0.00	0.3	0.4	3.322	A
	D	68.36	68.36	68.36	0.00	0.00	175.52	266.00	0.257	68.66	53.98	0.7	0.3	4.567	A
	E						142.16				102.02				

FB+CD WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	5.06	A
2	untitled	Standard Roundabout		A, B, C, D, E	8.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
	E		DIRECT	✓	100.000
2	A	✓			
	B				
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 2 07:15 - 07:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	38.16	208.81
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	114.08	0.00	0.00	35.06	0.00
	D	31.03	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:30 - 07:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	1.97	0.00	36.72	213.57
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	153.58	0.00	0.00	42.40	0.00
	D	49.64	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	46.13	175.30
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	133.93	0.00	0.00	64.95	0.00
	D	50.68	0.00	0.00	1.03	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	1.97	0.00	46.44	142.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	173.23	0.00	0.00	78.50	0.00
	D	48.40	0.00	0.00	0.00	1.03
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	44.99	120.59
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	176.13	0.00	0.00	101.36	0.00
	D	70.12	0.00	0.00	0.00	1.03
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	59.88	133.52
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	118.42	0.00	0.00	113.56	0.00
	D	74.67	0.00	0.00	2.07	1.03
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 1 07:15 - 07:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	5.07	32.06	246.98	9.30	17.88
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	133.73	10.34	0.00	0.00	0.00
	D	173.96	0.00	0.00	0.00	10.34
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 07:30 - 07:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	3.10	55.64	252.25	9.30	17.88
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	186.16	17.06	0.00	0.00	0.00
	D	209.02	0.00	0.00	0.00	9.30
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	8.27	73.12	221.43	9.30	17.88
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	171.17	13.45	0.00	0.00	0.00
	D	219.36	0.00	0.00	0.00	9.30
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	2.07	68.88	189.37	9.30	18.92
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	207.16	14.48	0.00	0.00	0.00
	D	218.53	0.00	1.03	0.00	9.30
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	8.17	84.19	165.58	9.30	18.92
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	213.36	29.89	0.00	0.00	0.00
	D	186.58	0.00	0.00	0.00	12.30
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	11.89	67.85	192.37	9.30	17.88
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	167.34	25.75	0.00	0.00	0.00
	D	152.03	0.00	1.03	0.00	10.34
	E	0.00	0.00	0.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

Junction 2 07:15 - 07:30

		To				
		A	B	C	D	E
From	A	0	0	0	3	3
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	7	0	0	3	0
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Heavy Vehicle Percentages

Junction 2 07:30 - 07:45

		To				
		A	B	C	D	E
From	A	0	100	0	3	5
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0	0
	D	4	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Heavy Vehicle Percentages

Junction 2 07:45 - 08:00

		To				
		A	B	C	D	E
From	A	0	0	0	10	3
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	0	0	3	0
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Heavy Vehicle Percentages

Junction 2 08:00 - 08:15

		To				
		A	B	C	D	E
From	A	0	100	0	2	4
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	1	0
	D	5	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Heavy Vehicle Percentages

Junction 2 08:15 - 08:30

		To				
		A	B	C	D	E
From	A	0	0	0	2	4
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	0	0	0	0
	D	7	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Heavy Vehicle Percentages

Junction 2 08:30 - 08:45

		To				
		A	B	C	D	E
From	A	0	0	0	2	8
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	0	0	2	0
	D	6	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 1 07:15 - 07:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	33	0	3	100	100
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	6	0	0	0	0
	D	2	0	0	0	76
	E	0	0	0	0	0

Junction 1 07:30 - 07:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	4	5	100	100
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	7	0	0	0
	D	5	0	0	0	100
	E	0	0	0	0	0

Junction 1 07:45 - 08:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	4	4	100	100
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0	0
	D	5	0	0	0	100
	E	0	0	0	0	0

Junction 1 08:00 - 08:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	6	4	100	86
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	0	0	0	0
	D	6	0	0	0	100
	E	0	0	0	0	0

Junction 1 08:15 - 08:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	17	8	3	100	86
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	4	0	0	0
	D	2	0	0	0	100
	E	0	0	0	0	0

Junction 1 08:30 - 08:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	10	7	6	100	100
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	4	0	0	0
	D	3	0	0	0	76
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.59	4.08	1.5	A	308.91	1853.48
	B						
	C	0.65	7.15	1.9	A	198.67	1192.01
	D	0.51	4.49	1.1	A	203.74	1222.44
	E	0.00	0.00	0.0	A	0.00	0.00
2	A	0.52	4.01	1.1	A	211.54	1265.33
	B						
	C	0.80	13.27	4.0	B	217.53	1305.21
	D	0.37	9.34	0.6	A	55.12	330.75
	E						

Main Results for each time segment

07:15 - 07:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	311.29		311.29			10.30	581.79	0.535	310.07	311.55	0.0	1.2	3.537	A
	B						278.13				42.23				
	C	144.06		144.06			32.13	378.41	0.381	143.42	246.00	0.0	0.6	4.028	A
	D	184.30		184.30			166.28	495.94	0.372	183.68	9.27	0.0	0.6	3.017	A
	E	0.00		0.00			321.84	76.84	0.000	0.00	28.12	0.0	0.0	0.000	A
2	A	246.00	246.00	246.00	0.00	0.00	0.00	484.26	0.508	244.95	144.06	0.0	1.1	3.841	A
	B						244.95				0.00				
	C	149.14	149.14	149.14	0.00	0.00	244.95	292.32	0.510	148.05	0.00	0.0	1.1	6.568	A
	D	31.03	31.03	31.03	0.00	0.00	320.35	177.64	0.175	30.82	72.66	0.0	0.2	6.121	A
	E						144.06				207.10				

07:30 - 07:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	338.18		338.18			16.92	577.25	0.586	337.88	396.45	1.2	1.5	4.082	A
	B						282.37				72.44				
	C	202.11		202.11			30.28	379.39	0.533	201.59	252.09	0.6	1.2	5.235	A
	D	218.32		218.32			222.57	457.43	0.477	217.97	9.30	0.6	1.0	4.011	A
	E	0.00		0.00			413.37	40.08	0.000	0.00	27.17	0.0	0.0	0.000	A
2	A	252.09	250.12	250.12	1.96	0.00	0.00	484.26	0.517	250.07	202.11	1.1	1.1	4.010	A
	B						250.07				0.00				
	C	195.99	195.99	195.99	0.00	0.00	250.07	288.89	0.678	194.98	0.00	1.1	2.1	9.738	A
	D	49.64	49.64	49.64	0.00	0.00	366.15	149.70	0.332	49.34	78.90	0.2	0.5	9.338	A
	E						202.11				213.37				

07:45 - 08:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	330.01		330.01			13.50	579.59	0.569	330.09	399.29	1.5	1.4	3.919	A
	B						257.04				86.55				
	C	185.07		185.07			35.44	376.67	0.491	185.23	221.59	1.2	1.0	4.842	A
	D	228.67		228.67			211.37	465.09	0.492	228.61	9.31	1.0	1.0	4.055	A
	E	0.00		0.00			412.79	40.31	0.000	0.00	27.19	0.0	0.0	0.000	A
2	A	221.59	221.59	221.59	0.00	0.00	1.03	483.55	0.458	221.81	185.07	1.1	0.9	3.597	A
	B						222.84				0.00				
	C	198.88	198.88	198.88	0.00	0.00	222.84	307.13	0.648	199.03	0.00	2.1	1.9	8.662	A
	D	51.71	51.71	51.71	0.00	0.00	309.94	183.99	0.281	51.83	111.93	0.5	0.4	6.819	A
	E						186.09				175.67				

08:00 - 08:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	288.54		288.54			15.43	578.27	0.499	288.89	426.50	1.4	1.1	3.406	A
	B						220.98				83.34				
	C	220.78		220.78			30.33	379.36	0.582	220.37	190.65	1.0	1.4	5.840	A
	D	228.87		228.87			241.39	444.56	0.515	228.76	9.31	1.0	1.1	4.488	A
	E	0.00		0.00			441.93	28.61	0.000	0.00	28.22	0.0	0.0	0.000	A
2	A	190.65	188.68	188.68	1.97	0.00	0.01	484.26	0.390	188.91	220.78	0.9	0.7	3.156	A
	B						188.92				0.00				
	C	251.73	251.73	251.73	0.00	0.00	188.92	329.85	0.763	250.53	0.00	1.9	3.1	11.456	B
	D	49.44	49.44	49.44	0.00	0.00	314.77	181.04	0.273	49.44	124.68	0.4	0.4	7.143	A
	E						220.79				143.41				

08:15 - 08:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	286.16		286.16			30.05	568.24	0.504	286.15	410.05	1.1	1.1	3.509	A
	B						202.03				114.17				
	C	245.69		245.69			36.37	376.18	0.653	245.18	165.66	1.4	1.9	7.154	A
	D	198.88		198.88			272.24	423.45	0.470	199.07	9.30	1.1	0.9	4.235	A
	E	0.00		0.00			440.10	29.34	0.000	0.00	31.21	0.0	0.0	0.000	A
2	A	165.66	165.66	165.66	0.00	0.00	0.00	484.26	0.342	165.79	245.69	0.7	0.5	2.918	A
	B						165.79				0.00				
	C	277.49	277.49	277.49	0.00	0.00	165.79	345.35	0.804	276.68	0.00	3.1	4.0	13.267	B
	D	71.16	71.16	71.16	0.00	0.00	296.54	192.16	0.370	70.93	145.92	0.4	0.6	7.888	A
	E						245.69				121.79				

08:30 - 08:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	299.29		299.29			27.03	570.32	0.525	299.19	333.32	1.1	1.2	3.682	A
	B						232.32				93.89				
	C	194.30		194.30			39.06	374.75	0.518	195.08	193.26	1.9	1.1	5.289	A
	D	163.41		163.41			224.84	455.88	0.358	163.75	9.30	0.9	0.6	3.257	A
	E	0.00		0.00			360.35	61.38	0.000	0.00	28.24	0.0	0.0	0.000	A
2	A	193.26	193.26	193.26	0.00	0.00	2.05	482.84	0.400	193.10	194.30	0.5	0.7	3.286	A
	B						195.15				0.00				
	C	231.98	231.98	231.98	0.00	0.00	195.15	325.68	0.712	233.29	0.00	4.0	2.6	10.197	B
	D	77.77	77.77	77.77	0.00	0.00	252.91	218.78	0.355	77.80	175.53	0.6	0.6	6.755	A
	E						196.35				134.37				

FB+CD WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	4.12	A
2	untitled	Standard Roundabout		A, B, C, D, E	4.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
	E		DIRECT	✓	100.000
2	A	✓			
	B				
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 2 16:00 - 16:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	44.53	163.43
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	60.80	0.00	0.00	25.89	0.00
	D	85.65	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:15 - 16:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	37.29	151.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	72.81	0.00	0.00	20.71	0.00
	D	75.09	0.00	0.00	1.04	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:30 - 16:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	24.75	109.58
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	80.47	0.00	0.00	36.25	0.00
	D	65.77	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:45 - 17:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	29.00	131.22
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	68.15	0.00	0.00	29.00	0.00
	D	59.45	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:00 - 17:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	36.25	157.43
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	58.00	0.00	0.00	13.46	0.00
	D	95.80	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:15 - 17:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	31.07	101.39
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	73.53	0.00	0.00	22.79	0.00
	D	68.36	0.00	0.00	0.00	0.00
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 1 16:00 - 16:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	6.21	156.70	207.97	0.00	1.04
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	112.79	33.66	0.00	0.00	0.00
	D	125.42	1.97	0.00	0.00	0.00
	E	1.04	0.00	0.00	0.00	0.00

Junction 1 16:15 - 16:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	11.29	96.22	187.25	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	127.18	20.71	0.00	0.00	0.00
	D	210.87	2.07	1.04	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 16:30 - 16:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	6.21	82.86	133.29	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	120.87	25.37	0.00	0.00	0.00
	D	177.00	1.04	1.04	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 16:45 - 17:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	13.46	125.32	159.19	0.00	1.04
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	107.92	19.68	0.00	0.00	0.00
	D	194.61	0.00	0.00	0.00	0.00
	E	0.00	0.00	1.04	0.00	0.00

Junction 1 17:00 - 17:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	14.50	154.22	192.64	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	123.77	30.04	0.00	0.00	0.00
	D	174.62	2.07	0.00	0.00	0.00
	E	1.04	1.04	1.04	0.00	0.00

Junction 1 17:15 - 17:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	9.32	141.48	132.47	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	119.11	22.79	0.00	0.00	0.00
	D	161.15	2.07	0.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Vehicle Mix

Junction 2 16:00 - 16:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	0	7
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	0	0	0	0
	D	1	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:15 - 16:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	0	1
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	0	0	0	0
	D	1	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:30 - 16:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	4	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	0	0	0	0
	D	2	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:45 - 17:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	0	2
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0	0
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:00 - 17:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	0	3
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	0	0	0	0	0
	D	1	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:15 - 17:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	0	1
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	0	0	0	0	0
	D	0	0	0	0	0
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 1 16:00 - 16:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	2	5	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	3	0	0	0
	D	3	100	0	0	0
	E	0	0	0	0	0

Junction 1 16:15 - 16:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	11	1	1	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0	0
	D	2	0	0	0	0
	E	0	0	0	0	0

Junction 1 16:30 - 16:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	1	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	4	0	0	0
	D	1	0	0	0	0
	E	0	0	0	0	0

Junction 1 16:45 - 17:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	2	0	0	0	0
	D	3	0	0	0	0
	E	0	0	0	0	0

Junction 1 17:00 - 17:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	1	2	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	1	0	0	0	0
	D	4	0	0	0	0
	E	0	0	0	0	0

Junction 1 17:15 - 17:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	3	1	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	0	0	0	0	0
	D	3	0	0	0	0
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.66	4.75	2.0	A	305.44	1832.66
	B						
	C	0.40	3.86	0.7	A	143.88	863.26
	D	0.43	3.19	0.8	A	175.83	1054.96
	E	0.05	13.92	0.0	B	0.86	5.18
2	A	0.43	3.40	0.8	A	169.41	1016.48
	B						
	C	0.32	4.02	0.5	A	93.64	561.87
	D	0.40	6.20	0.7	A	75.19	451.15
	E						

Main Results for each time segment

16:00 - 16:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	371.92		371.92			35.29	564.65	0.659	369.95	243.96	0.0	2.0	4.751	A
	B						214.08				191.16				
	C	145.61		145.61			7.21	391.57	0.372	145.01	206.87	0.0	0.6	3.746	A
	D	127.39		127.39			152.22	505.55	0.252	127.04	0.00	0.0	0.3	2.455	A
	E	1.04		1.04			278.23	94.36	0.011	1.02	1.03	0.0	0.0	9.641	A
2	A	206.87	206.87	206.87	0.00	0.00	0.00	484.26	0.427	206.08	145.61	0.0	0.8	3.397	A
	B						206.08				0.00				
	C	86.69	86.69	86.69	0.00	0.00	206.08	318.35	0.272	86.30	0.00	0.0	0.4	4.015	A
	D	85.65	85.65	85.65	0.00	0.00	222.48	237.35	0.361	85.09	69.91	0.0	0.6	5.962	A
	E						145.61				161.95				

16:15 - 16:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	294.76		294.76			23.87	572.48	0.515	295.65	348.90	2.0	1.1	3.310	A
	B						199.99				119.53				
	C	147.94		147.94			11.29	389.42	0.380	147.91	188.70	0.6	0.6	3.834	A
	D	213.97		213.97			159.20	500.78	0.427	213.57	0.00	0.3	0.8	3.192	A
	E	0.00		0.00			372.76	56.39	0.000	0.01	0.01	0.0	0.0	0.000	A
2	A	188.70	188.70	188.70	0.00	0.00	1.03	483.55	0.390	188.83	147.94	0.8	0.7	3.091	A
	B						189.86				0.00				
	C	93.52	93.52	93.52	0.00	0.00	189.86	329.22	0.284	93.50	0.00	0.4	0.4	3.951	A
	D	76.12	76.12	76.12	0.00	0.00	224.19	236.30	0.322	76.20	59.17	0.6	0.5	5.701	A
	E						148.97				151.42				

16:30 - 16:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	222.36		222.36			27.45	570.03	0.390	222.80	304.43	1.1	0.6	2.608	A
	B						140.87				109.38				
	C	146.36		146.36			6.24	392.08	0.373	146.37	134.63	0.6	0.6	3.769	A
	D	179.07		179.07			152.60	505.29	0.354	179.27	0.00	0.8	0.6	2.780	A
	E	0.00		0.00			331.88	72.81	0.000	0.00	0.00	0.0	0.0	0.000	A
2	A	134.63	134.63	134.63	0.00	0.00	0.01	484.26	0.278	134.89	146.36	0.7	0.4	2.599	A
	B						134.90				0.00				
	C	116.72	116.72	116.72	0.00	0.00	134.90	366.04	0.319	116.65	0.00	0.4	0.5	3.708	A
	D	65.77	65.77	65.77	0.00	0.00	190.49	256.86	0.256	65.90	61.06	0.5	0.4	4.791	A
	E						146.36				110.03				

16:45 - 17:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	299.01		299.01			20.75	574.62	0.520	298.56	316.05	0.6	1.1	3.288	A
	B						174.48				144.83				
	C	127.69		127.69			14.47	387.74	0.329	127.80	160.02	0.6	0.5	3.522	A
	D	194.61		194.61			142.27	512.36	0.380	194.54	0.00	0.6	0.6	2.909	A
	E	1.04		1.04			335.77	71.25	0.015	1.02	1.03	0.0	0.0	12.811	B
2	A	160.02	160.02	160.02	0.00	0.00	0.00	484.26	0.330	159.91	127.69	0.4	0.5	2.830	A
	B						159.91				0.00				
	C	97.15	97.15	97.15	0.00	0.00	159.91	349.28	0.278	97.23	0.00	0.5	0.4	3.651	A
	D	59.45	59.45	59.45	0.00	0.00	199.16	251.57	0.236	59.49	57.97	0.4	0.3	4.688	A
	E						127.69				130.96				

17:00 - 17:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	361.35		361.35			34.05	565.50	0.639	360.67	313.60	1.1	1.8	4.442	A
	B						207.79				186.93				
	C	153.51		153.51			14.48	387.73	0.396	153.35	193.31	0.5	0.7	3.864	A
	D	176.69		176.69			167.83	494.87	0.357	176.74	0.00	0.6	0.6	2.933	A
	E	3.11		3.11			344.57	67.71	0.046	3.07	0.00	0.0	0.0	13.915	B
2	A	193.31	193.31	193.31	0.00	0.00	0.00	484.26	0.399	193.13	153.51	0.5	0.7	3.157	A
	B						193.13				0.00				
	C	71.46	71.46	71.46	0.00	0.00	193.13	327.03	0.219	71.58	0.00	0.4	0.3	3.524	A
	D	95.80	95.80	95.80	0.00	0.00	215.04	241.89	0.396	95.46	49.67	0.3	0.7	6.200	A
	E						153.51				156.99				

17:15 - 17:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	283.26		283.26			24.97	571.73	0.495	284.03	289.99	1.8	1.0	3.196	A
	B						142.31				166.68				
	C	142.16		142.16			9.36	390.43	0.364	142.23	132.96	0.7	0.6	3.629	A
	D	163.23		163.23			151.59	505.98	0.323	163.31	0.00	0.6	0.5	2.697	A
	E	0.00		0.00			314.91	79.63	0.000	0.05	0.00	0.0	0.0	0.000	A
2	A	132.96	132.96	132.96	0.00	0.00	0.00	484.26	0.275	133.25	142.16	0.7	0.4	2.586	A
	B						133.25				0.00				
	C	96.32	96.32	96.32	0.00	0.00	133.25	367.14	0.262	96.25	0.00	0.3	0.4	3.322	A
	D	68.36	68.36	68.36	0.00	0.00	175.52	266.00	0.257	68.66	53.98	0.7	0.3	4.569	A
	E						142.16				102.02				

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	5.50	A
2	untitled	Standard Roundabout		A, B, C, D, E	11.08	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
	E		DIRECT	✓	100.000
2	A	✓			
	B				
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 2 07:15 - 07:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	47.47	226.70
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	114.08	0.00	0.00	35.06	0.00
	D	31.03	0.00	0.00	0.00	9.30
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:30 - 07:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	1.97	0.00	46.02	231.45
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	153.58	0.00	0.00	42.40	0.00
	D	49.64	0.00	0.00	0.00	9.30
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	55.43	193.19
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	133.93	0.00	0.00	64.95	0.00
	D	50.68	0.00	0.00	1.03	9.30
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	1.97	0.00	55.74	159.88
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	173.23	0.00	0.00	78.50	0.00
	D	48.40	0.00	0.00	0.00	10.34
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	54.29	138.48
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	176.13	0.00	0.00	101.36	0.00
	D	70.12	0.00	0.00	0.00	10.34
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	69.19	151.40
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	118.42	0.00	0.00	113.56	0.00
	D	74.67	0.00	0.00	2.07	10.34
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 1 07:15 - 07:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	5.07	32.06	264.86	9.30	17.88
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	133.73	10.34	0.00	0.00	0.00
	D	191.84	0.00	9.30	0.00	10.34
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 07:30 - 07:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	3.10	55.64	270.13	9.30	17.88
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	186.16	17.06	0.00	0.00	0.00
	D	226.90	0.00	9.30	0.00	9.30
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 07:45 - 08:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	8.27	73.12	239.31	9.30	17.88
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	171.17	13.45	0.00	0.00	0.00
	D	237.24	0.00	9.30	0.00	9.30
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 08:00 - 08:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	2.07	68.88	207.25	9.30	18.92
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	207.16	14.48	0.00	0.00	0.00
	D	236.42	0.00	10.34	0.00	9.30
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 08:15 - 08:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	8.17	84.19	183.46	9.30	18.92
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	213.36	29.89	0.00	0.00	0.00
	D	204.46	0.00	9.30	0.00	12.30
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 08:30 - 08:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	11.89	67.85	210.25	9.30	17.88
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	167.34	25.75	0.00	0.00	0.00
	D	169.92	0.00	10.34	0.00	10.34
	E	0.00	0.00	0.00	0.00	0.00

Vehicle Mix

Junction 2 07:15 - 07:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	10	5
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	7	0	0	3	0
	D	0	0	0	0	100
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:30 - 07:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	100	0	11	7
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0	0
	D	4	0	0	0	100
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 07:45 - 08:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	17	6
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	0	0	3	0
	D	0	0	0	0	100
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:00 - 08:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	100	0	9	8
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	1	0
	D	5	0	0	0	76
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:15 - 08:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	9	9
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	0	0	0	0
	D	7	0	0	0	76
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 08:30 - 08:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	7	12
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	0	0	2	0
	D	6	0	0	0	76
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 1 07:15 - 07:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	33	0	5	100	100
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	6	0	0	0	0
	D	6	0	100	0	76
	E	0	0	0	0	0

Junction 1 07:30 - 07:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	4	7	100	100
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	7	0	0	0
	D	8	0	100	0	100
	E	0	0	0	0	0

Junction 1 07:45 - 08:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	4	7	100	100
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0	0
	D	7	0	100	0	100
	E	0	0	0	0	0

Junction 1 08:00 - 08:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	6	7	100	86
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	0	0	0	0
	D	8	0	76	0	100
	E	0	0	0	0	0

Junction 1 08:15 - 08:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	17	8	7	100	86
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	4	0	0	0
	D	5	0	100	0	100
	E	0	0	0	0	0

Junction 1 08:30 - 08:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	10	7	9	100	100
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	4	0	0	0
	D	7	0	76	0	76
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.62	4.61	1.8	A	326.80	1960.78
	B						
	C	0.65	7.14	1.9	A	198.59	1191.53
	D	0.58	5.33	1.5	A	230.93	1385.57
	E	0.00	0.00	0.0	A	0.00	0.00
2	A	0.57	4.69	1.4	A	238.69	1428.24
	B						
	C	0.85	17.65	5.2	C	217.53	1305.21
	D	0.44	12.56	0.9	B	64.43	386.57
	E						

Main Results for each time segment

07:15 - 07:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	329.18		329.18			19.55	575.44	0.572	327.73	329.11	0.0	1.4	3.942	A
	B						305.08				42.20				
	C	143.88		143.88			32.11	378.42	0.380	143.24	272.97	0.0	0.6	4.025	A
	D	211.48		211.48			166.09	496.06	0.426	210.67	9.26	0.0	0.8	3.470	A
	E	0.00		0.00			348.66	66.07	0.000	0.00	28.10	0.0	0.0	0.000	A
2	A	272.97	272.97	272.97	0.00	0.00	0.00	484.26	0.564	271.61	143.88	0.0	1.4	4.469	A
	B						271.61				0.00				
	C	149.14	149.14	149.14	0.00	0.00	271.61	274.46	0.543	147.90	0.00	0.0	1.2	7.471	A
	D	40.33	40.33	40.33	0.00	0.00	337.71	167.04	0.241	39.98	81.79	0.0	0.4	7.984	A
	E						143.88				233.81				

07:30 - 07:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	356.07		356.07			26.18	570.90	0.624	355.70	413.91	1.4	1.8	4.612	A
	B						309.49				72.39				
	C	201.75		201.75			30.28	379.39	0.532	201.23	279.22	0.6	1.2	5.224	A
	D	245.51		245.51			222.21	457.68	0.536	245.05	9.30	0.8	1.3	4.710	A
	E	0.00		0.00			440.09	29.35	0.000	0.00	27.17	0.0	0.0	0.000	A
2	A	279.22	277.25	277.25	1.96	0.00	0.00	484.26	0.573	277.18	201.75	1.4	1.4	4.692	A
	B						277.18				0.00				
	C	195.99	195.99	195.99	0.00	0.00	277.18	270.73	0.724	194.65	0.00	1.2	2.6	11.941	B
	D	58.95	58.95	58.95	0.00	0.00	383.71	138.98	0.424	58.49	88.12	0.4	0.8	12.560	B
	E						201.75				240.45				

07:45 - 08:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	347.90		347.90			22.82	573.20	0.607	347.98	417.30	1.8	1.7	4.415	A
	B						284.24				86.56				
	C	185.23		185.23			35.44	376.67	0.492	185.38	248.80	1.2	1.0	4.845	A
	D	255.85		255.85			211.52	464.99	0.550	255.78	9.31	1.3	1.3	4.773	A
	E	0.00		0.00			440.11	29.34	0.000	0.00	27.19	0.0	0.0	0.000	A
2	A	248.80	248.80	248.80	0.00	0.00	1.02	483.55	0.515	249.07	185.23	1.4	1.2	4.176	A
	B						250.10				0.00				
	C	198.88	198.88	198.88	0.00	0.00	250.10	288.87	0.688	199.10	0.00	2.6	2.4	10.444	B
	D	61.02	61.02	61.02	0.00	0.00	327.98	172.98	0.353	61.23	121.21	0.8	0.6	8.737	A
	E						186.25				202.96				

08:00 - 08:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	306.42		306.42			24.71	571.91	0.536	306.85	444.06	1.7	1.3	3.788	A
	B						248.22				83.33				
	C	220.48		220.48			30.34	379.36	0.581	220.07	217.89	1.0	1.4	5.829	A
	D	256.06		256.06			241.09	444.76	0.576	255.90	9.31	1.3	1.5	5.334	A
	E	0.00		0.00			468.77	17.83	0.000	0.00	28.22	0.0	0.0	0.000	A
2	A	217.89	215.92	215.92	1.97	0.00	0.01	484.26	0.446	216.20	220.48	1.2	0.9	3.635	A
	B						216.21				0.00				
	C	251.73	251.73	251.73	0.00	0.00	216.21	311.57	0.808	250.09	0.00	2.4	4.0	14.608	B
	D	58.74	58.74	58.74	0.00	0.00	332.42	170.27	0.345	58.74	133.88	0.6	0.6	9.084	A
	E						220.49				170.68				

08:15 - 08:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	304.04		304.04			39.33	561.88	0.541	304.03	427.74	1.3	1.3	3.910	A
	B						229.22				114.13				
	C	245.43		245.43			36.36	376.18	0.652	244.92	192.86	1.4	1.9	7.140	A
	D	226.07		226.07			271.98	423.63	0.534	226.29	9.30	1.5	1.3	5.045	A
	E	0.00		0.00			467.06	18.52	0.000	0.00	31.20	0.0	0.0	0.000	A
2	A	192.86	192.86	192.86	0.00	0.00	0.00	484.26	0.398	193.01	245.43	0.9	0.7	3.359	A
	B						193.01				0.00				
	C	277.49	277.49	277.49	0.00	0.00	193.01	327.11	0.848	276.27	0.00	4.0	5.2	17.651	C
	D	80.46	80.46	80.46	0.00	0.00	314.25	181.36	0.444	80.18	155.04	0.6	0.9	9.955	A
	E						245.43				149.00				

08:30 - 08:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	317.18		317.18			36.41	563.89	0.562	317.05	351.71	1.3	1.4	4.114	A
	B						259.50				93.96				
	C	194.77		194.77			39.06	374.75	0.520	195.54	220.44	1.9	1.2	5.302	A
	D	190.59		190.59			225.30	455.56	0.418	191.06	9.30	1.3	0.8	3.797	A
	E	0.00		0.00			388.11	50.22	0.000	0.00	28.25	0.0	0.0	0.000	A
2	A	220.44	220.44	220.44	0.00	0.00	2.05	482.84	0.457	220.24	194.77	0.7	0.9	3.788	A
	B						222.29				0.00				
	C	231.98	231.98	231.98	0.00	0.00	222.29	307.50	0.754	233.87	0.00	5.2	3.3	12.928	B
	D	87.08	87.08	87.08	0.00	0.00	271.22	207.61	0.419	87.14	184.94	0.9	0.8	8.307	A
	E						196.82				161.54				

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 2 - Arm A	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 1 - Arm C	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D, E	4.60	A
2	untitled	Standard Roundabout		A, B, C, D, E	4.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Simple (vertical queueing)	Normal	0.00	100.00	
2	A	1	C	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B				
	C	✓			
	D		DIRECT	✓	100.000
	E		DIRECT	✓	100.000
2	A	✓			
	B				
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E				

Origin-Destination Data

Junction 2 16:00 - 16:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	53.84	181.32
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	60.80	0.00	0.00	25.89	0.00
	D	85.65	0.00	0.00	0.00	9.30
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:15 - 16:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	46.59	168.89
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	72.81	0.00	0.00	20.71	0.00
	D	75.09	0.00	0.00	1.04	9.30
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:30 - 16:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	34.06	127.46
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	80.47	0.00	0.00	36.25	0.00
	D	65.77	0.00	0.00	0.00	9.30
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:45 - 17:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	38.30	149.11
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	68.15	0.00	0.00	29.00	0.00
	D	59.45	0.00	0.00	0.00	9.30
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:00 - 17:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	45.55	175.31
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	58.00	0.00	0.00	13.46	0.00
	D	95.80	0.00	0.00	0.00	9.30
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:15 - 17:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	40.38	119.28
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	73.53	0.00	0.00	22.79	0.00
	D	68.36	0.00	0.00	0.00	9.30
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 1 16:00 - 16:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	6.21	156.70	225.85	0.00	1.04
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	112.79	33.66	0.00	0.00	0.00
	D	143.31	1.97	9.30	0.00	0.00
	E	1.04	0.00	0.00	0.00	0.00

Junction 1 16:15 - 16:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	11.29	96.22	205.14	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	127.18	20.71	0.00	0.00	0.00
	D	228.75	2.07	10.34	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 16:30 - 16:45

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	6.21	82.86	151.18	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	120.87	25.37	0.00	0.00	0.00
	D	194.88	1.04	10.34	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Junction 1 16:45 - 17:00

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	13.46	125.32	177.07	0.00	1.04
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	107.92	19.68	0.00	0.00	0.00
	D	212.49	0.00	9.30	0.00	0.00
	E	0.00	0.00	1.04	0.00	0.00

Junction 1 17:00 - 17:15

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	14.50	154.22	210.52	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	123.77	30.04	0.00	0.00	0.00
	D	192.50	2.07	9.30	0.00	0.00
	E	1.04	1.04	1.04	0.00	0.00

Junction 1 17:15 - 17:30

Demand (PCU/TS)

		To				
		A	B	C	D	E
From	A	9.32	141.48	150.35	0.00	0.00
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	119.11	22.79	0.00	0.00	0.00
	D	179.04	2.07	9.30	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Vehicle Mix

Junction 2 16:00 - 16:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	7	10
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	0	0	0	0
	D	1	0	0	0	100
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:15 - 16:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	8	5
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	5	0	0	0	0
	D	1	0	0	0	100
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:30 - 16:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	16	5
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	4	0	0	0	0
	D	2	0	0	0	100
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 16:45 - 17:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	10	7
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0	0
	D	0	0	0	0	100
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:00 - 17:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	8	6
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	0	0	0	0	0
	D	1	0	0	0	100
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 2 17:15 - 17:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	9	7
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	0	0	0	0	0
	D	0	0	0	0	100
	E	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Junction 1 16:00 - 16:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	2	8	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	3	0	0	0
	D	7	100	100	0	0
	E	0	0	0	0	0

Junction 1 16:15 - 16:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	11	1	4	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	0	0	0	0
	D	5	0	76	0	0
	E	0	0	0	0	0

Junction 1 16:30 - 16:45

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	5	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	3	4	0	0	0
	D	4	0	76	0	0
	E	0	0	0	0	0

Junction 1 16:45 - 17:00

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	6	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	2	0	0	0	0
	D	6	0	100	0	0
	E	0	0	0	0	0

Junction 1 17:00 - 17:15

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	1	5	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	1	0	0	0	0
	D	7	0	100	0	0
	E	0	0	0	0	0

Junction 1 17:15 - 17:30

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	3	5	0	0
	B	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	C	0	0	0	0	0
	D	6	0	100	0	0
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.70	5.48	2.4	A	323.33	1939.96
	B						
	C	0.40	3.86	0.7	A	143.86	863.17
	D	0.48	3.68	1.0	A	203.01	1218.09
	E	0.05	16.73	0.1	C	0.86	5.18
2	A	0.48	3.91	1.0	A	196.57	1179.45
	B						
	C	0.34	4.35	0.5	A	93.64	561.87
	D	0.45	7.51	0.9	A	84.50	506.97
	E						

Main Results for each time segment

16:00 - 16:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	389.80		389.80			44.53	558.31	0.698	387.41	261.63	0.0	2.4	5.480	A
	B						240.95				191.00				
	C	145.47		145.47			7.21	391.57	0.372	144.87	233.74	0.0	0.6	3.744	A
	D	154.58		154.58			152.07	505.65	0.306	154.09	0.00	0.0	0.5	2.839	A
	E	1.04		1.04			305.14	83.55	0.012	1.02	1.03	0.0	0.0	10.904	B
2	A	233.74	233.74	233.74	0.00	0.00	0.00	484.26	0.483	232.73	145.47	0.0	1.0	3.906	A
	B						232.73				0.00				
	C	86.69	86.69	86.69	0.00	0.00	232.73	300.51	0.288	86.27	0.00	0.0	0.4	4.349	A
	D	94.96	94.96	94.96	0.00	0.00	239.95	226.69	0.419	94.20	79.05	0.0	0.8	7.186	A
	E						145.47				188.67				

16:15 - 16:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	312.64		312.64			33.17	566.11	0.552	313.74	366.71	2.4	1.3	3.709	A
	B						227.29				119.62				
	C	147.95		147.95			11.29	389.42	0.380	147.92	216.00	0.6	0.6	3.835	A
	D	241.16		241.16			159.21	500.77	0.482	240.67	0.00	0.5	1.0	3.683	A
	E	0.00		0.00			399.87	45.50	0.000	0.01	0.01	0.0	0.0	0.000	A
2	A	216.00	216.00	216.00	0.00	0.00	1.03	483.55	0.447	216.16	147.95	1.0	0.9	3.564	A
	B						217.18				0.00				
	C	93.52	93.52	93.52	0.00	0.00	217.18	310.92	0.301	93.50	0.00	0.4	0.4	4.284	A
	D	85.43	85.43	85.43	0.00	0.00	242.17	225.34	0.379	85.52	68.52	0.8	0.7	6.903	A
	E						148.97				178.71				

16:30 - 16:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	240.25		240.25			36.77	563.64	0.426	240.77	322.38	1.3	0.8	2.880	A
	B						168.12				109.41				
	C	146.39		146.39			6.24	392.08	0.373	146.40	161.88	0.6	0.6	3.770	A
	D	206.26		206.26			152.64	505.26	0.408	206.51	0.00	1.0	0.7	3.198	A
	E	0.00		0.00			359.15	61.86	0.000	0.00	0.00	0.0	0.0	0.000	A
2	A	161.88	161.88	161.88	0.00	0.00	0.01	484.26	0.334	162.20	146.39	0.9	0.5	3.003	A
	B						162.21				0.00				
	C	116.72	116.72	116.72	0.00	0.00	162.21	347.74	0.336	116.65	0.00	0.4	0.5	4.001	A
	D	75.07	75.07	75.07	0.00	0.00	208.46	245.90	0.305	75.25	70.40	0.7	0.5	5.712	A
	E						146.40				137.31				

16:45 - 17:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	316.89		316.89			30.05	568.24	0.558	316.37	333.92	0.8	1.3	3.677	A
	B						201.62				144.80				
	C	127.70		127.70			14.46	387.74	0.329	127.81	187.16	0.6	0.5	3.522	A
	D	221.79		221.79			142.28	512.36	0.433	221.71	0.00	0.7	0.8	3.342	A
	E	1.04		1.04			362.96	60.33	0.017	1.02	1.03	0.0	0.0	15.171	C
2	A	187.16	187.16	187.16	0.00	0.00	0.00	484.26	0.386	187.03	127.70	0.5	0.7	3.254	A
	B						187.03				0.00				
	C	97.15	97.15	97.15	0.00	0.00	187.03	331.12	0.293	97.24	0.00	0.5	0.4	3.933	A
	D	68.75	68.75	68.75	0.00	0.00	217.00	240.69	0.286	68.80	67.26	0.5	0.4	5.619	A
	E						127.70				158.10				

17:00 - 17:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	379.24		379.24			43.33	559.14	0.678	378.39	331.42	1.3	2.1	5.112	A
	B						234.87				186.85				
	C	153.44		153.44			14.48	387.73	0.396	153.28	220.39	0.5	0.7	3.862	A
	D	203.88		203.88			167.76	494.92	0.412	203.93	0.00	0.8	0.8	3.384	A
	E	3.11		3.11			371.68	56.83	0.055	3.07	0.00	0.0	0.1	16.730	C
2	A	220.39	220.39	220.39	0.00	0.00	0.00	484.26	0.455	220.18	153.44	0.7	0.9	3.636	A
	B						220.18				0.00				
	C	71.46	71.46	71.46	0.00	0.00	220.18	308.91	0.231	71.59	0.00	0.4	0.3	3.793	A
	D	105.11	105.11	105.11	0.00	0.00	232.82	231.04	0.455	104.67	58.95	0.4	0.9	7.505	A
	E						153.44				184.06				

17:15 - 17:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	301.15		301.15			34.29	565.34	0.533	302.09	307.96	2.1	1.2	3.570	A
	B						169.63				166.75				
	C	142.23		142.23			9.37	390.43	0.364	142.30	160.26	0.7	0.6	3.627	A
	D	190.41		190.41			151.67	505.93	0.376	190.52	0.00	0.8	0.7	3.107	A
	E	0.00		0.00			342.19	68.67	0.000	0.06	0.00	0.1	0.0	0.000	A
2	A	160.26	160.26	160.26	0.00	0.00	0.00	484.26	0.331	160.62	142.23	0.9	0.5	2.990	A
	B						160.62				0.00				
	C	96.32	96.32	96.32	0.00	0.00	160.62	348.81	0.276	96.24	0.00	0.3	0.4	3.563	A
	D	77.66	77.66	77.66	0.00	0.00	193.53	255.01	0.305	78.06	63.33	0.9	0.5	5.423	A
	E						142.23				129.36				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 63 (four_arm)_V3_WITH_CONGESTION.j9
Path: C:\Users\wja78043\OneDrive - ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 04/04/2025 14:23:10

»2024, AM
»FB WD, AM
»FB+CD WD, AM
»FB+CD+N2T WD, AM

Summary of junction performance

	AM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2024							
Arm 1	D1	3.6	7.85	0.78	A	19.32	C
Arm 2		1.8	24.42	0.66	C		
Arm 3		8.8	25.13	0.92	D		
Arm 4		7.2	35.37	0.91	E		
FB WD							
Arm 1	D3	4.2	8.95	0.81	A	79.35	F
Arm 2		7.6	100.39	0.93	F		
Arm 3		44.2	136.25	1.04	F		
Arm 4		28.4	144.76	1.05	F		
FB+CD WD							
Arm 1	D5	4.2	8.95	0.81	A	79.35	F
Arm 2		7.6	100.39	0.93	F		
Arm 3		44.2	136.25	1.04	F		
Arm 4		28.4	144.76	1.05	F		
FB+CD+N2T WD							
Arm 1	D7	5.1	10.59	0.84	B	127.95	F
Arm 2		9.0	118.19	0.97	F		
Arm 3		70.4	201.79	1.07	F		
Arm 4		50.0	273.50	1.10	F		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

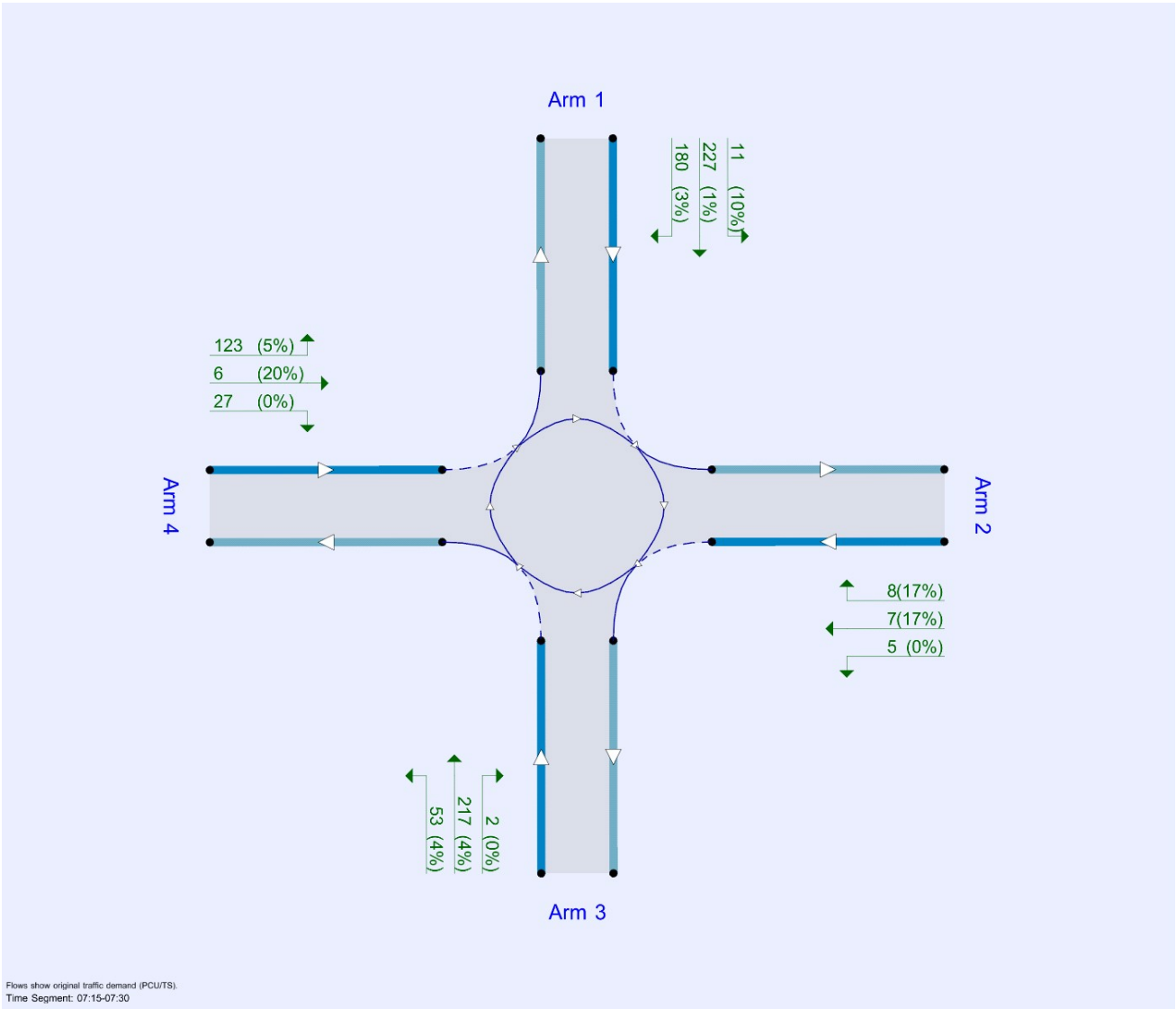
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:00	08:30	90	15	✓
D3	FB WD	AM	DIRECT	07:00	08:30	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:00	08:30	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	19.32	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A1114 London Road (N)	
2	Watford Road (E)	
3	A414 London Road (S)	
4	A414 Greenbury Way (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	6.70	7.90	3.3	16.7	55.6	21.5	
2	8.60	8.60	0.0	12.4	55.6	22.0	
3	6.00	8.90	24.9	16.8	55.6	16.5	
4	4.20	7.40	10.8	27.4	55.6	47.0	

Exit Restrictions

Arm	Exit restriction present	Linked exit restriction present	Maximum capacity (PCU/TS)
1	✓		375.00
2			
3			
4			

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.685	560.436
2	0.743	650.010
3	0.745	637.596
4	0.567	422.313

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	28.70	198.90	157.20
	2	2.90	0.00	10.00	8.00
	3	197.00	4.00	2.90	30.90
	4	98.10	3.00	25.70	0.00

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.30	226.50	179.70
	2	7.90	1.00	5.00	6.90
	3	217.20	2.00	4.90	52.80
	4	122.60	5.90	27.00	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	18.00	210.50	153.20
	2	17.70	0.00	12.80	5.00
	3	242.50	4.00	0.00	42.80
	4	125.60	6.00	48.40	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	22.90	190.60	162.90
	2	24.00	0.00	4.90	7.00
	3	220.30	3.00	4.00	38.70
	4	121.60	13.00	38.70	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	47.90	177.10	136.80
	2	40.00	0.00	19.00	15.00
	3	227.90	13.00	1.90	32.80
	4	115.70	16.90	43.90	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	24.00	183.00	156.90
	2	38.00	0.00	15.00	18.00
	3	227.70	11.90	2.00	39.90
	4	99.40	15.00	38.40	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	13	3	5
	2	50	0	0	0
	3	5	0	100	3
	4	3	0	14	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	1	3
	2	17	0	0	17
	3	4	0	25	4
	4	5	20	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	4
	2	21	0	18	0
	3	4	0	0	5
	4	3	0	14	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	4	3
	2	9	0	25	0
	3	3	0	0	9
	4	3	0	9	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	4	1
	2	0	0	0	0
	3	3	0	100	7
	4	3	6	2	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1	2	3	4
From	1	0	0	3	3
	2	0	0	0	0
	3	3	9	0	23
	4	4	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.78	7.85	3.6	A	381.02	2286.10
2	0.66	24.42	1.8	C	43.02	258.10
3	0.92	25.13	8.8	D	270.68	1624.10
4	0.91	35.37	7.2	E	160.82	964.90

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	384.80	384.80	35.41	536.20	0.718	382.21	296.68	0.0	2.6	6.007	A
2	20.90	20.90	382.14	365.98	0.057	20.84	35.47	0.0	0.1	2.734	A
3	234.80	234.80	167.01	513.15	0.458	233.92	235.97	0.0	0.9	3.392	A
4	126.80	126.80	206.02	305.56	0.415	126.06	194.90	0.0	0.7	5.250	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	417.50	417.50	40.71	532.57	0.784	416.51	347.02	2.6	3.6	7.852	A
2	20.80	20.80	436.95	325.24	0.064	20.79	20.27	0.1	0.1	3.290	A
3	276.90	276.90	194.99	492.29	0.562	276.46	262.74	0.9	1.3	4.336	A
4	155.50	155.50	232.67	290.46	0.535	155.05	238.78	0.7	1.2	6.938	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	381.70	381.70	56.41	521.82	0.731	382.42	375.00	3.6	2.9	6.650	A
2	35.50	35.50	411.16	76.83	0.462	34.62	27.66	0.1	1.0	24.422	C
3	289.30	289.30	175.74	313.98	0.921	281.87	270.04	1.3	8.8	25.015	D
4	180.00	180.00	257.37	198.52	0.907	174.03	200.24	1.2	7.2	33.206	D

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	376.40	376.40	60.18	519.24	0.725	376.47	375.00	2.9	2.8	6.558	A
2	35.90	35.90	397.64	204.33	0.176	36.62	39.01	1.0	0.2	5.892	A
3	266.00	266.00	194.25	396.17	0.671	272.58	240.01	8.8	2.2	7.959	A
4	173.30	173.30	257.22	249.35	0.695	177.97	209.61	7.2	2.5	13.920	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	361.80	361.80	73.61	510.04	0.709	362.03	375.00	2.8	2.6	6.270	A
2	74.00	74.00	358.86	111.77	0.662	72.41	76.78	0.2	1.8	22.071	C
3	275.60	275.60	190.88	302.35	0.912	269.73	240.39	2.2	8.0	25.128	D
4	176.50	176.50	276.74	194.42	0.908	171.87	183.87	2.5	7.1	35.367	E

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	363.90	363.90	69.56	512.82	0.710	363.91	375.00	2.6	2.5	6.240	A
2	71.00	71.00	381.56	362.71	0.196	72.58	51.91	1.8	0.2	3.118	A
3	281.50	281.50	213.93	475.86	0.592	288.00	240.21	8.0	1.6	5.245	A
4	152.80	152.80	286.22	256.86	0.595	158.35	215.72	7.1	1.6	10.030	B

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	79.35	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	29.67	205.62	162.51
	2	3.00	0.00	10.34	8.27
	3	203.65	4.14	3.00	31.94
	4	101.41	3.10	26.57	0.00

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.68	234.15	185.77
	2	8.17	1.03	5.17	7.13
	3	224.54	2.07	5.07	54.58
	4	126.74	6.10	27.91	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	18.61	217.61	158.38
	2	18.30	0.00	13.23	5.17
	3	250.69	4.14	0.00	44.25
	4	129.84	6.20	50.03	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	23.67	197.04	168.40
	2	24.81	0.00	5.07	7.24
	3	227.74	3.10	4.14	40.01
	4	125.71	13.44	40.01	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	49.52	183.08	141.42
	2	41.35	0.00	19.64	15.51
	3	235.60	13.44	1.96	33.91
	4	119.61	17.47	45.38	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	24.81	189.18	162.20
	2	39.28	0.00	15.51	18.61
	3	235.39	12.30	2.07	41.25
	4	102.76	15.51	39.70	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	13	3	5
	2	50	0	0	0
	3	5	0	100	3
	4	3	0	14	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	1	3
	2	17	0	0	17
	3	4	0	25	4
	4	5	20	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	4
	2	21	0	18	0
	3	4	0	0	5
	4	3	0	14	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	4	3
	2	9	0	25	0
	3	3	0	0	9
	4	3	0	9	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	4	1
	2	0	0	0	0
	3	3	0	100	7
	4	3	6	2	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	3
	2	0	0	0	0
	3	3	9	0	23
	4	4	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.81	8.95	4.2	A	393.89	2363.33
2	0.93	100.39	7.6	F	44.47	266.82
3	1.04	136.25	44.2	F	279.83	1678.96
4	1.05	144.76	28.4	F	166.25	997.49

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	397.80	397.80	36.59	535.39	0.743	394.86	306.64	0.0	2.9	6.557	A
2	21.61	21.61	394.81	356.56	0.061	21.54	36.65	0.0	0.1	2.816	A
3	242.73	242.73	172.54	509.02	0.477	241.78	243.80	0.0	1.0	3.543	A
4	131.08	131.08	212.95	301.64	0.435	130.28	201.37	0.0	0.8	5.497	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	431.60	431.60	42.07	531.64	0.812	430.33	358.65	2.9	4.2	8.955	A
2	21.50	21.50	451.44	314.47	0.068	21.49	20.96	0.1	0.1	3.419	A
3	286.25	286.25	201.46	487.47	0.587	285.74	271.46	1.0	1.5	4.636	A
4	160.75	160.75	240.49	286.03	0.562	160.23	246.72	0.8	1.3	7.463	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	394.59	394.59	56.21	521.96	0.756	395.54	375.00	4.2	3.3	7.351	A
2	36.70	36.70	423.49	56.96	0.644	34.94	28.25	0.1	1.8	44.823	E
3	299.07	299.07	181.23	296.89	1.007	282.21	277.21	1.5	18.3	43.585	E
4	186.08	186.08	257.81	185.30	1.004	173.40	205.62	1.3	14.0	55.257	F

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	389.11	389.11	59.75	519.54	0.749	389.22	375.00	3.3	3.2	7.191	A
2	37.11	37.11	409.52	56.30	0.659	37.01	39.44	1.8	1.9	50.229	F
3	274.99	274.99	199.89	284.08	0.968	273.41	246.64	18.3	19.9	68.674	F
4	179.15	179.15	258.01	184.35	0.972	176.73	215.28	14.0	16.4	86.966	F

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	374.02	374.02	72.01	511.14	0.732	374.32	375.00	3.2	2.9	6.785	A
2	76.50	76.50	369.00	82.86	0.923	72.40	77.33	1.9	6.0	68.569	F
3	284.91	284.91	195.75	273.24	1.043	269.75	245.65	19.9	35.1	103.100	F
4	182.46	182.46	276.50	173.10	1.054	170.51	189.00	16.4	28.4	133.289	F

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	376.19	376.19	71.83	511.26	0.736	376.18	375.00	2.9	2.9	6.874	A
2	73.40	73.40	394.74	78.86	0.931	71.84	53.28	6.0	7.6	100.386	F
3	291.01	291.01	218.43	284.69	1.022	281.85	248.14	35.1	44.2	136.247	F
4	157.96	157.96	281.18	169.11	0.934	165.66	219.10	28.4	20.7	144.757	F

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	79.35	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	29.67	205.62	162.51
	2	3.00	0.00	10.34	8.27
	3	203.65	4.14	3.00	31.94
	4	101.41	3.10	26.57	0.00

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.68	234.15	185.77
	2	8.17	1.03	5.17	7.13
	3	224.54	2.07	5.07	54.58
	4	126.74	6.10	27.91	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	18.61	217.61	158.38
	2	18.30	0.00	13.23	5.17
	3	250.69	4.14	0.00	44.25
	4	129.84	6.20	50.03	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	23.67	197.04	168.40
	2	24.81	0.00	5.07	7.24
	3	227.74	3.10	4.14	40.01
	4	125.71	13.44	40.01	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	49.52	183.08	141.42
	2	41.35	0.00	19.64	15.51
	3	235.60	13.44	1.96	33.91
	4	119.61	17.47	45.38	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	24.81	189.18	162.20
	2	39.28	0.00	15.51	18.61
	3	235.39	12.30	2.07	41.25
	4	102.76	15.51	39.70	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	13	3	5
	2	50	0	0	0
	3	5	0	100	3
	4	3	0	14	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	1	3
	2	17	0	0	17
	3	4	0	25	4
	4	5	20	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	4
	2	21	0	18	0
	3	4	0	0	5
	4	3	0	14	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	4	3
	2	9	0	25	0
	3	3	0	0	9
	4	3	0	9	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	4	1
	2	0	0	0	0
	3	3	0	100	7
	4	3	6	2	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	3
	2	0	0	0	0
	3	3	9	0	23
	4	4	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.81	8.95	4.2	A	393.89	2363.33
2	0.93	100.39	7.6	F	44.47	266.82
3	1.04	136.25	44.2	F	279.83	1678.96
4	1.05	144.76	28.4	F	166.25	997.49

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	397.80	397.80	36.59	535.39	0.743	394.86	306.64	0.0	2.9	6.557	A
2	21.61	21.61	394.81	356.56	0.061	21.54	36.65	0.0	0.1	2.816	A
3	242.73	242.73	172.54	509.02	0.477	241.78	243.80	0.0	1.0	3.543	A
4	131.08	131.08	212.95	301.64	0.435	130.28	201.37	0.0	0.8	5.497	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	431.60	431.60	42.07	531.64	0.812	430.33	358.65	2.9	4.2	8.955	A
2	21.50	21.50	451.44	314.47	0.068	21.49	20.96	0.1	0.1	3.419	A
3	286.25	286.25	201.46	487.47	0.587	285.74	271.46	1.0	1.5	4.636	A
4	160.75	160.75	240.49	286.03	0.562	160.23	246.72	0.8	1.3	7.463	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	394.59	394.59	56.21	521.96	0.756	395.54	375.00	4.2	3.3	7.351	A
2	36.70	36.70	423.49	56.96	0.644	34.94	28.25	0.1	1.8	44.823	E
3	299.07	299.07	181.23	296.89	1.007	282.21	277.21	1.5	18.3	43.585	E
4	186.08	186.08	257.81	185.30	1.004	173.40	205.62	1.3	14.0	55.257	F

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	389.11	389.11	59.75	519.54	0.749	389.22	375.00	3.3	3.2	7.191	A
2	37.11	37.11	409.52	56.30	0.659	37.01	39.44	1.8	1.9	50.229	F
3	274.99	274.99	199.89	284.08	0.968	273.41	246.64	18.3	19.9	68.674	F
4	179.15	179.15	258.01	184.35	0.972	176.73	215.28	14.0	16.4	86.966	F

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	374.02	374.02	72.01	511.14	0.732	374.32	375.00	3.2	2.9	6.785	A
2	76.50	76.50	369.00	82.86	0.923	72.40	77.33	1.9	6.0	68.569	F
3	284.91	284.91	195.75	273.24	1.043	269.75	245.65	19.9	35.1	103.100	F
4	182.46	182.46	276.50	173.10	1.054	170.51	189.00	16.4	28.4	133.289	F

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	376.19	376.19	71.83	511.26	0.736	376.18	375.00	2.9	2.9	6.874	A
2	73.40	73.40	394.74	78.86	0.931	71.84	53.28	6.0	7.6	100.386	F
3	291.01	291.01	218.43	284.69	1.022	281.85	248.14	35.1	44.2	136.247	F
4	157.96	157.96	281.18	169.11	0.934	165.66	219.10	28.4	20.7	144.757	F

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	127.95	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	29.67	214.92	162.51
	2	3.00	0.00	10.34	8.27
	3	212.96	4.14	3.00	41.97
	4	101.41	3.10	36.60	0.00

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.68	243.46	185.77
	2	8.17	1.03	5.17	7.13
	3	233.84	2.07	5.07	64.61
	4	126.74	6.10	37.94	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	18.61	226.91	158.38
	2	18.30	0.00	13.23	5.17
	3	260.00	4.14	0.00	54.27
	4	129.84	6.20	60.06	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	23.67	206.34	168.40
	2	24.81	0.00	5.07	7.24
	3	237.05	3.10	4.14	50.04
	4	125.71	13.44	50.04	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	49.52	192.39	141.42
	2	41.35	0.00	19.64	15.51
	3	244.90	13.44	1.96	43.94
	4	119.61	17.47	55.41	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	24.81	198.49	162.20
	2	39.28	0.00	15.51	18.61
	3	244.70	12.30	2.07	51.28
	4	102.76	15.51	49.73	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	13	4	5
	2	50	0	0	0
	3	7	0	100	13
	4	3	0	26	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	3	3
	2	17	0	0	17
	3	5	0	25	10
	4	5	20	11	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	4
	2	21	0	18	0
	3	5	0	0	12
	4	3	0	20	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	6	3
	2	9	0	25	0
	3	5	0	0	17
	4	3	0	17	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	6	1
	2	0	0	0	0
	3	5	0	100	17
	4	3	6	9	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	5	3
	2	0	0	0	0
	3	5	9	0	31
	4	4	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.84	10.59	5.1	B	403.19	2419.15
2	0.97	118.19	9.0	F	44.47	266.82
3	1.07	201.79	70.4	F	299.16	1794.96
4	1.10	273.50	50.0	F	176.28	1057.67

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	407.10	407.10	46.53	528.59	0.770	403.70	315.74	0.0	3.4	7.393	A
2	21.61	21.61	413.61	342.58	0.063	21.54	36.62	0.0	0.1	2.939	A
3	262.06	262.06	172.38	509.14	0.515	260.93	262.76	0.0	1.1	3.909	A
4	141.11	141.11	222.12	296.44	0.476	140.14	211.19	0.0	1.0	6.190	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	440.91	440.91	52.05	524.81	0.840	439.23	367.80	3.4	5.1	10.595	B
2	21.50	21.50	470.32	300.43	0.072	21.49	20.96	0.1	0.1	3.591	A
3	305.59	305.59	201.30	487.60	0.627	304.96	290.51	1.1	1.8	5.231	A
4	170.78	170.78	249.71	280.80	0.608	170.13	256.54	1.0	1.6	8.643	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	403.90	403.90	63.89	516.70	0.782	405.14	375.00	5.1	3.8	8.428	A
2	36.70	36.70	441.02	52.04	0.705	34.50	28.01	0.1	2.3	54.790	F
3	318.41	318.41	181.08	304.05	1.047	293.72	294.44	1.8	26.4	55.392	F
4	196.11	196.11	260.78	186.57	1.051	178.12	214.03	1.6	19.6	69.648	F

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	398.42	398.42	67.51	514.22	0.775	398.55	375.00	3.8	3.7	8.173	A
2	37.11	37.11	427.27	49.06	0.756	36.58	38.80	2.3	2.8	74.144	F
3	294.32	294.32	199.42	290.25	1.014	286.07	264.43	26.4	34.7	105.927	F
4	189.18	189.18	261.49	184.16	1.027	181.02	224.00	19.6	27.8	131.264	F

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	383.33	383.33	77.86	507.14	0.756	383.72	375.00	3.7	3.3	7.600	A
2	76.50	76.50	385.79	78.82	0.971	71.50	75.80	2.8	7.8	88.289	F
3	304.24	304.24	195.24	283.53	1.073	281.98	262.04	34.7	57.0	155.749	F
4	192.49	192.49	279.38	174.47	1.103	173.48	197.85	27.8	46.8	208.389	F

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	385.50	385.50	77.52	507.37	0.760	385.49	375.00	3.3	3.3	7.685	A
2	73.40	73.40	410.82	78.13	0.939	72.25	52.19	7.8	9.0	118.187	F
3	310.34	310.34	218.65	298.32	1.040	296.93	264.41	57.0	70.4	201.793	F
4	167.99	167.99	287.77	166.38	1.010	164.75	227.82	46.8	50.0	273.500	F

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 63 (four_arm)_V3_PM.j9
Path: C:\Users\bpa76880.000\OneDrive - ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 05/06/2025 15:37:57

»2024, PM
»FB WD, PM
»FB+CD WD, PM
»FB+CD+N2T WD, PM

Summary of junction performance

	PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024						
Arm 1	D2	3.2	7.44	0.76	A	8.88	A
Arm 2		0.2	3.16	0.14	A		
Arm 3		1.1	3.38	0.52	A		
Arm 4		5.4	19.69	0.86	C		
	FB WD						
Arm 1	D4	3.7	8.50	0.79	A	10.75	B
Arm 2		0.2	3.31	0.15	A		
Arm 3		1.2	3.55	0.54	A		
Arm 4		7.5	25.53	0.91	D		
	FB+CD WD						
Arm 1	D6	3.7	8.50	0.79	A	10.75	B
Arm 2		0.2	3.31	0.15	A		
Arm 3		1.2	3.55	0.54	A		
Arm 4		7.5	25.53	0.91	D		
	FB+CD+N2T WD						
Arm 1	D8	4.5	10.06	0.82	B	13.99	B
Arm 2		0.2	3.50	0.16	A		
Arm 3		1.4	3.92	0.58	A		
Arm 4		11.8	36.17	0.96	E		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

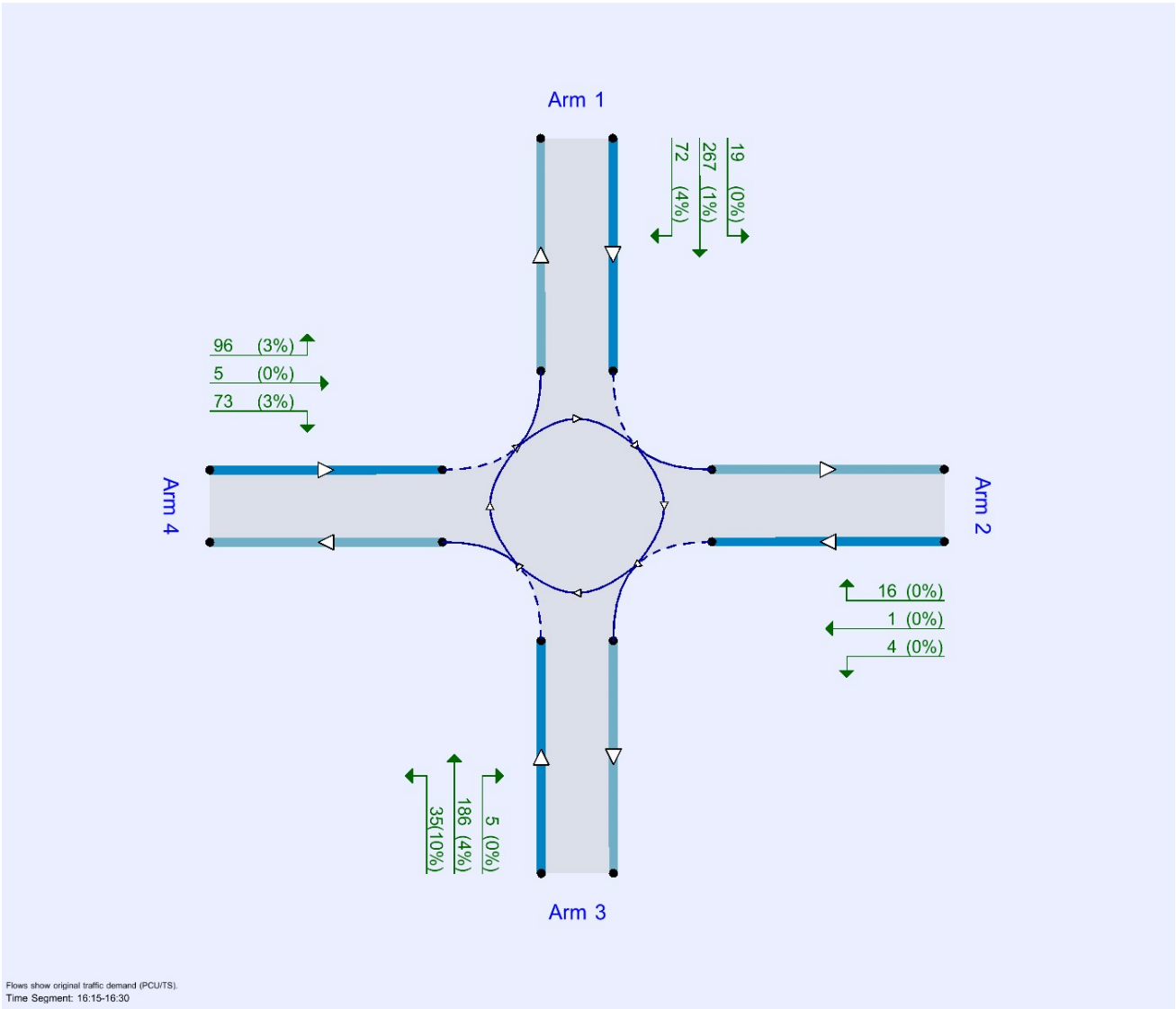
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Analysis Set Details

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

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A1114 London Road (N)	
2	Watford Road (E)	
3	A414 London Road (S)	
4	A414 Greenbury Way (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	6.70	7.90	3.3	16.7	55.6	21.5	
2	8.60	8.60	0.0	12.4	55.6	22.0	
3	6.00	8.90	24.9	16.8	55.6	16.5	
4	4.20	7.40	10.8	27.4	55.6	47.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.685	560.436
2	0.743	650.010
3	0.745	637.596
4	0.567	422.313

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	19.00	267.20	71.70
	2	16.00	0.00	4.00	1.00
	3	185.50	5.00	3.00	35.30
	4	95.70	5.00	72.80	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	22.00	276.00	76.90
	2	21.00	0.00	3.00	2.00
	3	251.60	6.00	6.00	29.90
	4	122.90	5.00	57.80	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	25.00	302.20	62.30
	2	29.00	1.00	10.00	5.00
	3	209.20	3.00	2.00	29.40
	4	100.90	1.00	64.90	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.00	13.00	233.80	70.70
	2	33.00	0.00	10.40	8.00
	3	207.70	3.00	7.00	36.10
	4	151.90	4.00	84.80	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	12.00	304.30	51.90
	2	15.00	0.00	3.00	3.00
	3	230.20	4.00	8.00	31.00
	4	126.30	4.00	83.80	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.20	223.10	98.30
	2	15.00	0.00	10.00	3.00
	3	236.10	3.00	4.00	19.40
	4	131.40	0.00	66.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	4
	2	0	0	0	0
	3	4	0	0	10
	4	3	0	3	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	2	0	0	4
	4	1	0	4	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	2
	2	0	0	0	0
	3	1	0	0	0
	4	1	0	2	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	1	0	0	9
	4	1	0	2	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	2
	2	0	0	0	0
	3	1	0	0	0
	4	1	0	2	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	1
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.76	7.44	3.2	A	356.93	2141.60
2	0.14	3.16	0.2	A	32.07	192.40
3	0.52	3.38	1.1	A	259.23	1555.40
4	0.86	19.69	5.4	C	196.37	1178.20

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	357.90	357.90	85.17	502.13	0.713	355.44	295.85	0.0	2.5	6.124	A
2	21.00	21.00	411.80	343.93	0.061	20.94	28.82	0.0	0.1	2.786	A
3	228.80	228.80	88.16	571.90	0.400	228.11	344.58	0.0	0.7	2.735	A
4	173.50	173.50	208.86	303.95	0.571	172.15	107.40	0.0	1.3	6.966	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	374.90	374.90	74.57	509.39	0.736	374.60	394.26	2.5	2.8	6.747	A
2	26.00	26.00	416.24	340.63	0.076	25.98	32.94	0.1	0.1	2.859	A
3	293.50	293.50	99.81	563.22	0.521	293.10	342.41	0.7	1.1	3.383	A
4	185.70	185.70	284.18	261.27	0.711	184.65	108.72	1.3	2.4	11.778	B

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	389.50	389.50	72.15	511.04	0.762	389.10	340.04	2.8	3.2	7.444	A
2	45.00	45.00	431.23	329.49	0.137	44.92	30.02	0.1	0.2	3.162	A
3	243.60	243.60	97.31	565.08	0.431	243.93	378.85	1.1	0.8	2.828	A
4	166.80	166.80	244.47	283.77	0.588	167.72	96.77	2.4	1.5	7.913	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	318.50	318.50	97.38	493.77	0.645	319.79	391.04	3.2	1.9	5.259	A
2	51.40	51.40	397.12	354.84	0.145	51.39	20.05	0.2	0.2	2.965	A
3	253.80	253.80	112.77	553.56	0.458	253.71	335.74	0.8	0.9	3.075	A
4	240.70	240.70	251.63	279.72	0.861	236.79	114.85	1.5	5.4	19.692	C

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	368.20	368.20	100.27	491.80	0.749	367.16	372.75	1.9	2.9	7.198	A
2	21.00	21.00	447.42	317.45	0.066	21.10	20.00	0.2	0.1	3.039	A
3	273.20	273.20	69.98	585.45	0.467	273.19	398.54	0.9	0.9	2.903	A
4	214.10	214.10	257.23	276.54	0.774	215.79	85.94	5.4	3.7	15.435	C

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	332.60	332.60	73.66	510.02	0.652	333.59	382.87	2.9	1.9	5.160	A
2	28.00	28.00	392.94	357.95	0.078	27.99	14.30	0.1	0.1	2.727	A
3	262.50	262.50	116.15	551.04	0.476	262.47	304.78	0.9	0.9	3.130	A
4	197.40	197.40	258.04	276.08	0.715	198.48	120.58	3.7	2.6	11.759	B

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.75	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	19.67	276.62	74.23
	2	16.56	0.00	4.14	1.04
	3	192.04	5.18	3.11	36.54
	4	99.07	5.18	75.37	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	22.78	285.73	79.61
	2	21.74	0.00	3.11	2.07
	3	260.47	6.21	6.21	30.95
	4	127.23	5.18	59.84	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	25.88	312.85	64.50
	2	30.02	1.04	10.35	5.18
	3	216.57	3.11	2.07	30.44
	4	104.46	1.04	67.19	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	13.46	242.04	73.19
	2	34.16	0.00	10.77	8.28
	3	215.02	3.11	7.25	37.37
	4	157.25	4.14	87.79	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	12.42	315.02	53.73
	2	15.53	0.00	3.11	3.11
	3	238.31	4.14	8.28	32.09
	4	130.75	4.14	86.75	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.59	230.96	101.76
	2	15.53	0.00	10.35	3.11
	3	244.42	3.11	4.14	20.08
	4	136.03	0.00	68.33	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	4
	2	0	0	0	0
	3	4	0	0	10
	4	3	0	3	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	2	0	0	4
	4	1	0	4	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	2
	2	0	0	0	0
	3	1	0	0	0
	4	1	0	2	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	1	0	0	9
	4	1	0	2	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	2
	2	0	0	0	0
	3	1	0	0	0
	4	1	0	2	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	1
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.79	8.50	3.7	A	369.51	2217.07
2	0.15	3.31	0.2	A	33.20	199.18
3	0.54	3.55	1.2	A	268.37	1610.21
4	0.91	25.53	7.5	D	203.29	1219.72

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	370.51	370.51	88.12	500.11	0.741	367.70	306.19	0.0	2.8	6.757	A
2	21.74	21.74	426.01	333.37	0.065	21.67	29.81	0.0	0.1	2.887	A
3	236.86	236.86	91.21	569.63	0.416	236.12	356.47	0.0	0.7	2.820	A
4	179.61	179.61	216.20	299.79	0.599	178.11	111.12	0.0	1.5	7.529	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	388.11	388.11	77.10	507.66	0.765	387.73	407.90	2.8	3.2	7.575	A
2	26.92	26.92	430.75	329.84	0.082	26.90	34.08	0.1	0.1	2.970	A
3	303.84	303.84	103.31	560.61	0.542	303.39	354.34	0.7	1.2	3.554	A
4	192.24	192.24	294.17	255.61	0.752	190.84	112.53	1.5	2.9	13.831	B

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	403.23	403.23	74.78	509.25	0.792	402.71	352.23	3.2	3.7	8.503	A
2	46.59	46.59	446.40	318.21	0.146	46.50	31.09	0.1	0.2	3.312	A
3	252.18	252.18	100.74	562.53	0.448	252.55	392.17	1.2	0.8	2.930	A
4	172.68	172.68	253.11	278.88	0.619	173.90	100.18	2.9	1.7	8.779	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	329.72	329.72	100.18	491.86	0.670	331.35	403.71	3.7	2.1	5.715	A
2	53.21	53.21	410.78	344.69	0.154	53.20	20.75	0.2	0.2	3.087	A
3	262.74	262.74	116.78	550.57	0.477	262.64	347.20	0.8	0.9	3.202	A
4	249.18	249.18	260.49	274.69	0.907	243.40	118.93	1.7	7.5	25.530	D

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	381.18	381.18	104.05	489.21	0.779	379.85	386.43	2.1	3.4	8.172	A
2	21.74	21.74	463.19	305.73	0.071	21.85	20.71	0.2	0.1	3.173	A
3	282.83	282.83	72.43	583.62	0.485	282.81	412.60	0.9	0.9	3.013	A
4	221.65	221.65	266.29	271.40	0.817	224.18	88.95	7.5	4.9	20.272	C

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	344.32	344.32	76.53	508.05	0.678	345.58	396.65	3.4	2.2	5.617	A
2	28.99	28.99	407.27	347.30	0.083	28.97	14.83	0.1	0.1	2.826	A
3	271.75	271.75	120.25	547.99	0.496	271.71	315.99	0.9	1.0	3.269	A
4	204.36	204.36	267.13	270.93	0.754	206.04	124.83	4.9	3.2	14.211	B

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.75	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	19.67	276.62	74.23
	2	16.56	0.00	4.14	1.04
	3	192.04	5.18	3.11	36.54
	4	99.07	5.18	75.37	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	22.78	285.73	79.61
	2	21.74	0.00	3.11	2.07
	3	260.47	6.21	6.21	30.95
	4	127.23	5.18	59.84	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	25.88	312.85	64.50
	2	30.02	1.04	10.35	5.18
	3	216.57	3.11	2.07	30.44
	4	104.46	1.04	67.19	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	13.46	242.04	73.19
	2	34.16	0.00	10.77	8.28
	3	215.02	3.11	7.25	37.37
	4	157.25	4.14	87.79	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	12.42	315.02	53.73
	2	15.53	0.00	3.11	3.11
	3	238.31	4.14	8.28	32.09
	4	130.75	4.14	86.75	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.59	230.96	101.76
	2	15.53	0.00	10.35	3.11
	3	244.42	3.11	4.14	20.08
	4	136.03	0.00	68.33	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	4
	2	0	0	0	0
	3	4	0	0	10
	4	3	0	3	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	2	0	0	4
	4	1	0	4	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	2
	2	0	0	0	0
	3	1	0	0	0
	4	1	0	2	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	1	0	0	9
	4	1	0	2	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	2
	2	0	0	0	0
	3	1	0	0	0
	4	1	0	2	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	1
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.79	8.50	3.7	A	369.51	2217.07
2	0.15	3.31	0.2	A	33.20	199.18
3	0.54	3.55	1.2	A	268.37	1610.21
4	0.91	25.53	7.5	D	203.29	1219.72

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	370.51	370.51	88.12	500.11	0.741	367.70	306.19	0.0	2.8	6.757	A
2	21.74	21.74	426.01	333.37	0.065	21.67	29.81	0.0	0.1	2.887	A
3	236.86	236.86	91.21	569.63	0.416	236.12	356.47	0.0	0.7	2.820	A
4	179.61	179.61	216.20	299.79	0.599	178.11	111.12	0.0	1.5	7.529	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	388.11	388.11	77.10	507.66	0.765	387.73	407.90	2.8	3.2	7.575	A
2	26.92	26.92	430.75	329.84	0.082	26.90	34.08	0.1	0.1	2.970	A
3	303.84	303.84	103.31	560.61	0.542	303.39	354.34	0.7	1.2	3.554	A
4	192.24	192.24	294.17	255.61	0.752	190.84	112.53	1.5	2.9	13.831	B

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	403.23	403.23	74.78	509.25	0.792	402.71	352.23	3.2	3.7	8.503	A
2	46.59	46.59	446.40	318.21	0.146	46.50	31.09	0.1	0.2	3.312	A
3	252.18	252.18	100.74	562.53	0.448	252.55	392.17	1.2	0.8	2.930	A
4	172.68	172.68	253.11	278.88	0.619	173.90	100.18	2.9	1.7	8.779	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	329.72	329.72	100.18	491.86	0.670	331.35	403.71	3.7	2.1	5.715	A
2	53.21	53.21	410.78	344.69	0.154	53.20	20.75	0.2	0.2	3.087	A
3	262.74	262.74	116.78	550.57	0.477	262.64	347.20	0.8	0.9	3.202	A
4	249.18	249.18	260.49	274.69	0.907	243.40	118.93	1.7	7.5	25.530	D

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	381.18	381.18	104.05	489.21	0.779	379.85	386.43	2.1	3.4	8.172	A
2	21.74	21.74	463.19	305.73	0.071	21.85	20.71	0.2	0.1	3.173	A
3	282.83	282.83	72.43	583.62	0.485	282.81	412.60	0.9	0.9	3.013	A
4	221.65	221.65	266.29	271.40	0.817	224.18	88.95	7.5	4.9	20.272	C

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	344.32	344.32	76.53	508.05	0.678	345.58	396.65	3.4	2.2	5.617	A
2	28.99	28.99	407.27	347.30	0.083	28.97	14.83	0.1	0.1	2.826	A
3	271.75	271.75	120.25	547.99	0.496	271.71	315.99	0.9	1.0	3.269	A
4	204.36	204.36	267.13	270.93	0.754	206.04	124.83	4.9	3.2	14.211	B

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	13.99	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	19.67	285.92	74.23
	2	16.56	0.00	4.14	1.04
	3	201.34	5.18	3.11	46.57
	4	99.07	5.18	85.39	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	22.78	295.03	79.61
	2	21.74	0.00	3.11	2.07
	3	269.77	6.21	6.21	40.98
	4	127.23	5.18	69.87	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	25.88	322.15	64.50
	2	30.02	1.04	10.35	5.18
	3	225.88	3.11	2.07	40.47
	4	104.46	1.04	77.22	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	13.46	251.34	73.19
	2	34.16	0.00	10.77	8.28
	3	224.32	3.11	7.25	47.40
	4	157.25	4.14	97.82	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	12.42	324.33	53.73
	2	15.53	0.00	3.11	3.11
	3	247.62	4.14	8.28	42.12
	4	130.75	4.14	96.78	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.59	240.27	101.76
	2	15.53	0.00	10.35	3.11
	3	253.72	3.11	4.14	30.11
	4	136.03	0.00	78.36	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	4
	2	0	0	0	0
	3	6	0	0	18
	4	3	0	7	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	1
	2	0	0	0	0
	3	3	0	0	14
	4	1	0	9	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	2
	2	0	0	0	0
	3	2	0	0	10
	4	1	0	7	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	1
	2	0	0	0	0
	3	3	0	0	18
	4	1	0	6	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	2
	2	0	0	0	0
	3	2	0	0	10
	4	1	0	6	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	1
	2	0	0	0	0
	3	2	0	0	14
	4	0	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.82	10.06	4.5	B	378.82	2272.90
2	0.16	3.50	0.2	A	33.20	199.18
3	0.58	3.92	1.4	A	287.70	1726.21
4	0.96	36.17	11.8	E	213.32	1279.90

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	379.82	379.82	97.94	493.39	0.770	376.52	315.27	0.0	3.3	7.674	A
2	21.74	21.74	444.68	319.49	0.068	21.67	29.78	0.0	0.1	3.021	A
3	256.20	256.20	91.12	569.69	0.450	255.32	375.23	0.0	0.9	3.071	A
4	189.64	189.64	225.42	294.57	0.644	187.80	121.03	0.0	1.8	8.703	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	397.42	397.42	86.85	500.98	0.793	396.93	416.71	3.3	3.8	8.781	A
2	26.92	26.92	449.73	315.74	0.085	26.90	34.06	0.1	0.1	3.115	A
3	323.18	323.18	103.28	560.63	0.576	322.65	373.34	0.9	1.4	3.920	A
4	202.27	202.27	303.41	250.37	0.808	200.16	122.53	1.8	4.0	17.829	C

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	412.53	412.53	85.05	502.22	0.821	411.84	361.94	3.8	4.5	10.062	B
2	46.59	46.59	465.79	303.80	0.153	46.50	31.09	0.1	0.2	3.498	A
3	271.52	271.52	100.73	562.54	0.483	271.95	411.56	1.4	1.0	3.210	A
4	182.71	182.71	262.46	273.58	0.668	184.53	110.21	4.0	2.1	10.640	B

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	339.03	339.03	108.59	486.10	0.697	341.10	410.79	4.5	2.4	6.415	A
2	53.21	53.21	428.97	331.17	0.161	53.20	20.72	0.2	0.2	3.237	A
3	282.08	282.08	116.83	550.53	0.512	281.95	365.34	1.0	1.1	3.518	A
4	259.21	259.21	269.78	269.43	0.962	249.60	129.01	2.1	11.8	36.173	E

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	390.48	390.48	114.47	482.08	0.810	388.78	396.54	2.4	4.1	9.598	A
2	21.74	21.74	482.53	291.36	0.075	21.85	20.71	0.2	0.1	3.342	A
3	302.16	302.16	72.41	583.64	0.518	302.16	431.98	1.1	1.1	3.295	A
4	231.67	231.67	275.60	266.13	0.871	235.40	98.96	11.8	8.0	32.803	D

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	353.63	353.63	87.42	500.59	0.706	355.23	406.77	4.1	2.5	6.356	A
2	28.99	28.99	427.76	332.07	0.087	28.97	14.90	0.1	0.1	2.968	A
3	291.08	291.08	120.25	547.99	0.531	291.03	336.48	1.1	1.2	3.601	A
4	214.39	214.39	276.42	265.67	0.807	217.78	134.86	8.0	4.6	20.244	C

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 63 (four_arm)_V3_WITHCONGESTION_WITHREDUCEDFLOWS.j9
Path: C:\Users\shadwelh8829\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\1 Reduced Flow Models
Report generation date: 14/04/2025 18:26:25

»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	FB+CD+N2T WD													
Arm 1	D7	4.6	9.71	0.83	A	103.81	F	D8	71.0	143.79	1.10	F	195.95	F
Arm 2		9.4	122.43	0.96	F				4.2	97.03	0.86	F		
Arm 3		61.2	178.63	1.06	F				46.4	146.73	1.06	F		
Arm 4		37.1	191.48	1.08	F				85.8	371.12	1.17	F		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

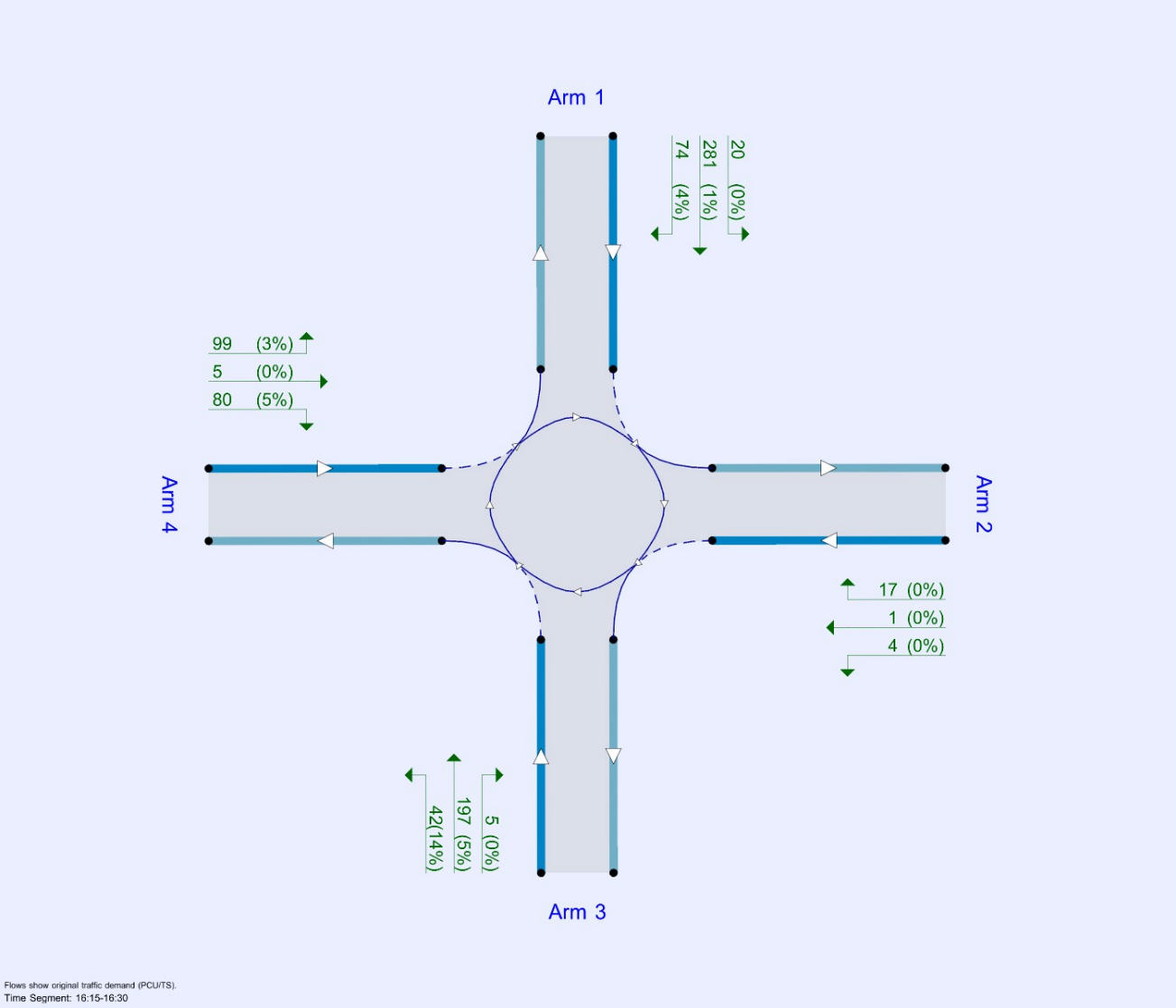
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Analysis Set Details

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

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	103.81	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A1114 London Road (N)	
2	Watford Road (E)	
3	A414 London Road (S)	
4	A414 Greenbury Way (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	6.70	7.90	3.3	16.7	55.6	21.5	
2	8.60	8.60	0.0	12.4	55.6	22.0	
3	6.00	8.90	24.9	16.8	55.6	16.5	
4	4.20	7.40	10.8	27.4	55.6	47.0	

Exit Restrictions

Arm	Exit restriction present	Linked exit restriction present	Maximum capacity (PCU/TS)
1	✓		375.00
2			
3			
4			

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.685	560.436
2	0.743	650.010
3	0.745	637.596
4	0.567	422.313

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	29.67	210.27	162.51
	2	3.00	0.00	10.34	8.27
	3	208.31	4.14	3.00	36.96
	4	101.41	3.10	31.58	0.00

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.68	238.80	185.77
	2	8.17	1.03	5.17	7.13
	3	229.19	2.07	5.07	59.60
	4	126.74	6.10	32.93	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	18.61	222.26	158.38
	2	18.30	0.00	13.23	5.17
	3	255.34	4.14	0.00	49.26
	4	129.84	6.20	55.05	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	23.67	201.69	168.40
	2	24.81	0.00	5.07	7.24
	3	232.39	3.10	4.14	45.02
	4	125.71	13.44	45.02	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	49.52	187.73	141.42
	2	41.35	0.00	19.64	15.51
	3	240.25	13.44	1.96	38.92
	4	119.61	17.47	50.40	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	24.81	193.83	162.20
	2	39.28	0.00	15.51	18.61
	3	240.04	12.30	2.07	46.26
	4	102.76	15.51	44.71	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	13	3	5
	2	50	0	0	0
	3	6	0	100	8
	4	3	0	21	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	2	3
	2	17	0	0	17
	3	5	0	25	7
	4	5	20	6	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	4
	2	21	0	18	0
	3	5	0	0	9
	4	3	0	17	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	5	3
	2	9	0	25	0
	3	4	0	0	13
	4	3	0	13	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	1
	2	0	0	0	0
	3	4	0	100	12
	4	3	6	6	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1	2	3	4
From	1	0	0	4	3
	2	0	0	0	0
	3	4	9	0	27
	4	4	0	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.83	9.71	4.6	A	398.54	2391.24
2	0.96	122.43	9.4	F	44.47	266.82
3	1.06	178.63	61.2	F	289.49	1736.96
4	1.08	191.48	37.1	F	171.26	1027.58

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	402.45	402.45	41.56	531.98	0.757	399.30	311.19	0.0	3.2	6.954	A
2	21.61	21.61	404.22	349.56	0.062	21.54	36.64	0.0	0.1	2.876	A
3	252.40	252.40	172.47	509.08	0.496	251.36	253.29	0.0	1.0	3.719	A
4	136.10	136.10	217.54	299.03	0.455	135.22	206.29	0.0	0.9	5.827	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	436.26	436.26	47.06	528.22	0.826	434.80	363.23	3.2	4.6	9.714	A
2	21.50	21.50	460.90	307.44	0.070	21.49	20.96	0.1	0.1	3.503	A
3	295.92	295.92	201.39	487.53	0.607	295.36	281.00	1.0	1.6	4.920	A
4	165.77	165.77	245.10	283.41	0.585	165.19	251.64	0.9	1.5	8.014	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	399.25	399.25	60.10	519.29	0.769	400.32	375.00	4.6	3.5	7.853	A
2	36.70	36.70	432.29	54.10	0.678	34.71	28.13	0.1	2.1	50.187	F
3	308.74	308.74	181.14	300.21	1.028	288.03	285.86	1.6	22.3	49.561	E
4	191.10	191.10	259.31	185.73	1.029	175.79	209.86	1.5	16.8	62.505	F

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	393.77	393.77	63.73	516.81	0.762	393.88	375.00	3.5	3.4	7.658	A
2	37.11	37.11	418.49	51.67	0.718	36.76	39.12	2.1	2.4	63.508	F
3	284.65	284.65	199.62	286.03	0.995	279.73	255.63	22.3	27.2	88.397	F
4	184.17	184.17	259.68	183.82	1.002	179.05	219.67	16.8	21.9	109.270	F

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	378.67	378.67	75.07	509.05	0.744	379.01	375.00	3.4	3.1	7.177	A
2	76.50	76.50	377.52	80.41	0.951	71.89	76.57	2.4	7.0	79.535	F
3	294.58	294.58	195.46	278.00	1.060	275.80	253.95	27.2	46.0	130.181	F
4	187.48	187.48	277.82	173.82	1.079	172.25	193.44	21.9	37.1	168.490	F

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	380.84	380.84	76.83	507.85	0.750	380.83	375.00	3.1	3.1	7.341	A
2	73.40	73.40	404.53	76.11	0.964	71.03	53.13	7.0	9.4	122.427	F
3	300.68	300.68	217.74	287.03	1.048	285.52	257.83	46.0	61.2	178.634	F
4	162.98	162.98	280.64	171.56	0.950	171.18	222.61	37.1	28.9	191.479	F

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	195.95	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	19.67	281.27	74.23
	2	16.56	0.00	4.14	1.04
	3	196.69	5.18	3.11	41.56
	4	99.07	5.18	80.38	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	22.78	290.38	79.61
	2	21.74	0.00	3.11	2.07
	3	265.12	6.21	6.21	35.97
	4	127.23	5.18	64.85	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	25.88	317.50	64.50
	2	30.02	1.04	10.35	5.18
	3	221.22	3.11	2.07	35.45
	4	104.46	1.04	72.20	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	13.46	246.69	73.19
	2	34.16	0.00	10.77	8.28
	3	219.67	3.11	7.25	42.39
	4	157.25	4.14	92.80	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	12.42	319.68	53.73
	2	15.53	0.00	3.11	3.11
	3	242.96	4.14	8.28	37.11
	4	130.75	4.14	91.77	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.59	235.61	101.76
	2	15.53	0.00	10.35	3.11
	3	249.07	3.11	4.14	25.10
	4	136.03	0.00	73.34	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	4
	2	0	0	0	0
	3	5	0	0	14
	4	3	0	5	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	1
	2	0	0	0	0
	3	2	0	0	9
	4	1	0	6	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	2
	2	0	0	0	0
	3	2	0	0	5
	4	1	0	4	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		1	2	3	4
From	1	0	0	2	1
	2	0	0	0	0
	3	2	0	0	14
	4	1	0	4	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		1	2	3	4
From	1	0	0	1	2
	2	0	0	0	0
	3	2	0	0	5
	4	1	0	4	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	1	0	0	8
	4	0	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.10	143.79	71.0	F	374.16	2244.98
2	0.86	97.03	4.2	F	33.20	199.18
3	1.06	146.73	46.4	F	278.04	1668.21
4	1.17	371.12	85.8	F	208.30	1249.81

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	375.16	375.16	93.04	496.75	0.755	372.12	310.74	0.0	3.0	7.189	A
2	21.74	21.74	435.36	326.42	0.067	21.67	29.80	0.0	0.1	2.953	A
3	246.53	246.53	91.17	569.66	0.433	245.72	365.87	0.0	0.8	2.942	A
4	184.63	184.63	220.81	297.18	0.621	182.96	116.08	0.0	1.7	8.093	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	392.76	392.76	73.67	510.00	0.770	392.49	375.00	3.0	3.3	7.767	A
2	26.92	26.92	433.15	38.91	0.692	25.17	33.01	0.1	1.8	59.894	F
3	313.51	313.51	101.80	295.88	1.060	286.12	356.52	0.8	28.2	57.126	F
4	197.26	197.26	273.58	181.39	1.087	175.09	114.34	1.7	23.8	80.384	F

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	407.88	407.88	82.87	503.71	0.810	407.06	375.00	3.3	4.1	9.372	A
2	46.59	46.59	458.06	64.69	0.720	46.13	31.88	1.8	2.3	46.864	E
3	261.85	261.85	100.59	288.45	0.908	276.31	403.60	28.2	13.7	70.084	F
4	177.69	177.69	270.49	195.60	0.908	187.38	106.40	23.8	14.1	95.056	F

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	334.38	334.38	92.63	303.50	1.102	298.40	375.00	4.1	40.1	77.106	F
2	53.21	53.21	372.55	61.52	0.865	51.26	18.47	2.3	4.2	74.949	F
3	272.41	272.41	106.82	261.24	1.043	256.74	316.99	13.7	29.4	87.848	F
4	254.20	254.20	250.95	217.99	1.166	216.67	112.61	14.1	51.7	151.109	F

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	385.83	385.83	97.68	356.06	1.084	354.93	375.00	40.1	71.0	143.787	F
2	21.74	21.74	433.22	35.46	0.613	24.11	19.40	4.2	1.8	88.103	F
3	292.49	292.49	73.16	288.50	1.014	284.98	384.17	29.4	36.9	113.519	F
4	226.66	226.66	265.02	208.17	1.089	207.66	93.12	51.7	70.7	278.215	F

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	348.97	348.97	80.80	505.12	0.691	417.64	375.00	71.0	2.3	23.648	C
2	28.99	28.99	480.23	36.16	0.802	27.96	18.21	1.8	2.9	97.033	F
3	281.42	281.42	129.34	274.11	1.027	271.91	378.85	36.9	46.4	146.732	F
4	209.37	209.37	261.57	194.55	1.076	194.23	139.67	70.7	85.8	371.124	F

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site 63 (four_arm)_V3_WITHREDUCEDFLOWS_PM.j9
Path: C:\Users\shadwelh8829\OneDrive - ARCADIS\Desktop
Report generation date: 15/04/2025 12:45:25

»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	FB+CD+N2T WD													
Arm 1	D7	4.6	9.71	0.83	A	8.85	A	D8	4.1	9.22	0.81	A	12.20	B
Arm 2		0.3	3.63	0.21	A				0.2	3.40	0.16	A		
Arm 3		1.8	5.55	0.63	A				1.3	3.73	0.56	A		
Arm 4		2.8	13.79	0.74	B				9.3	30.26	0.93	D		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

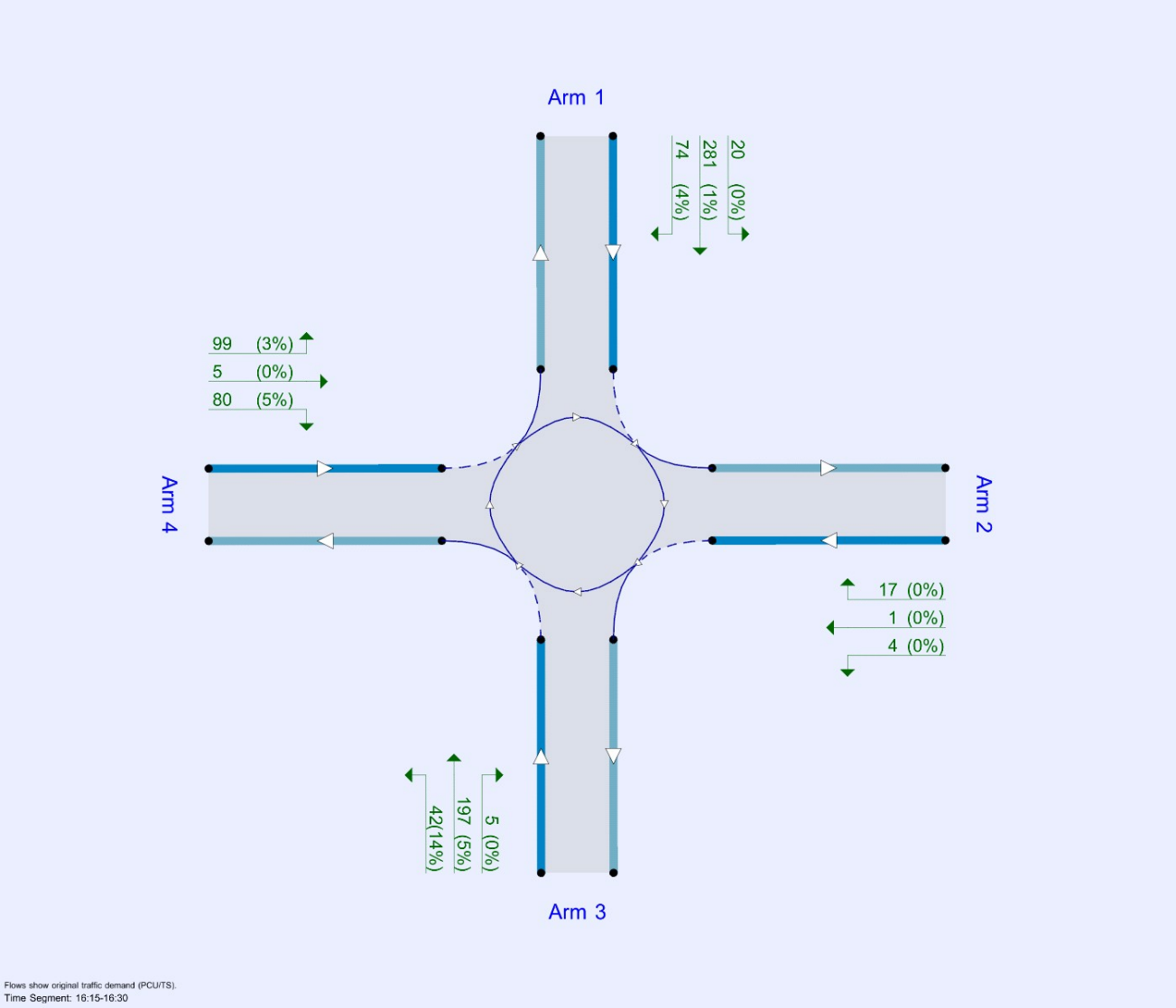
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Analysis Set Details

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

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A1114 London Road (N)	
2	Watford Road (E)	
3	A414 London Road (S)	
4	A414 Greenbury Way (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	6.70	7.90	3.3	16.7	55.6	21.5	
2	8.60	8.60	0.0	12.4	55.6	22.0	
3	6.00	8.90	24.9	16.8	55.6	16.5	
4	4.20	7.40	10.8	27.4	55.6	47.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.685	560.436
2	0.743	650.010
3	0.745	637.596
4	0.567	422.313

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	29.67	210.27	162.51
	2	3.00	0.00	10.34	8.27
	3	208.31	4.14	3.00	36.96
	4	101.41	3.10	31.58	0.00

07:15 - 07:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.68	238.80	185.77
	2	8.17	1.03	5.17	7.13
	3	229.19	2.07	5.07	59.60
	4	126.74	6.10	32.93	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	18.61	222.26	158.38
	2	18.30	0.00	13.23	5.17
	3	255.34	4.14	0.00	49.26
	4	129.84	6.20	55.05	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	23.67	201.69	168.40
	2	24.81	0.00	5.07	7.24
	3	232.39	3.10	4.14	45.02
	4	125.71	13.44	45.02	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	49.52	187.73	141.42
	2	41.35	0.00	19.64	15.51
	3	240.25	13.44	1.96	38.92
	4	119.61	17.47	50.40	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	24.81	193.83	162.20
	2	39.28	0.00	15.51	18.61
	3	240.04	12.30	2.07	46.26
	4	102.76	15.51	44.71	0.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	13	3	5
	2	50	0	0	0
	3	6	0	100	8
	4	3	0	21	0

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	10	2	3
	2	17	0	0	17
	3	5	0	25	7
	4	5	20	6	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	4
	2	21	0	18	0
	3	5	0	0	9
	4	3	0	17	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	5	5	3
	2	9	0	25	0
	3	4	0	0	13
	4	3	0	13	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	5	1
	2	0	0	0	0
	3	4	0	100	12
	4	3	6	6	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	4	3
	2	0	0	0	0
	3	4	9	0	27
	4	4	0	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.83	9.71	4.6	A	398.54	2391.24
2	0.21	3.63	0.3	A	44.47	266.82
3	0.63	5.55	1.8	A	289.49	1736.96
4	0.74	13.79	2.8	B	171.26	1027.58

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	402.45	402.45	41.56	531.98	0.757	399.30	311.19	0.0	3.2	6.954	A
2	21.61	21.61	404.22	349.56	0.062	21.54	36.64	0.0	0.1	2.876	A
3	252.40	252.40	172.47	509.08	0.496	251.36	253.29	0.0	1.0	3.719	A
4	136.10	136.10	217.54	299.03	0.455	135.22	206.29	0.0	0.9	5.827	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	436.26	436.26	47.06	528.22	0.826	434.80	363.23	3.2	4.6	9.714	A
2	21.50	21.50	460.90	307.44	0.070	21.49	20.96	0.1	0.1	3.503	A
3	295.92	295.92	201.39	487.53	0.607	295.36	281.00	1.0	1.6	4.920	A
4	165.77	165.77	245.10	283.41	0.585	165.19	251.64	0.9	1.5	8.014	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	399.25	399.25	64.91	516.00	0.774	400.22	402.64	4.6	3.6	8.066	A
2	36.70	36.70	436.26	325.75	0.113	36.64	28.86	0.1	0.1	3.633	A
3	308.74	308.74	182.33	501.73	0.615	308.68	290.57	1.6	1.7	4.897	A
4	191.10	191.10	277.62	264.98	0.721	189.92	213.39	1.5	2.6	12.605	B

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	393.77	393.77	65.81	515.39	0.764	393.94	383.30	3.6	3.5	7.753	A
2	37.11	37.11	419.64	338.10	0.110	37.13	40.10	0.1	0.1	3.261	A
3	284.65	284.65	200.39	488.27	0.583	284.83	256.38	1.7	1.5	4.659	A
4	184.17	184.17	264.57	272.38	0.676	184.53	220.65	2.6	2.3	10.847	B

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	378.67	378.67	82.94	503.66	0.752	378.93	400.86	3.5	3.2	7.479	A
2	76.50	76.50	381.80	366.23	0.209	76.37	80.07	0.1	0.3	3.103	A
3	294.58	294.58	198.48	489.69	0.602	294.50	259.69	1.5	1.6	4.841	A
4	187.48	187.48	296.84	254.09	0.738	186.96	196.13	2.3	2.8	13.788	B

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	380.84	380.84	74.89	509.17	0.748	380.92	382.48	3.2	3.1	7.280	A
2	73.40	73.40	402.90	350.55	0.209	73.40	52.91	0.3	0.3	3.246	A
3	300.68	300.68	219.94	473.70	0.635	300.41	256.35	1.6	1.8	5.553	A
4	162.98	162.98	293.51	255.98	0.637	163.87	226.85	2.8	1.9	10.387	B

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	12.20	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	19.67	281.27	74.23
	2	16.56	0.00	4.14	1.04
	3	196.69	5.18	3.11	41.56
	4	99.07	5.18	80.38	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	22.78	290.38	79.61
	2	21.74	0.00	3.11	2.07
	3	265.12	6.21	6.21	35.97
	4	127.23	5.18	64.85	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	25.88	317.50	64.50
	2	30.02	1.04	10.35	5.18
	3	221.22	3.11	2.07	35.45
	4	104.46	1.04	72.20	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	1.04	13.46	246.69	73.19
	2	34.16	0.00	10.77	8.28
	3	219.67	3.11	7.25	42.39
	4	157.25	4.14	92.80	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	12.42	319.68	53.73
	2	15.53	0.00	3.11	3.11
	3	242.96	4.14	8.28	37.11
	4	130.75	4.14	91.77	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	11.59	235.61	101.76
	2	15.53	0.00	10.35	3.11
	3	249.07	3.11	4.14	25.10
	4	136.03	0.00	73.34	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	4
	2	0	0	0	0
	3	5	0	0	14
	4	3	0	5	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	1
	2	0	0	0	0
	3	2	0	0	9
	4	1	0	6	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	2
	2	0	0	0	0
	3	2	0	0	5
	4	1	0	4	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	1
	2	0	0	0	0
	3	2	0	0	14
	4	1	0	4	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	2
	2	0	0	0	0
	3	2	0	0	5
	4	1	0	4	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	1	0	0	8
	4	0	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.81	9.22	4.1	A	374.16	2244.98
2	0.16	3.40	0.2	A	33.20	199.18
3	0.56	3.73	1.3	A	278.04	1668.21
4	0.93	30.26	9.3	D	208.30	1249.81

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	375.16	375.16	93.04	496.75	0.755	372.12	310.74	0.0	3.0	7.189	A
2	21.74	21.74	435.36	326.42	0.067	21.67	29.80	0.0	0.1	2.953	A
3	246.53	246.53	91.17	569.66	0.433	245.72	365.87	0.0	0.8	2.942	A
4	184.63	184.63	220.81	297.18	0.621	182.96	116.08	0.0	1.7	8.093	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	392.76	392.76	82.00	504.30	0.779	392.34	412.34	3.0	3.5	8.138	A
2	26.92	26.92	440.27	322.77	0.083	26.90	34.07	0.1	0.1	3.041	A
3	313.51	313.51	103.30	560.62	0.559	313.02	363.87	0.8	1.3	3.731	A
4	197.26	197.26	298.79	252.99	0.780	195.55	117.53	1.7	3.4	15.614	C

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	407.88	407.88	79.90	505.74	0.806	407.28	357.06	3.5	4.1	9.220	A
2	46.59	46.59	456.09	311.01	0.150	46.50	31.09	0.1	0.2	3.402	A
3	261.85	261.85	100.73	562.53	0.465	262.25	401.86	1.3	0.9	3.067	A
4	177.69	177.69	257.79	276.23	0.643	179.17	105.20	3.4	1.9	9.623	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	334.38	334.38	104.52	488.89	0.684	336.20	407.42	4.1	2.2	6.047	A
2	53.21	53.21	419.99	337.85	0.158	53.20	20.74	0.2	0.2	3.161	A
3	272.41	272.41	116.80	550.56	0.495	272.30	356.38	0.9	1.0	3.356	A
4	254.20	254.20	265.13	272.06	0.934	246.81	123.97	1.9	9.3	30.256	D

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	385.83	385.83	109.26	485.64	0.794	384.33	391.48	2.2	3.7	8.834	A
2	21.74	21.74	472.89	298.53	0.073	21.85	20.71	0.2	0.1	3.253	A
3	292.49	292.49	72.42	583.63	0.501	292.49	422.31	1.0	1.0	3.150	A
4	226.66	226.66	270.95	268.77	0.843	229.79	93.96	9.3	6.2	25.188	D

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	348.97	348.97	81.86	504.40	0.692	350.39	401.60	3.7	2.3	5.959	A
2	28.99	28.99	417.40	339.77	0.085	28.97	14.86	0.1	0.1	2.895	A
3	281.42	281.42	120.25	547.99	0.514	281.37	326.12	1.0	1.1	3.429	A
4	209.37	209.37	271.77	268.30	0.780	211.69	129.85	6.2	3.8	16.630	C

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 64 (three arm)_V3_AM.j9
Path: C:\Users\bpa76880.000\OneDrive - ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 05/06/2025 15:45:31

»2024, AM
»FB WD, AM
»FB+CD WD, AM
»FB+CD+N2T WD, AM

Summary of junction performance

	AM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2024							
Arm 1	D1	7.1	15.45	0.88	C	13.30	B
Arm 2		7.8	16.16	0.90	C		
Arm 3		1.1	4.20	0.51	A		
FB WD							
Arm 1	D3	9.4	19.88	0.91	C	17.03	C
Arm 2		10.6	21.15	0.93	C		
Arm 3		1.1	4.43	0.53	A		
FB+CD WD							
Arm 1	D5	9.4	19.88	0.91	C	17.03	C
Arm 2		10.6	21.15	0.93	C		
Arm 3		1.1	4.43	0.53	A		
FB+CD+N2T WD							
Arm 1	D7	10.4	22.12	0.92	C	19.55	C
Arm 2		13.3	25.46	0.95	D		
Arm 3		1.3	4.73	0.55	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

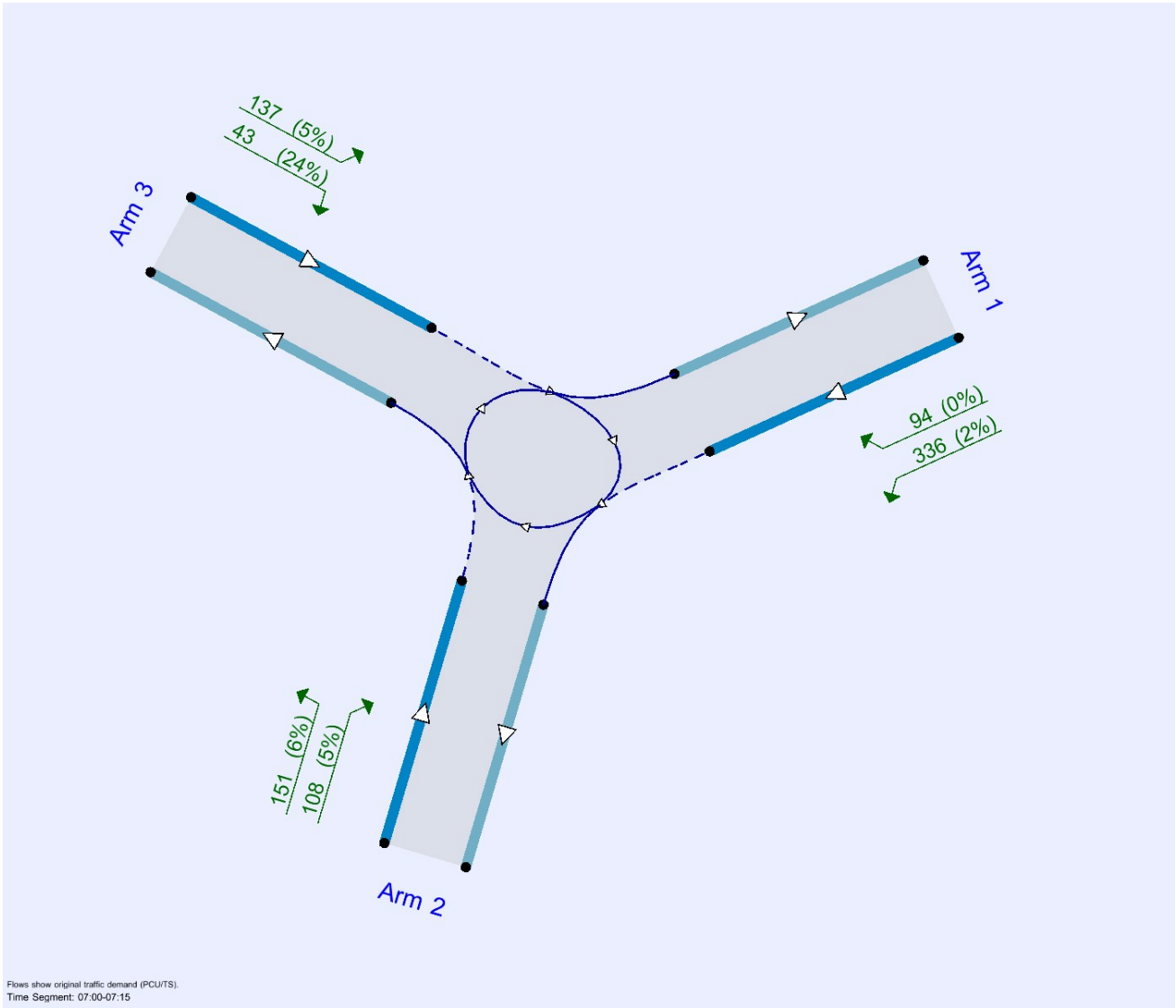
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:00	08:30	90	15	✓
D3	FB WD	AM	DIRECT	07:00	08:30	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:00	08:30	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	13.30	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A1114 London Road (NE)	
2	A1114 London Road (S)	
3	A1016 Westway (NW)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.51	9.25	11.9	22.5	73.1	21.0	
2	7.38	8.79	2.2	22.1	73.1	45.0	
3	6.29	7.66	7.8	21.9	73.1	19.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.559	517.812
2	0.568	565.811
3	0.589	565.998

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	335.60	94.00
	2	107.70	0.00	151.20
	3	137.10	43.40	1.00

07:15 - 07:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.00	329.90	101.90
	2	159.00	0.00	170.50
	3	148.70	48.80	1.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	322.30	104.40
	2	146.30	0.00	206.80
	3	161.20	52.40	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.00	281.20	121.90
	2	189.80	0.00	222.10
	3	147.40	66.80	1.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.00	252.40	118.00
	2	215.60	0.00	230.50
	3	142.30	67.30	1.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	198.00	106.40
	2	198.30	0.00	184.70
	3	133.10	93.90	1.00

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	0
	2	5	0	6
	3	5	24	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	1
	2	5	0	3
	3	7	4	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	4	0
	2	2	0	4
	3	5	4	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	1
	2	1	0	4
	3	4	3	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	0
	2	3	0	3
	3	5	1	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	0
	2	1	0	4
	3	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.88	15.45	7.1	C	395.00	2370.00
2	0.90	16.16	7.8	C	363.75	2182.50
3	0.51	4.20	1.1	A	207.90	1247.40

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	429.60	429.60	44.25	493.10	0.871	423.43	243.89	0.0	6.2	12.199	B
2	258.90	258.90	93.65	512.58	0.505	257.83	374.04	0.0	1.1	3.707	A
3	181.50	181.50	107.26	502.78	0.361	180.89	244.22	0.0	0.6	3.049	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	432.80	432.80	49.76	490.02	0.883	431.89	308.10	6.2	7.1	15.455	C
2	329.50	329.50	103.57	506.94	0.650	328.66	378.08	1.1	1.9	5.236	A
3	198.50	198.50	159.51	471.98	0.421	198.35	272.72	0.6	0.8	3.485	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	426.70	426.70	52.39	488.55	0.873	426.68	307.41	7.1	7.1	14.942	B
2	353.10	353.10	104.35	506.49	0.697	352.67	374.72	1.9	2.3	6.022	A
3	213.60	213.60	146.27	479.79	0.445	213.53	310.75	0.8	0.8	3.551	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	405.10	405.10	67.71	479.99	0.844	406.30	337.93	7.1	5.9	12.741	B
2	411.90	411.90	124.83	494.85	0.832	409.45	349.18	2.3	4.8	10.533	B
3	215.20	215.20	190.53	453.70	0.474	215.11	343.74	0.8	0.9	3.920	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	371.40	371.40	68.28	479.67	0.774	373.62	357.35	5.9	3.7	8.960	A
2	446.10	446.10	120.62	497.24	0.897	443.09	321.28	4.8	7.8	16.163	C
3	210.60	210.60	215.05	439.24	0.479	210.58	348.65	0.9	1.0	4.091	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	304.40	304.40	94.77	464.88	0.655	306.09	333.48	3.7	2.0	5.926	A
2	383.00	383.00	107.88	504.49	0.759	387.46	292.97	7.8	3.3	8.137	A
3	228.00	228.00	200.35	447.91	0.509	227.90	294.99	1.0	1.1	4.200	A

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	17.03	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	346.37	97.02
	2	111.16	0.00	156.05
	3	141.50	44.79	1.03

07:15 - 07:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.03	340.48	105.17
	2	164.10	0.00	175.97
	3	153.47	50.37	1.03

07:30 - 07:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	332.64	107.75
	2	150.99	0.00	213.43
	3	166.37	54.08	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.06	290.22	125.81
	2	195.89	0.00	229.23
	3	152.13	68.94	1.03

08:00 - 08:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.03	260.50	121.79
	2	222.52	0.00	237.89
	3	146.87	69.46	1.03

08:15 - 08:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	204.35	109.81
	2	204.66	0.00	190.63
	3	137.37	96.91	1.03

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	0
	2	5	0	6
	3	5	24	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	1
	2	5	0	3
	3	7	4	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	4	0
	2	2	0	4
	3	5	4	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	1
	2	1	0	4
	3	4	3	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		1	2	3
From	1	0	5	0
	2	3	0	3
	3	5	1	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		1	2	3
From	1	0	5	0
	2	1	0	4
	3	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.91	19.88	9.4	C	407.67	2446.03
2	0.93	21.15	10.6	C	375.42	2252.52
3	0.53	4.43	1.1	A	214.57	1287.42

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	443.38	443.38	45.67	492.31	0.901	435.59	251.69	0.0	7.8	14.536	B
2	267.21	267.21	96.34	511.05	0.523	266.06	384.92	0.0	1.1	3.853	A
3	187.32	187.32	110.68	500.76	0.374	186.67	251.72	0.0	0.6	3.123	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	446.68	446.68	51.35	489.13	0.913	445.16	317.92	7.8	9.3	19.877	C
2	340.07	340.07	106.72	505.15	0.673	339.11	389.79	1.1	2.1	5.617	A
3	204.87	204.87	164.57	469.00	0.437	204.70	281.26	0.6	0.8	3.608	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	440.39	440.39	54.07	487.61	0.903	440.34	317.25	9.3	9.4	19.425	C
2	364.43	364.43	107.68	504.60	0.722	363.91	386.73	2.1	2.6	6.577	A
3	220.45	220.45	150.95	477.03	0.462	220.37	320.64	0.8	0.9	3.684	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	418.10	418.10	69.88	478.78	0.873	419.75	348.40	9.4	7.7	16.123	C
2	425.11	425.11	128.84	492.58	0.863	421.84	360.79	2.6	5.9	12.521	B
3	222.10	222.10	196.29	450.31	0.493	222.00	354.39	0.9	1.0	4.097	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	383.31	383.31	70.47	478.45	0.801	386.65	368.01	7.7	4.4	10.490	B
2	460.41	460.41	124.81	494.87	0.930	455.67	332.32	5.9	10.6	21.148	C
3	217.36	217.36	221.15	435.65	0.499	217.33	359.32	1.0	1.0	4.285	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	314.17	314.17	97.80	463.19	0.678	316.31	345.17	4.4	2.2	6.431	A
2	395.29	395.29	111.47	502.45	0.787	401.99	302.64	10.6	3.9	9.705	A
3	235.31	235.31	207.78	443.54	0.531	235.19	305.68	1.0	1.1	4.434	A

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	17.03	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	346.37	97.02
	2	111.16	0.00	156.05
	3	141.50	44.79	1.03

07:15 - 07:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.03	340.48	105.17
	2	164.10	0.00	175.97
	3	153.47	50.37	1.03

07:30 - 07:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	332.64	107.75
	2	150.99	0.00	213.43
	3	166.37	54.08	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.06	290.22	125.81
	2	195.89	0.00	229.23
	3	152.13	68.94	1.03

08:00 - 08:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.03	260.50	121.79
	2	222.52	0.00	237.89
	3	146.87	69.46	1.03

08:15 - 08:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	204.35	109.81
	2	204.66	0.00	190.63
	3	137.37	96.91	1.03

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	0
	2	5	0	6
	3	5	24	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	1
	2	5	0	3
	3	7	4	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	4	0
	2	2	0	4
	3	5	4	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	1
	2	1	0	4
	3	4	3	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		1	2	3
From	1	0	5	0
	2	3	0	3
	3	5	1	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		1	2	3
From	1	0	5	0
	2	1	0	4
	3	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.91	19.88	9.4	C	407.67	2446.03
2	0.93	21.15	10.6	C	375.42	2252.52
3	0.53	4.43	1.1	A	214.57	1287.42

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	443.38	443.38	45.67	492.31	0.901	435.59	251.69	0.0	7.8	14.536	B
2	267.21	267.21	96.34	511.05	0.523	266.06	384.92	0.0	1.1	3.853	A
3	187.32	187.32	110.68	500.76	0.374	186.67	251.72	0.0	0.6	3.123	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	446.68	446.68	51.35	489.13	0.913	445.16	317.92	7.8	9.3	19.877	C
2	340.07	340.07	106.72	505.15	0.673	339.11	389.79	1.1	2.1	5.617	A
3	204.87	204.87	164.57	469.00	0.437	204.70	281.26	0.6	0.8	3.608	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	440.39	440.39	54.07	487.61	0.903	440.34	317.25	9.3	9.4	19.425	C
2	364.43	364.43	107.68	504.60	0.722	363.91	386.73	2.1	2.6	6.577	A
3	220.45	220.45	150.95	477.03	0.462	220.37	320.64	0.8	0.9	3.684	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	418.10	418.10	69.88	478.78	0.873	419.75	348.40	9.4	7.7	16.123	C
2	425.11	425.11	128.84	492.58	0.863	421.84	360.79	2.6	5.9	12.521	B
3	222.10	222.10	196.29	450.31	0.493	222.00	354.39	0.9	1.0	4.097	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	383.31	383.31	70.47	478.45	0.801	386.65	368.01	7.7	4.4	10.490	B
2	460.41	460.41	124.81	494.87	0.930	455.67	332.32	5.9	10.6	21.148	C
3	217.36	217.36	221.15	435.65	0.499	217.33	359.32	1.0	1.0	4.285	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	314.17	314.17	97.80	463.19	0.678	316.31	345.17	4.4	2.2	6.431	A
2	395.29	395.29	111.47	502.45	0.787	401.99	302.64	10.6	3.9	9.705	A
3	235.31	235.31	207.78	443.54	0.531	235.19	305.68	1.0	1.1	4.434	A

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	19.55	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	346.37	97.02
	2	111.16	0.00	165.84
	3	141.50	54.58	1.03

07:15 - 07:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.03	340.48	105.17
	2	164.10	0.00	185.76
	3	153.47	60.15	1.03

07:30 - 07:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	332.64	107.75
	2	150.99	0.00	223.22
	3	166.37	63.87	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.06	290.22	125.81
	2	195.89	0.00	239.01
	3	152.13	78.73	1.03

08:00 - 08:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.03	260.50	121.79
	2	222.52	0.00	247.68
	3	146.87	79.25	1.03

08:15 - 08:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	204.35	109.81
	2	204.66	0.00	200.41
	3	137.37	106.70	1.03

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	0
	2	5	0	8
	3	5	30	0

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	1
	2	5	0	5
	3	7	10	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	4	0
	2	2	0	6
	3	5	10	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	1
	2	1	0	6
	3	4	8	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		1	2	3
From	1	0	5	0
	2	3	0	5
	3	5	6	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		1	2	3
From	1	0	5	0
	2	1	0	6
	3	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.92	22.12	10.4	C	407.67	2446.03
2	0.95	25.46	13.3	D	385.21	2311.24
3	0.55	4.73	1.3	A	224.36	1346.14

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	443.38	443.38	55.41	486.86	0.911	434.89	251.64	0.0	8.5	15.637	C
2	276.99	276.99	96.19	511.14	0.542	275.74	394.12	0.0	1.2	4.056	A
3	197.11	197.11	110.65	500.78	0.394	196.39	261.28	0.0	0.7	3.285	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	446.68	446.68	61.13	483.67	0.924	444.83	317.86	8.5	10.3	22.118	C
2	349.86	349.86	106.63	505.20	0.693	348.79	399.33	1.2	2.3	6.012	A
3	214.66	214.66	164.52	469.03	0.458	214.47	290.90	0.7	0.9	3.802	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	440.39	440.39	63.85	482.15	0.913	440.30	317.23	10.3	10.4	21.811	C
2	374.22	374.22	107.66	504.61	0.742	373.63	396.49	2.3	2.9	7.121	A
3	230.24	230.24	150.93	477.04	0.483	230.15	330.36	0.9	1.0	3.885	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	418.10	418.10	79.65	473.32	0.883	419.95	348.09	10.4	8.6	17.963	C
2	434.90	434.90	128.83	492.58	0.883	430.91	370.78	2.9	6.9	14.255	B
3	231.89	231.89	195.98	450.49	0.515	231.77	363.77	1.0	1.1	4.338	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	383.31	383.31	80.26	472.99	0.810	387.23	367.27	8.6	4.7	11.315	B
2	470.20	470.20	124.98	494.77	0.950	463.83	342.51	6.9	13.3	25.464	D
3	227.14	227.14	220.41	436.09	0.521	227.12	368.40	1.1	1.1	4.542	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	314.17	314.17	107.57	457.73	0.686	316.51	346.06	4.7	2.3	6.699	A
2	405.07	405.07	111.53	502.41	0.806	413.82	312.55	13.3	4.5	11.378	B
3	245.10	245.10	208.67	443.01	0.553	244.96	316.68	1.1	1.3	4.728	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 64 (three arm)_V3_WITH_CONGESTION.j9
Path: C:\Users\wja78043\OneDrive - ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 04/04/2025 14:35:22

»2024, PM
»FB WD, PM
»FB+CD WD, PM
»FB+CD+N2T WD, PM

Summary of junction performance

	PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2024							
Arm 1	D2	13.6	37.76	0.98	E	38.61	E
Arm 2		20.9	39.78	1.01	E		
Arm 3		15.1	37.89	0.99	E		
FB WD							
Arm 1	D4	38.2	116.51	1.04	F	125.72	F
Arm 2		48.2	124.91	1.06	F		
Arm 3		48.7	135.30	1.05	F		
FB+CD WD							
Arm 1	D6	38.2	116.51	1.04	F	125.72	F
Arm 2		48.2	124.91	1.06	F		
Arm 3		48.7	135.30	1.05	F		
FB+CD+N2T WD							
Arm 1	D8	36.9	113.35	1.04	F	125.25	F
Arm 2		49.8	125.35	1.06	F		
Arm 3		50.5	135.77	1.05	F		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:45	18:15	90	15	✓
D4	FB WD	PM	DIRECT	16:45	18:15	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:45	18:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:45	18:15	90	15	✓

Analysis Set Details

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

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	38.61	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A1114 London Road (NE)	
2	A1114 London Road (S)	
3	A1016 Westway (NW)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.51	9.25	11.9	22.5	73.1	21.0	
2	7.38	8.79	2.2	22.1	73.1	45.0	
3	6.29	7.66	7.8	21.9	73.1	19.0	

Exit Restrictions

Arm	Exit restriction present	Linked exit restriction present	Maximum capacity (PCU/TS)
1	✓		360.70
2			
3			

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.559	517.812
2	0.568	565.811
3	0.589	565.998

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:45	18:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

16:45 - 17:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	189.80	66.00
	2	229.00	0.00	146.50
	3	92.50	90.70	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.50	194.10	73.00
	2	220.80	0.00	154.10
	3	156.20	128.00	2.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	163.40	62.40
	2	224.30	0.00	151.20
	3	126.20	104.80	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.00	151.60	70.30
	2	208.80	1.00	131.10
	3	152.10	138.00	2.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	184.10	86.50
	2	189.30	0.00	125.00
	3	161.60	138.70	1.00

18:00 - 18:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.00	147.90	78.20
	2	160.30	0.00	99.90
	3	155.00	137.00	2.00

Vehicle Mix

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	0	0	4
	3	1	3	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	100	3	0
	2	0	0	3
	3	3	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	1	0	1
	3	2	2	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	1
	2	1	0	2
	3	2	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	1
	2	1	0	0
	3	3	1	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	1	0	1
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.98	37.76	13.6	E	245.30	1471.80
2	1.01	39.78	20.9	E	340.22	2041.30
3	0.99	37.89	15.1	E	264.63	1587.80

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	255.80	255.80	90.33	467.36	0.547	254.59	319.64	0.0	1.2	4.240	A
2	375.50	375.50	65.69	528.47	0.711	373.07	279.23	0.0	2.4	5.783	A
3	183.20	183.20	227.52	431.90	0.424	182.45	211.24	0.0	0.7	3.678	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	269.60	269.60	123.52	275.37	0.979	257.19	360.70	1.2	13.6	37.764	E
2	374.90	374.90	73.89	371.64	1.009	356.44	306.82	2.4	20.9	39.779	E
3	286.20	286.20	212.35	289.44	0.989	271.87	217.98	0.7	15.1	37.894	E

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	225.80	225.80	108.70	269.21	0.839	233.47	360.70	13.6	5.9	28.750	D
2	375.50	375.50	64.67	414.82	0.905	384.83	277.49	20.9	11.6	33.989	D
3	231.00	231.00	229.82	272.31	0.848	239.58	219.68	15.1	6.5	32.120	D

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	222.90	222.90	139.36	252.43	0.883	222.10	360.70	5.9	6.7	28.981	D
2	340.90	340.90	72.72	376.25	0.906	341.57	288.73	11.6	10.9	27.528	D
3	292.10	292.10	210.97	315.25	0.927	289.08	203.32	6.5	9.5	30.672	D

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	270.60	270.60	143.33	437.76	0.618	275.67	360.48	6.7	1.7	5.852	A
2	314.30	314.30	89.18	515.12	0.610	323.61	329.81	10.9	1.6	4.941	A
3	301.30	301.30	195.08	451.02	0.668	308.73	217.71	9.5	2.1	6.762	A

18:00 - 18:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	227.10	227.10	139.17	440.08	0.516	227.70	316.86	1.7	1.1	4.268	A
2	260.20	260.20	81.36	519.57	0.501	260.77	285.52	1.6	1.0	3.511	A
3	294.00	294.00	161.63	470.74	0.625	294.40	180.50	2.1	1.7	5.115	A

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	125.72	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:45	18:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

16:45 - 17:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	196.17	68.21
	2	236.68	0.00	151.41
	3	95.60	93.74	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.58	200.61	75.45
	2	228.21	0.00	159.27
	3	161.44	132.29	2.07

17:15 - 17:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	168.88	64.49
	2	231.82	0.00	156.27
	3	130.43	108.31	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.03	156.68	72.66
	2	215.80	1.03	135.50
	3	157.20	142.63	2.07

17:45 - 18:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	190.27	89.40
	2	195.65	0.00	129.19
	3	167.02	143.35	1.03

18:00 - 18:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.03	152.86	80.82
	2	165.68	0.00	103.25
	3	160.20	141.59	2.07

Vehicle Mix

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	0	0	4
	3	1	3	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	100	3	0
	2	0	0	3
	3	3	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	1	0	1
	3	2	2	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	1
	2	1	0	2
	3	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		1	2	3
From	1	0	3	1
	2	1	0	0
	3	3	1	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		1	2	3
From	1	0	1	0
	2	1	0	1
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.04	116.51	38.2	F	253.53	1521.16
2	1.06	124.91	48.2	F	351.63	2109.76
3	1.05	135.30	48.7	F	273.51	1641.05

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	264.38	264.38	93.34	465.68	0.568	263.07	330.20	0.0	1.3	4.449	A
2	388.09	388.09	67.88	527.23	0.736	385.34	288.54	0.0	2.8	6.312	A
3	189.34	189.34	235.00	427.49	0.443	188.54	218.22	0.0	0.8	3.837	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	278.64	278.64	123.81	269.31	1.035	258.27	360.70	1.3	21.7	52.833	F
2	387.47	387.47	74.20	364.27	1.064	355.83	307.88	2.8	34.4	57.340	F
3	295.80	295.80	212.01	283.25	1.044	272.50	218.02	0.8	24.1	53.394	F

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	233.37	233.37	111.36	251.53	0.928	237.72	360.70	21.7	17.3	71.163	F
2	388.09	388.09	65.94	383.64	1.012	379.55	283.14	34.4	42.9	99.709	F
3	238.75	238.75	226.63	257.30	0.928	245.43	218.86	24.1	17.4	76.285	F

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	230.38	230.38	136.13	228.61	1.008	223.47	360.70	17.3	24.2	94.255	F
2	352.33	352.33	72.55	350.54	1.005	347.05	287.06	42.9	48.2	124.906	F
3	301.90	301.90	213.73	286.45	1.054	283.10	205.87	17.4	36.2	96.443	F

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	279.68	279.68	139.29	268.52	1.042	265.75	360.70	24.2	38.2	116.514	F
2	324.84	324.84	86.08	337.54	0.962	332.66	318.97	48.2	40.4	124.435	F
3	311.41	311.41	201.10	301.04	1.034	298.89	217.63	36.2	48.7	135.301	F

18:00 - 18:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	234.72	234.72	158.74	265.98	0.882	260.18	360.70	38.2	12.7	94.838	F
2	268.93	268.93	91.75	302.06	0.890	295.95	327.17	40.4	13.4	89.376	F
3	303.86	303.86	182.75	343.73	0.884	336.69	204.95	48.7	15.9	90.267	F

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	125.72	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:45	18:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

16:45 - 17:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	196.17	68.21
	2	236.68	0.00	151.41
	3	95.60	93.74	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.58	200.61	75.45
	2	228.21	0.00	159.27
	3	161.44	132.29	2.07

17:15 - 17:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	168.88	64.49
	2	231.82	0.00	156.27
	3	130.43	108.31	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.03	156.68	72.66
	2	215.80	1.03	135.50
	3	157.20	142.63	2.07

17:45 - 18:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	190.27	89.40
	2	195.65	0.00	129.19
	3	167.02	143.35	1.03

18:00 - 18:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.03	152.86	80.82
	2	165.68	0.00	103.25
	3	160.20	141.59	2.07

Vehicle Mix

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	0	0	4
	3	1	3	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	100	3	0
	2	0	0	3
	3	3	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	1	0	1
	3	2	2	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	1
	2	1	0	2
	3	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		1	2	3
From	1	0	3	1
	2	1	0	0
	3	3	1	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		1	2	3
From	1	0	1	0
	2	1	0	1
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.04	116.51	38.2	F	253.53	1521.16
2	1.06	124.91	48.2	F	351.63	2109.76
3	1.05	135.30	48.7	F	273.51	1641.05

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	264.38	264.38	93.34	465.68	0.568	263.07	330.20	0.0	1.3	4.449	A
2	388.09	388.09	67.88	527.23	0.736	385.34	288.54	0.0	2.8	6.312	A
3	189.34	189.34	235.00	427.49	0.443	188.54	218.22	0.0	0.8	3.837	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	278.64	278.64	123.81	269.31	1.035	258.27	360.70	1.3	21.7	52.833	F
2	387.47	387.47	74.20	364.27	1.064	355.83	307.88	2.8	34.4	57.340	F
3	295.80	295.80	212.01	283.25	1.044	272.50	218.02	0.8	24.1	53.394	F

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	233.37	233.37	111.36	251.53	0.928	237.72	360.70	21.7	17.3	71.163	F
2	388.09	388.09	65.94	383.64	1.012	379.55	283.14	34.4	42.9	99.709	F
3	238.75	238.75	226.63	257.30	0.928	245.43	218.86	24.1	17.4	76.285	F

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	230.38	230.38	136.13	228.61	1.008	223.47	360.70	17.3	24.2	94.255	F
2	352.33	352.33	72.55	350.54	1.005	347.05	287.06	42.9	48.2	124.906	F
3	301.90	301.90	213.73	286.45	1.054	283.10	205.87	17.4	36.2	96.443	F

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	279.68	279.68	139.29	268.52	1.042	265.75	360.70	24.2	38.2	116.514	F
2	324.84	324.84	86.08	337.54	0.962	332.66	318.97	48.2	40.4	124.435	F
3	311.41	311.41	201.10	301.04	1.034	298.89	217.63	36.2	48.7	135.301	F

18:00 - 18:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	234.72	234.72	158.74	265.98	0.882	260.18	360.70	38.2	12.7	94.838	F
2	268.93	268.93	91.75	302.06	0.890	295.95	327.17	40.4	13.4	89.376	F
3	303.86	303.86	182.75	343.73	0.884	336.69	204.95	48.7	15.9	90.267	F

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	125.25	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:45	18:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

16:45 - 17:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	196.17	68.21
	2	236.68	0.00	161.20
	3	95.60	103.53	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.58	200.61	75.45
	2	228.21	0.00	169.06
	3	161.44	142.08	2.07

17:15 - 17:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	168.88	64.49
	2	231.82	0.00	166.06
	3	130.43	118.10	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.03	156.68	72.66
	2	215.80	1.03	145.28
	3	157.20	152.42	2.07

17:45 - 18:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	190.27	89.40
	2	195.65	0.00	138.98
	3	167.02	153.14	1.03

18:00 - 18:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.03	152.86	80.82
	2	165.68	0.00	113.04
	3	160.20	151.38	2.07

Vehicle Mix

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	0	0	6
	3	1	7	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	100	3	0
	2	0	0	5
	3	3	2	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	1	0	3
	3	2	5	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	1
	2	1	0	5
	3	2	2	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		1	2	3
From	1	0	3	1
	2	1	0	3
	3	3	3	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		1	2	3
From	1	0	1	0
	2	1	0	4
	3	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	1.04	113.35	36.9	F	253.53	1521.16
2	1.06	125.35	49.8	F	361.41	2168.49
3	1.05	135.77	50.5	F	283.30	1699.78

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	264.38	264.38	103.06	460.25	0.574	263.03	330.04	0.0	1.3	4.569	A
2	397.88	397.88	67.87	527.23	0.755	394.83	298.23	0.0	3.0	6.802	A
3	199.13	199.13	234.87	427.57	0.466	198.23	227.83	0.0	0.9	4.067	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	278.64	278.64	132.81	269.92	1.032	258.68	360.70	1.3	21.3	52.180	F
2	397.26	397.26	74.31	373.19	1.065	364.88	317.18	3.0	35.4	57.767	F
3	305.59	305.59	212.05	292.20	1.046	281.46	227.14	0.9	25.0	53.558	F

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	233.37	233.37	121.31	251.81	0.927	237.69	360.70	21.3	17.0	69.712	F
2	397.88	397.88	65.93	393.01	1.012	388.97	293.07	35.4	44.3	100.241	F
3	248.53	248.53	226.54	267.36	0.930	255.47	228.37	25.0	18.1	76.436	F

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	230.38	230.38	145.40	229.01	1.006	223.66	360.70	17.0	23.7	92.403	F
2	362.12	362.12	72.62	360.18	1.005	356.69	296.44	44.3	49.8	125.355	F
3	311.68	311.68	213.80	295.64	1.054	292.30	215.52	18.1	37.5	96.503	F

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	279.68	279.68	148.64	269.39	1.038	266.43	360.70	23.7	36.9	113.346	F
2	334.63	334.63	86.29	347.45	0.963	342.73	328.78	49.8	41.7	124.839	F
3	321.19	321.19	201.19	310.25	1.035	308.14	227.83	37.5	50.5	135.771	F

18:00 - 18:15

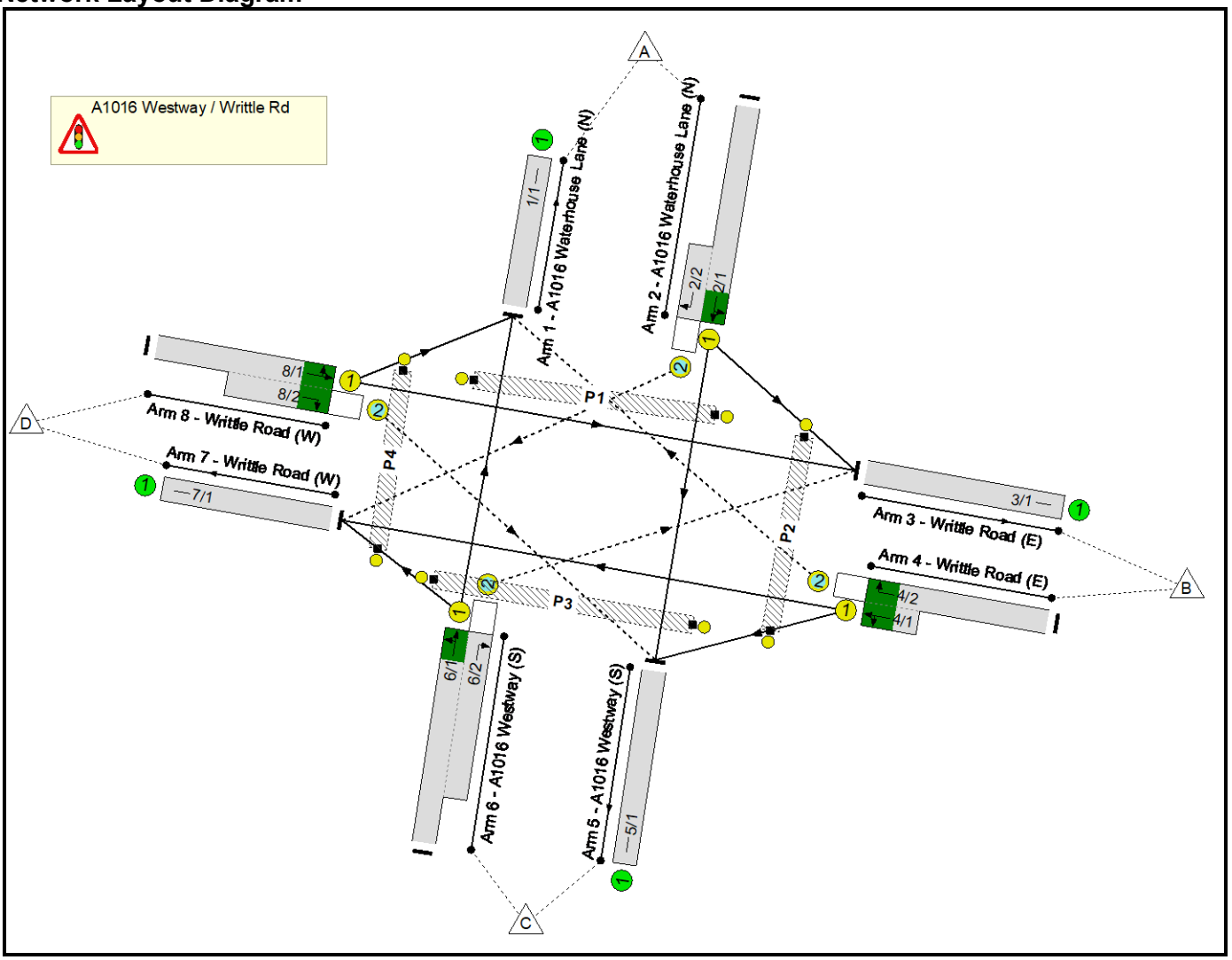
Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	234.72	234.72	169.37	265.32	0.885	259.15	360.70	36.9	12.5	92.531	F
2	278.71	278.71	91.42	312.97	0.891	306.77	337.10	41.7	13.6	88.705	F
3	313.65	313.65	182.92	354.21	0.885	347.15	215.26	50.5	17.0	91.289	F

Full Input Data And Results

User and Project Details

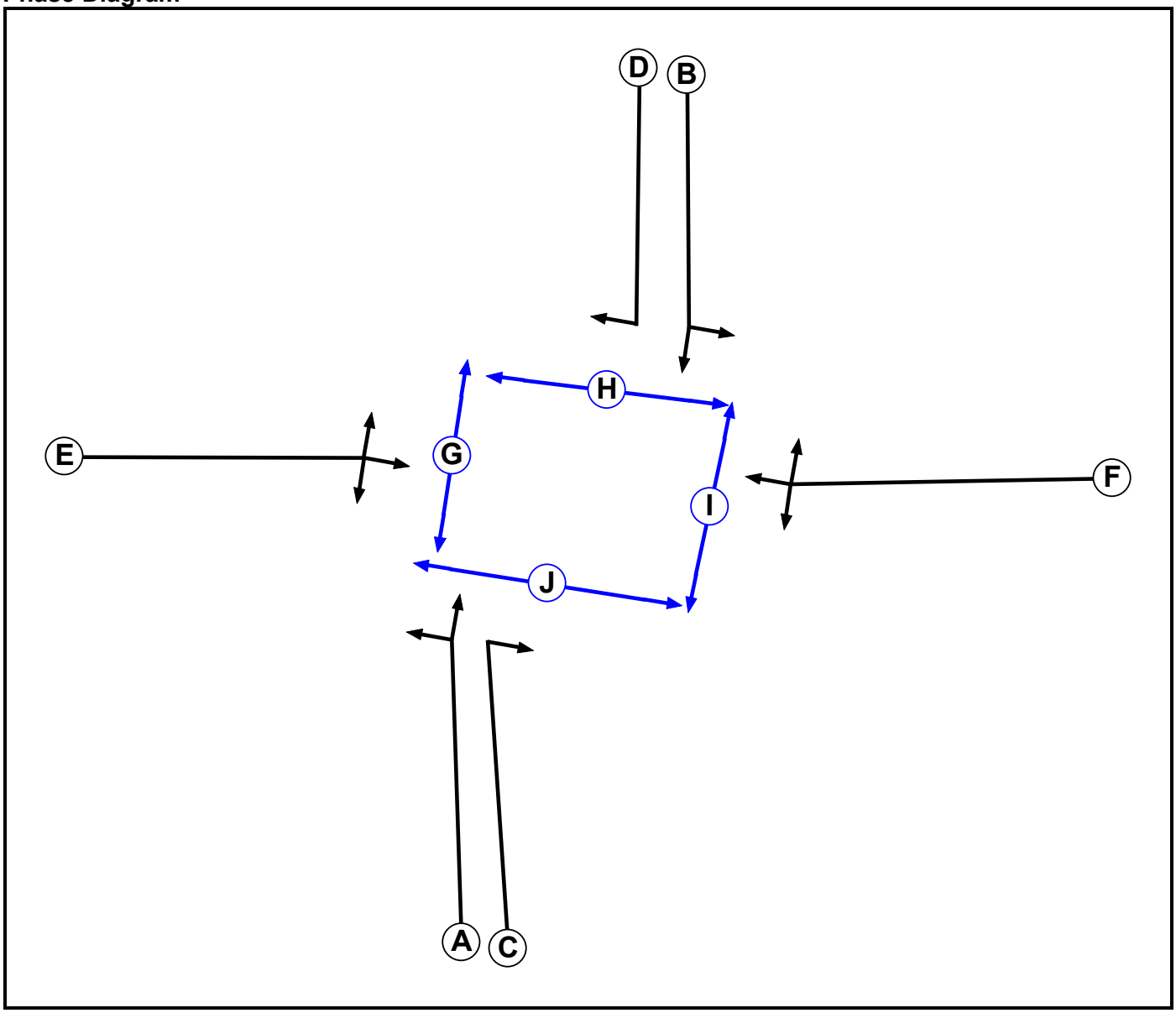
Project:	
Title:	
Location:	
Additional detail:	
File name:	Site 65_DM.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	7
F	Traffic		-9999	7
G	Pedestrian		-9999	7
H	Pedestrian		-9999	7
I	Pedestrian		-9999	7
J	Pedestrian		-9999	7

Full Input Data And Results

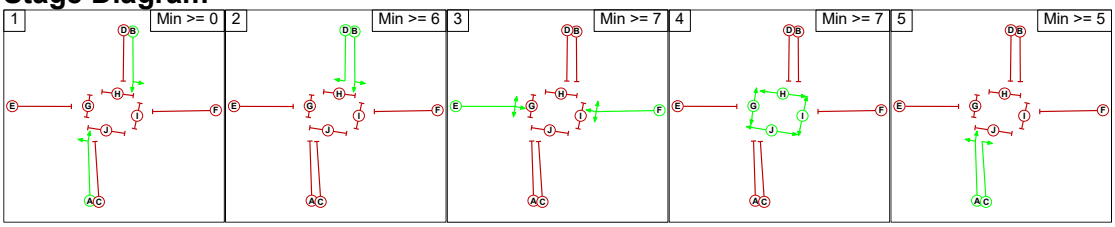
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		-	-	5	5	5	8	8	-	8
B	-		5	-	5	6	-	8	8	8
C	-	6		-	5	6	-	-	9	9
D	7	-	-		7	5	9	9	-	-
E	5	6	6	5		-	9	9	9	9
F	7	5	5	6	-		9	9	9	9
G	5	-	-	5	5	5		-	-	-
H	5	5	-	5	5	5	-		-	-
I	-	5	5	-	5	5	-	-		-
J	5	5	5	-	5	5	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	B D
3	E F
4	G H I J
5	A C

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
3	1	E	Losing	1	1
3	5	E	Losing	1	1

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5
1		5	6	8	5
2	7		7	9	7
3	7	6		9	7
4	5	5	5		5
5	6	6	6	9	

Full Input Data And Results

Full Input Data And Results

Give-Way Lane Input Data

Junction: A1016 Westway / Writtle Rd											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
2/2 (A1016 Waterhouse Lane (N))	7/1 (Right)	1439	0	6/1	1.09	All	2.00	-	0.50	2	2.00
4/2 (Writtle Road (E))	1/1 (Right)	1439	0	8/1	1.09	All	2.00	-	0.50	2	2.00
6/2 (A1016 Westway (S))	3/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00
8/2 (Writtle Road (W))	5/1 (Right)	1439	0	4/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: A1016 Westway / Writtle Rd												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A1016 Waterhouse Lane (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (A1016 Waterhouse Lane (N))	U	B	2	3	60.0	User	1886	-	-	-	-	-
2/2 (A1016 Waterhouse Lane (N))	O	D	2	3	4.7	User	1800	-	-	-	-	-
3/1 (Writtle Road (E))	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Writtle Road (E))	U	F	2	3	3.5	User	1754	-	-	-	-	-
4/2 (Writtle Road (E))	O	F	2	3	60.0	User	1857	-	-	-	-	-
5/1 (A1016 Westway (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A1016 Westway (S))	U	A	2	3	60.0	User	1853	-	-	-	-	-
6/2 (A1016 Westway (S))	O	C	2	3	10.5	User	1800	-	-	-	-	-
7/1 (Writtle Road (W))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Writtle Road (W))	U	E	2	3	60.0	User	1765	-	-	-	-	-
8/2 (Writtle Road (W))	O	E	2	3	6.6	User	1765	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Base Peak'	07:45	08:45	01:00	
2: 'PM Base Peak'	17:15	18:15	01:00	
3: 'FB WD AM '	07:45	08:45	01:00	
4: 'FB WD PM '	17:15	18:15	01:00	
5: 'FB+CD WD AM '	07:45	08:45	01:00	
6: 'FB+CD WD PM '	17:15	18:15	01:00	
7: 'FB+CD+N2T WD AM'	07:45	08:45	01:00	
8: 'FB+CD+N2T WD PM'	17:15	18:15	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	69	483	58	610
	B	85	0	54	165	304
	C	617	29	0	116	762
	D	118	147	119	0	384
	Tot.	820	245	656	339	2060

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Base Peak
Junction: A1016 Westway / Writtle Rd	
1/1	820
2/1 (with short)	610(In) 552(Out)
2/2 (short)	58
3/1	245
4/1 (short)	219
4/2 (with short)	304(In) 85(Out)
5/1	656
6/1 (with short)	762(In) 733(Out)
6/2 (short)	29
7/1	339
8/1 (with short)	384(In) 265(Out)
8/2 (short)	119

Full Input Data And Results

Lane Saturation Flows

Junction: A1016 Westway / Writtle Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Waterhouse Lane (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A1016 Waterhouse Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow						1886	1886
2/2 (A1016 Waterhouse Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Writtle Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Writtle Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1754	1754
4/2 (Writtle Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1857	1857
5/1 (A1016 Westway (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1016 Westway (S) Lane 1)	This lane uses a directly entered Saturation Flow						1853	1853
6/2 (A1016 Westway (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Writtle Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Writtle Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1765	1765
8/2 (Writtle Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1765	1765

Scenario 2: 'PM Base Peak' (FG2: 'PM Base Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	96	528	59	683
	B	96	0	78	147	321
	C	630	56	0	138	824
	D	79	137	108	0	324
	Tot.	805	289	714	344	2152

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Base Peak
Junction: A1016 Westway / Writtle Rd	
1/1	805
2/1 (with short)	683(In) 624(Out)
2/2 (short)	59
3/1	289
4/1 (short)	225
4/2 (with short)	321(In) 96(Out)
5/1	714
6/1 (with short)	824(In) 768(Out)
6/2 (short)	56
7/1	344
8/1 (with short)	324(In) 216(Out)
8/2 (short)	108

Full Input Data And Results

Lane Saturation Flows

Junction: A1016 Westway / Writtle Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Waterhouse Lane (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A1016 Waterhouse Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow						1886	1886
2/2 (A1016 Waterhouse Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Writtle Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Writtle Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1754	1754
4/2 (Writtle Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1857	1857
5/1 (A1016 Westway (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1016 Westway (S) Lane 1)	This lane uses a directly entered Saturation Flow						1853	1853
6/2 (A1016 Westway (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Writtle Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Writtle Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1765	1765
8/2 (Writtle Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1765	1765

Scenario 3: 'FB WD AM' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	72	499	60	631
	B	88	0	56	171	315
	C	638	30	0	120	788
	D	122	152	122	0	396
	Tot.	848	254	677	351	2130

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: FB WD AM
Junction: A1016 Westway / Writtle Rd	
1/1	848
2/1 (with short)	631(In) 571(Out)
2/2 (short)	60
3/1	254
4/1 (short)	227
4/2 (with short)	315(In) 88(Out)
5/1	677
6/1 (with short)	788(In) 758(Out)
6/2 (short)	30
7/1	351
8/1 (with short)	396(In) 274(Out)
8/2 (short)	122

Full Input Data And Results

Lane Saturation Flows

Junction: A1016 Westway / Writtle Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Waterhouse Lane (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A1016 Waterhouse Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow						1886	1886
2/2 (A1016 Waterhouse Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Writtle Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Writtle Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1754	1754
4/2 (Writtle Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1857	1857
5/1 (A1016 Westway (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1016 Westway (S) Lane 1)	This lane uses a directly entered Saturation Flow						1853	1853
6/2 (A1016 Westway (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Writtle Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Writtle Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1765	1765
8/2 (Writtle Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1765	1765

Scenario 4: 'FB WD PM' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	99	546	61	706
	B	100	0	80	152	332
	C	651	58	0	143	852
	D	82	142	112	0	336
	Tot.	833	299	738	356	2226

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: FB WD PM
Junction: A1016 Westway / Writtle Rd	
1/1	833
2/1 (with short)	706(In) 645(Out)
2/2 (short)	61
3/1	299
4/1 (short)	232
4/2 (with short)	332(In) 100(Out)
5/1	738
6/1 (with short)	852(In) 794(Out)
6/2 (short)	58
7/1	356
8/1 (with short)	336(In) 224(Out)
8/2 (short)	112

Full Input Data And Results

Lane Saturation Flows

Junction: A1016 Westway / Writtle Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Waterhouse Lane (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A1016 Waterhouse Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow						1886	1886
2/2 (A1016 Waterhouse Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Writtle Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Writtle Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1754	1754
4/2 (Writtle Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1857	1857
5/1 (A1016 Westway (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1016 Westway (S) Lane 1)	This lane uses a directly entered Saturation Flow						1853	1853
6/2 (A1016 Westway (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Writtle Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Writtle Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1765	1765
8/2 (Writtle Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1765	1765

Scenario 5: 'FB+CD WD AM' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	72	499	60	631
	B	88	0	56	171	315
	C	638	30	0	120	788
	D	122	152	122	0	396
	Tot.	848	254	677	351	2130

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: FB+CD WD AM
Junction: A1016 Westway / Writtle Rd	
1/1	848
2/1 (with short)	631(In) 571(Out)
2/2 (short)	60
3/1	254
4/1 (short)	227
4/2 (with short)	315(In) 88(Out)
5/1	677
6/1 (with short)	788(In) 758(Out)
6/2 (short)	30
7/1	351
8/1 (with short)	396(In) 274(Out)
8/2 (short)	122

Full Input Data And Results

Lane Saturation Flows

Junction: A1016 Westway / Writtle Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Waterhouse Lane (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A1016 Waterhouse Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow						1886	1886
2/2 (A1016 Waterhouse Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Writtle Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Writtle Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1754	1754
4/2 (Writtle Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1857	1857
5/1 (A1016 Westway (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1016 Westway (S) Lane 1)	This lane uses a directly entered Saturation Flow						1853	1853
6/2 (A1016 Westway (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Writtle Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Writtle Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1765	1765
8/2 (Writtle Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1765	1765

Scenario 6: 'FB+CD WD PM' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	99	546	61	706
	B	100	0	80	152	332
	C	651	58	0	143	852
	D	82	142	112	0	336
	Tot.	833	299	738	356	2226

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: FB+CD WD PM
Junction: A1016 Westway / Writtle Rd	
1/1	833
2/1 (with short)	706(In) 645(Out)
2/2 (short)	61
3/1	299
4/1 (short)	232
4/2 (with short)	332(In) 100(Out)
5/1	738
6/1 (with short)	852(In) 794(Out)
6/2 (short)	58
7/1	356
8/1 (with short)	336(In) 224(Out)
8/2 (short)	112

Full Input Data And Results

Lane Saturation Flows

Junction: A1016 Westway / Writtle Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Waterhouse Lane (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A1016 Waterhouse Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow						1886	1886
2/2 (A1016 Waterhouse Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Writtle Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Writtle Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1754	1754
4/2 (Writtle Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1857	1857
5/1 (A1016 Westway (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1016 Westway (S) Lane 1)	This lane uses a directly entered Saturation Flow						1853	1853
6/2 (A1016 Westway (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Writtle Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Writtle Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1765	1765
8/2 (Writtle Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1765	1765

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	72	538	60	670
	B	88	0	56	171	315
	C	677	30	0	120	827
	D	122	152	122	0	396
	Tot.	887	254	716	351	2208

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: FB+CD+N2T WD AM
Junction: A1016 Westway / Writtle Rd	
1/1	887
2/1 (with short)	670(In) 610(Out)
2/2 (short)	60
3/1	254
4/1 (short)	227
4/2 (with short)	315(In) 88(Out)
5/1	716
6/1 (with short)	827(In) 797(Out)
6/2 (short)	30
7/1	351
8/1 (with short)	396(In) 274(Out)
8/2 (short)	122

Full Input Data And Results

Lane Saturation Flows

Junction: A1016 Westway / Writtle Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Waterhouse Lane (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A1016 Waterhouse Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow						1886	1886
2/2 (A1016 Waterhouse Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Writtle Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Writtle Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1754	1754
4/2 (Writtle Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1857	1857
5/1 (A1016 Westway (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1016 Westway (S) Lane 1)	This lane uses a directly entered Saturation Flow						1853	1853
6/2 (A1016 Westway (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Writtle Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Writtle Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1765	1765
8/2 (Writtle Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1765	1765

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	99	585	61	745
	B	100	0	80	152	332
	C	690	58	0	143	891
	D	82	142	112	0	336
	Tot.	872	299	777	356	2304

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: FB+CD+N2T WD PM
Junction: A1016 Westway / Writtle Rd	
1/1	872
2/1 (with short)	745(In) 684(Out)
2/2 (short)	61
3/1	299
4/1 (short)	232
4/2 (with short)	332(In) 100(Out)
5/1	777
6/1 (with short)	891(In) 833(Out)
6/2 (short)	58
7/1	356
8/1 (with short)	336(In) 224(Out)
8/2 (short)	112

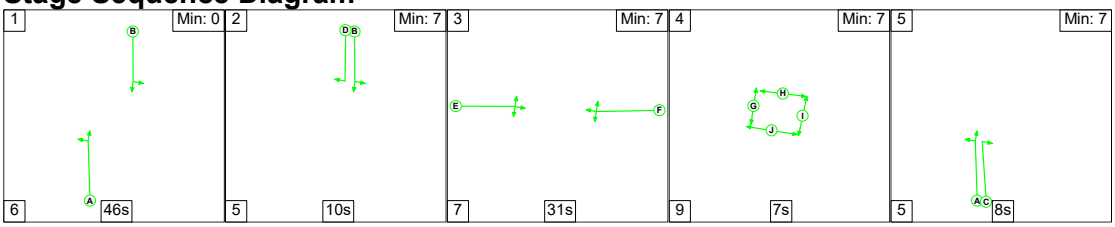
Full Input Data And Results

Lane Saturation Flows

Junction: A1016 Westway / Writtle Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Waterhouse Lane (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A1016 Waterhouse Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow						1886	1886
2/2 (A1016 Waterhouse Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Writtle Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Writtle Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1754	1754
4/2 (Writtle Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1857	1857
5/1 (A1016 Westway (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1016 Westway (S) Lane 1)	This lane uses a directly entered Saturation Flow						1853	1853
6/2 (A1016 Westway (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Writtle Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Writtle Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1765	1765
8/2 (Writtle Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1765	1765

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

Stage Sequence Diagram

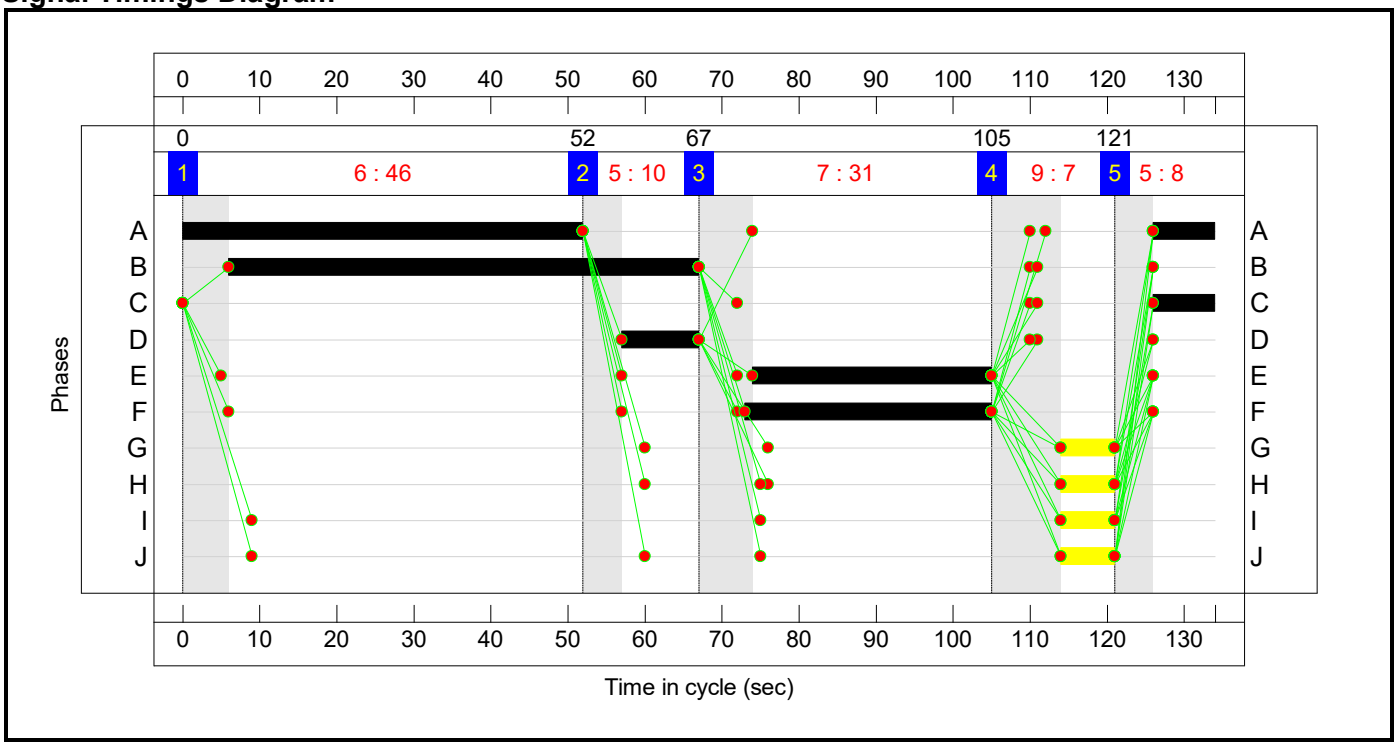


Stage Timings

Stage	1	2	3	4	5
Duration	46	10	31	7	8
Change Point	0	52	67	105	121

Full Input Data And Results

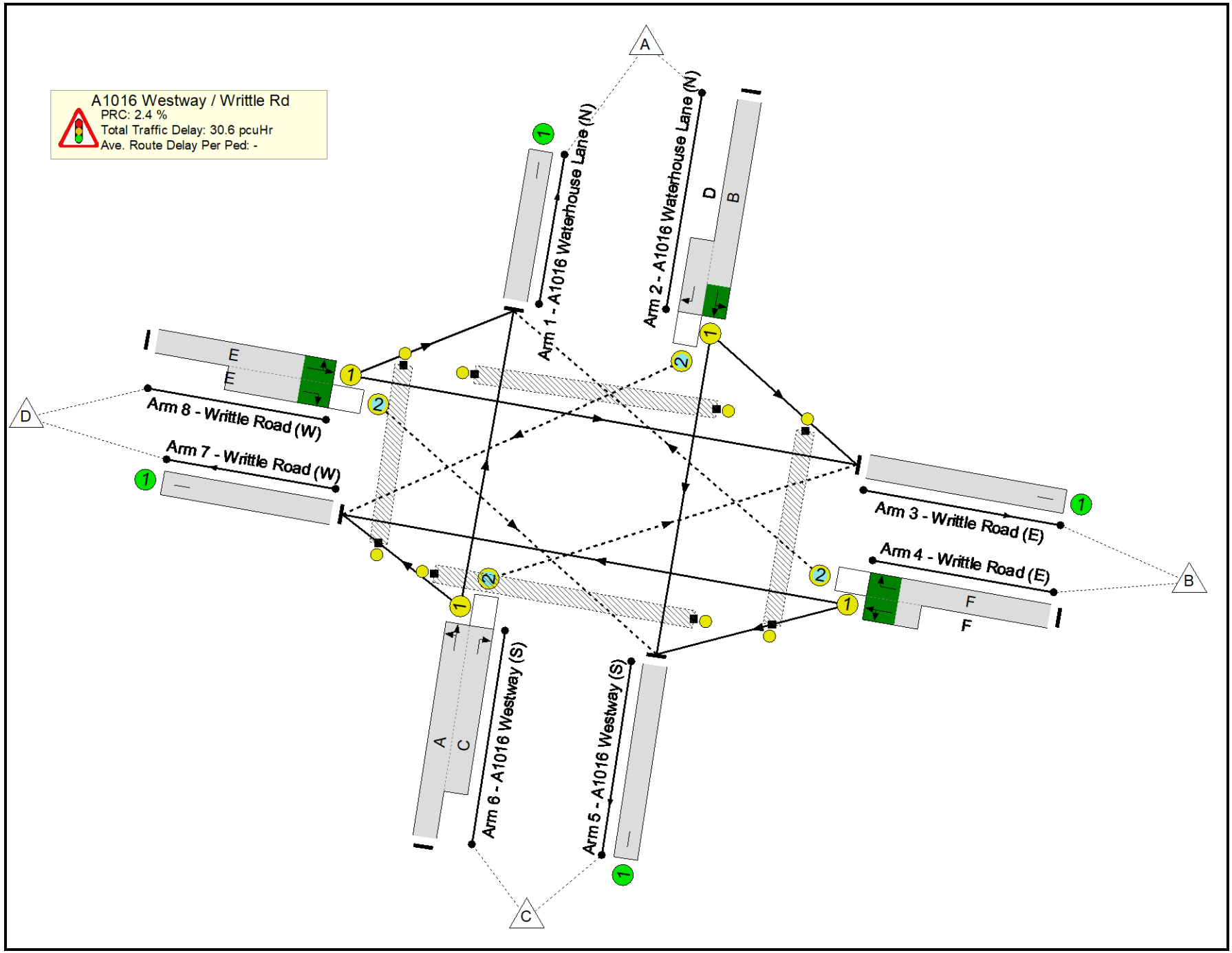
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.9%**
A1016 Westway / Writtle Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.9%**
1/1	A1016 Waterhouse Lane (N)	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
2/1+2/2	A1016 Waterhouse Lane (N) Left Ahead Right	U+O	N/A	N/A	B D		1	61:10	-	610	1886:1800	777+82	71.0 : 71.0%
3/1	Writtle Road (E)	U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%
4/2+4/1	Writtle Road (E) Right Left Ahead	O+U	N/A	N/A	F		1	32	-	304	1857:1754	132+339	64.6 : 64.6%
5/1	A1016 Westway (S)	U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%
6/1+6/2	A1016 Westway (S) Ahead Right Left	U+O	N/A	N/A	A C		1	60:8	-	762	1853:1800	834+33	87.9 : 87.9%
7/1	Writtle Road (W)	U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
8/1+8/2	Writtle Road (W) Left Ahead Right	U+O	N/A	N/A	E		1	31	-	384	1765:1765	318+143	83.3 : 83.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**187**	**97**	**7**	**22.0**	**7.9**	**0.7**	**30.6**	**-**	**-**	**-**	**-**
A1016 Westway / Writtle Rd	**-**	**-**	**187**	**97**	**7**	**22.0**	**7.9**	**0.7**	**30.6**	**-**	**-**	**-**	**-**
1/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	610	610	0	57	1	5.5	1.2	0.0	6.7	39.4	17.6	1.2	18.9
3/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	304	304	68	11	6	3.8	0.9	0.3	5.1	59.9	8.6	0.9	9.5
5/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	762	762	0	29	0	7.4	3.4	0.0	10.8	51.2	25.2	3.4	28.6
7/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	384	384	119	0	0	5.3	2.4	0.3	8.0	75.1	10.5	2.4	12.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A1016 Westway / Writtle Rd

PRC for Signalled Lanes (%): 2.4
PRC Over All Lanes (%): 2.4

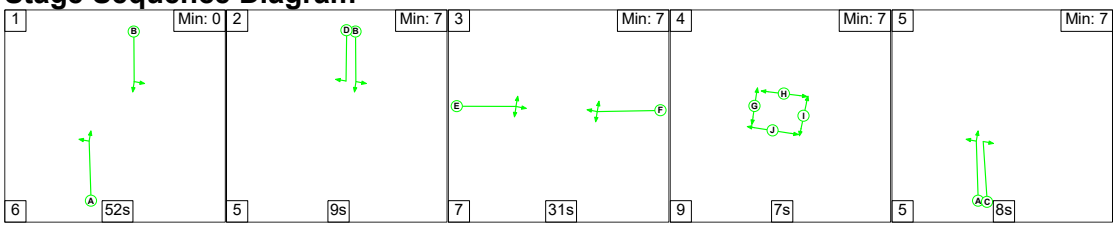
Total Delay for Signalled Lanes (pcuHr): 30.58
Total Delay Over All Lanes(pcuHr): 30.58

Cycle Time (s): 134

Full Input Data And Results

Scenario 2: 'PM Base Peak' (FG2: 'PM Base Peak', Plan 1: 'Network Control Plan 1')

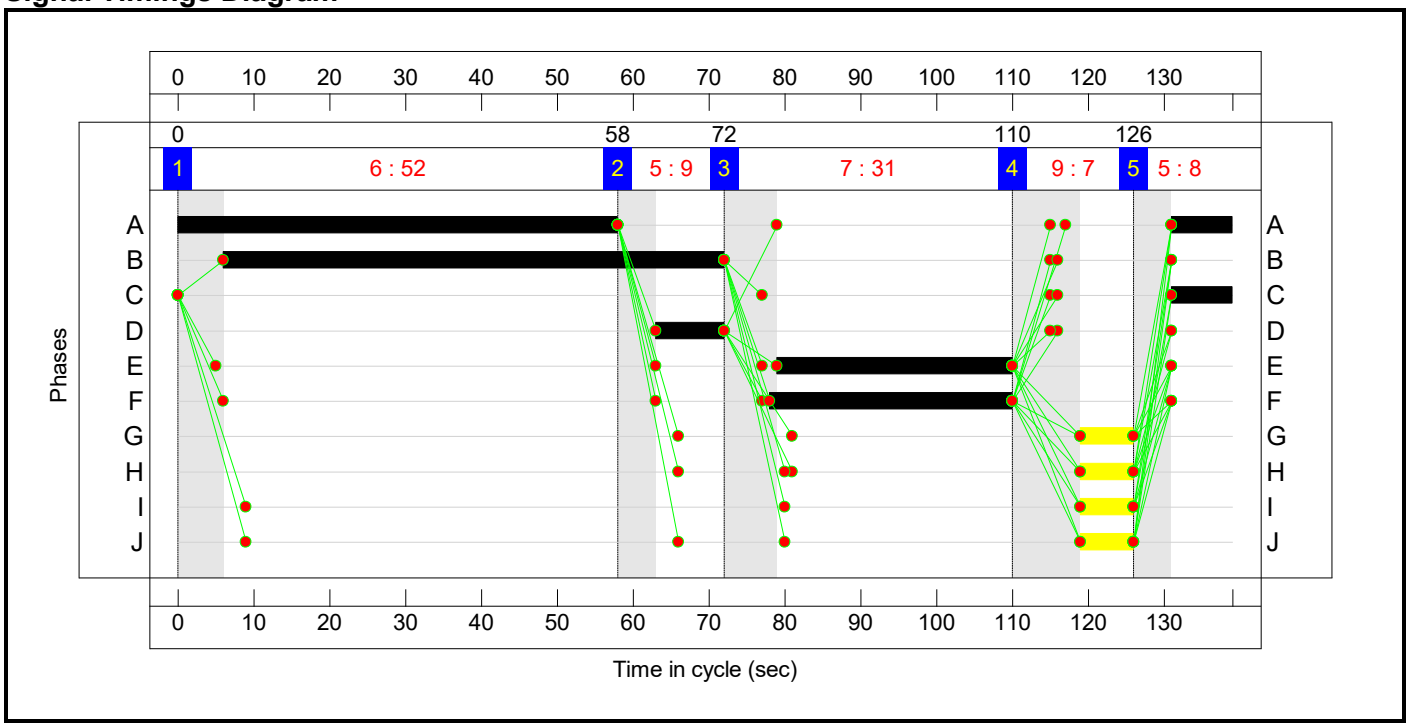
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	52	9	31	7	8
Change Point	0	58	72	110	126

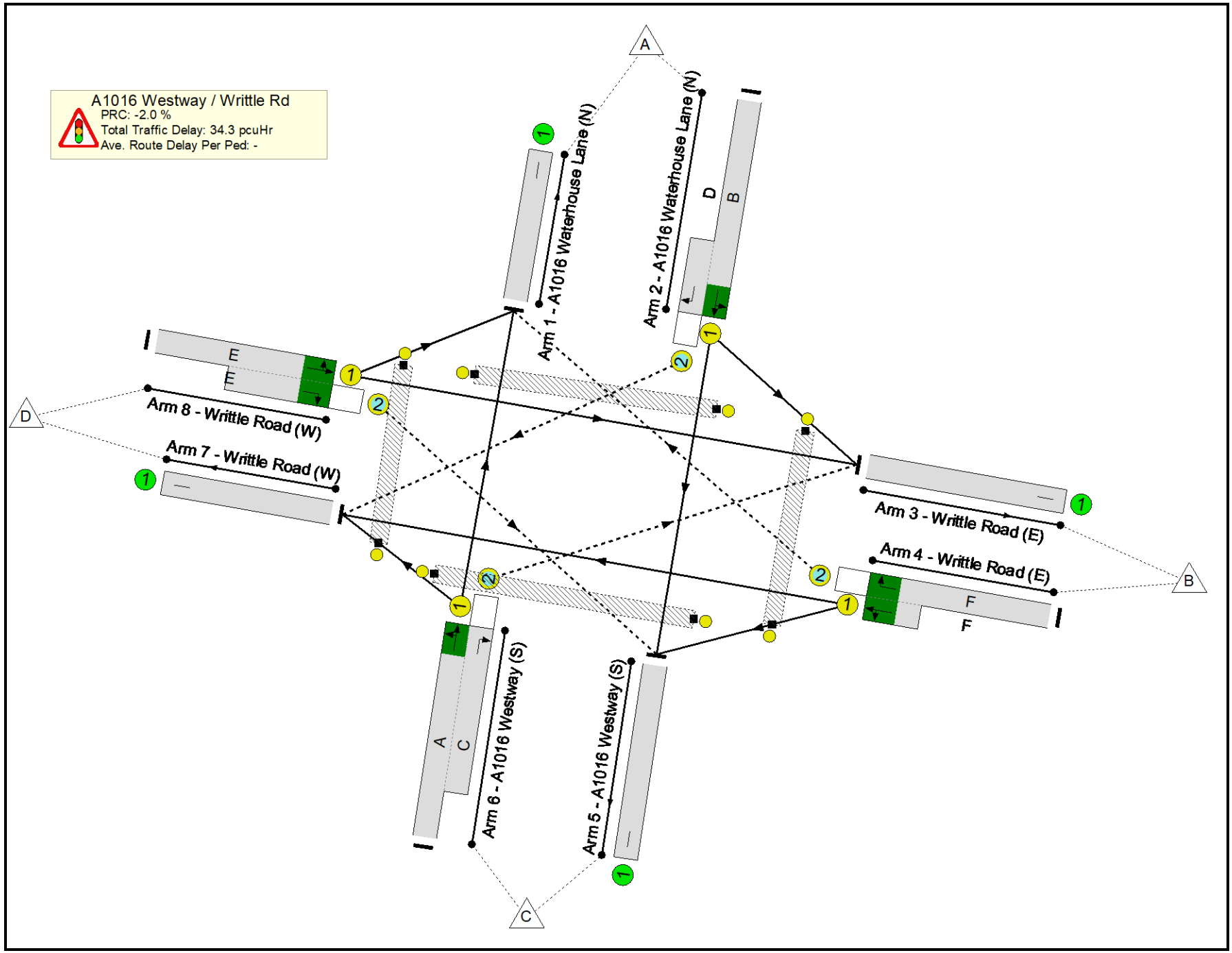
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.8%**
A1016 Westway / Writtle Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.8%**
1/1	A1016 Waterhouse Lane (N)	U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%
2/1+2/2	A1016 Waterhouse Lane (N) Left Ahead Right	U+O	N/A	N/A	B D		1	66:9	-	683	1886:1800	768+73	81.3 : 81.3%
3/1	Writtle Road (E)	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
4/2+4/1	Writtle Road (E) Right Left Ahead	O+U	N/A	N/A	F		1	32	-	321	1857:1754	137+321	70.1 : 70.1%
5/1	A1016 Westway (S)	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
6/1+6/2	A1016 Westway (S) Ahead Right Left	U+O	N/A	N/A	A C		1	66:8	-	824	1853:1800	836+61	91.8 : 91.8%
7/1	Writtle Road (W)	U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
8/1+8/2	Writtle Road (W) Left Ahead Right	U+O	N/A	N/A	E		1	31	-	324	1765:1765	319+146	67.7 : 74.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**203**	**114**	**2**	**24.3**	**9.4**	**0.6**	**34.3**	**-**	**-**	**-**	**-**
A1016 Westway / Writtle Rd	**-**	**-**	**203**	**114**	**2**	**24.3**	**9.4**	**0.6**	**34.3**	**-**	**-**	**-**	**-**
1/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	683	683	0	58	1	6.8	2.1	0.0	8.9	47.2	22.3	2.1	24.4
3/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	321	321	95	0	1	4.3	1.2	0.3	5.7	64.3	9.7	1.2	10.9
5/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	824	824	0	56	0	8.7	4.9	0.0	13.7	59.8	28.8	4.9	33.7
7/1	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	324	324	108	0	0	4.5	1.1	0.3	5.9	65.9	7.9	1.1	9.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A1016 Westway / Writtle Rd

PRC for Signalled Lanes (%): -2.0
PRC Over All Lanes (%): -2.0

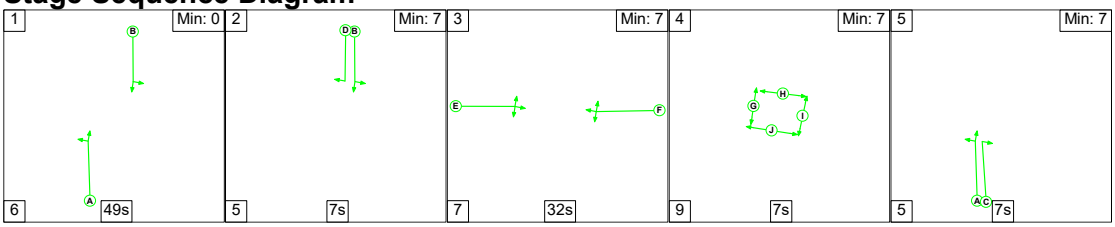
Total Delay for Signalled Lanes (pcuHr): 34.28
Total Delay Over All Lanes(pcuHr): 34.28

Cycle Time (s): 139

Full Input Data And Results

Scenario 3: 'FB WD AM' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

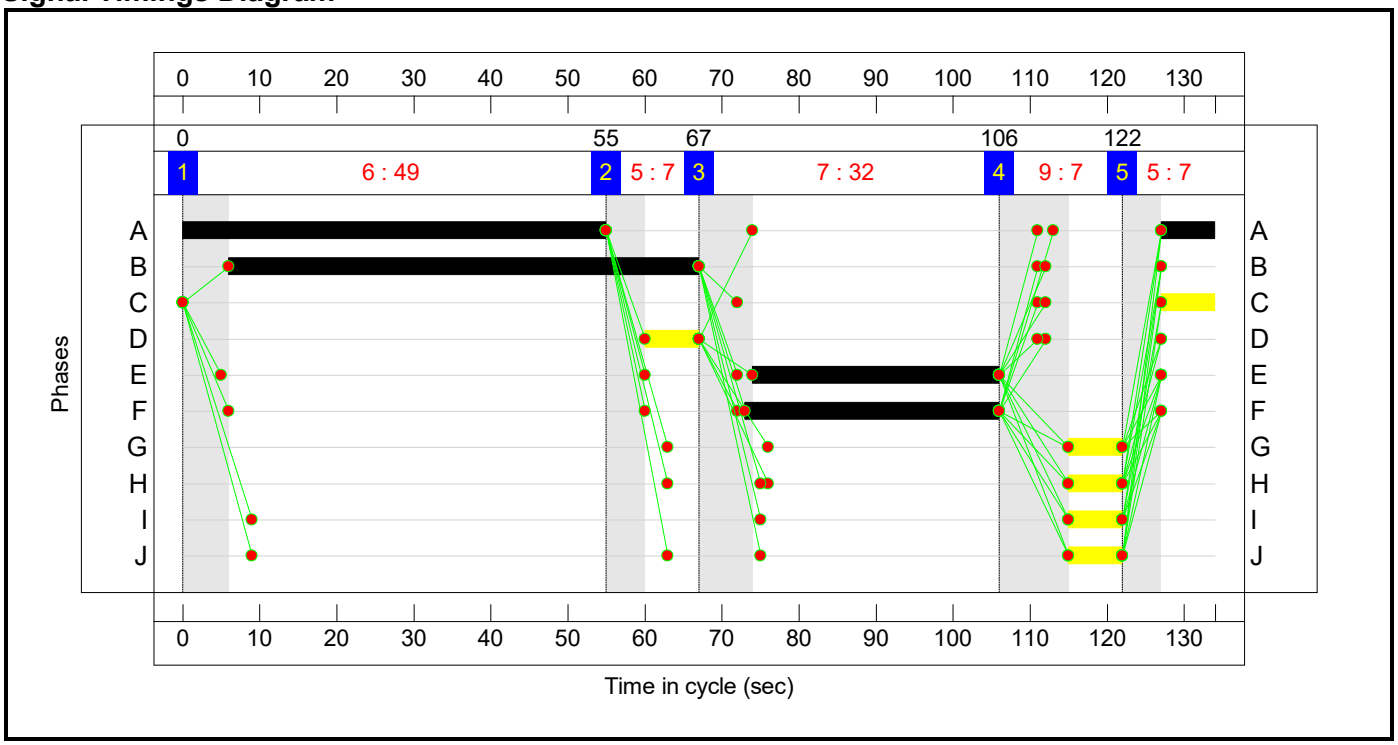
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	49	7	32	7	7
Change Point	0	55	67	106	122

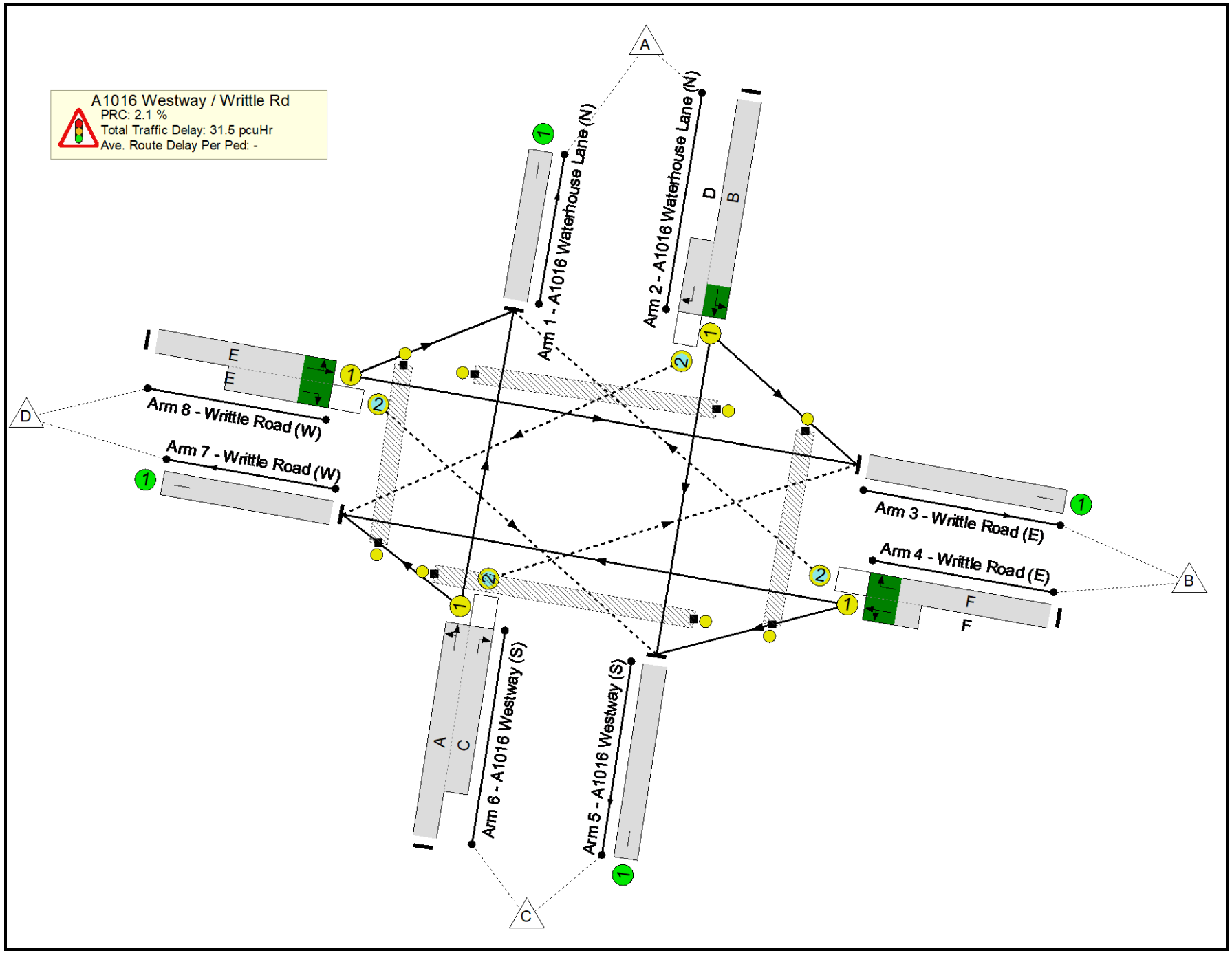
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.1%**
A1016 Westway / Writtle Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.1%**
1/1	A1016 Waterhouse Lane (N)	U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
2/1+2/2	A1016 Waterhouse Lane (N) Left Ahead Right	U+O	N/A	N/A	B D		1	61:7	-	631	1886:1800	777+82	73.5 : 73.5%
3/1	Writtle Road (E)	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
4/2+4/1	Writtle Road (E) Right Left Ahead	O+U	N/A	N/A	F		1	33	-	315	1857:1754	133+349	66.0 : 65.1%
5/1	A1016 Westway (S)	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
6/1+6/2	A1016 Westway (S) Ahead Right Left	U+O	N/A	N/A	A C		1	62:7	-	788	1853:1800	860+34	88.1 : 88.1%
7/1	Writtle Road (W)	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
8/1+8/2	Writtle Road (W) Left Ahead Right	U+O	N/A	N/A	E		1	32	-	396	1765:1765	328+146	83.6 : 83.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**191**	**100**	**9**	**22.6**	**8.2**	**0.7**	**31.5**	**-**	**-**	**-**	**-**
A1016 Westway / Writtle Rd	**-**	**-**	**191**	**100**	**9**	**22.6**	**8.2**	**0.7**	**31.5**	**-**	**-**	**-**	**-**
1/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	631	631	0	59	1	5.8	1.4	0.0	7.1	40.8	18.6	1.4	20.0
3/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	315	315	69	11	8	3.9	0.9	0.4	5.2	59.5	9.0	0.9	9.9
5/1	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	788	788	0	30	0	7.4	3.5	0.0	10.9	49.9	25.9	3.5	29.3
7/1	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	396	396	122	0	0	5.5	2.4	0.3	8.2	74.5	10.9	2.4	13.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A1016 Westway / Writtle Rd

PRC for Signalled Lanes (%): 2.1
PRC Over All Lanes (%): 2.1

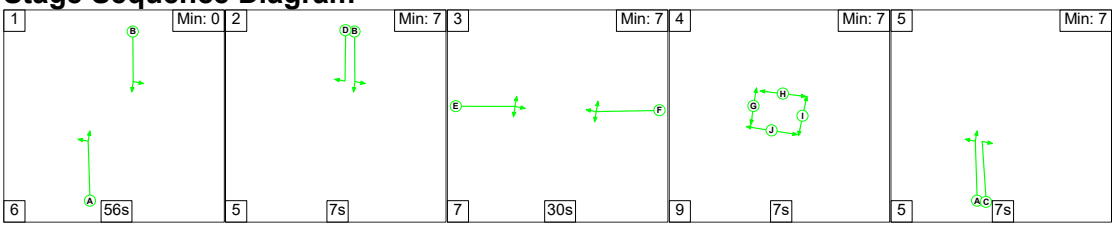
Total Delay for Signalled Lanes (pcuHr): 31.47
Total Delay Over All Lanes(pcuHr): 31.47

Cycle Time (s): 134

Full Input Data And Results

Scenario 4: 'FB WD PM' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

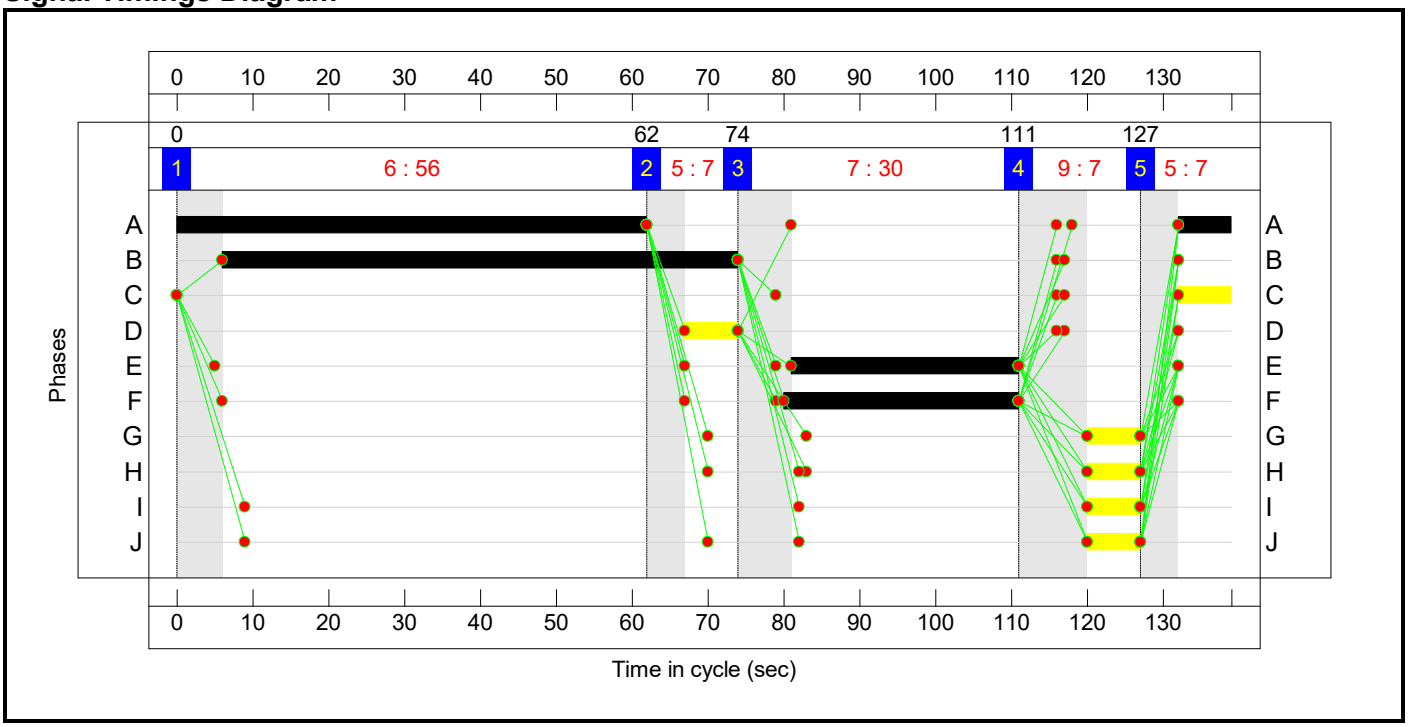
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	56	7	30	7	7
Change Point	0	62	74	111	127

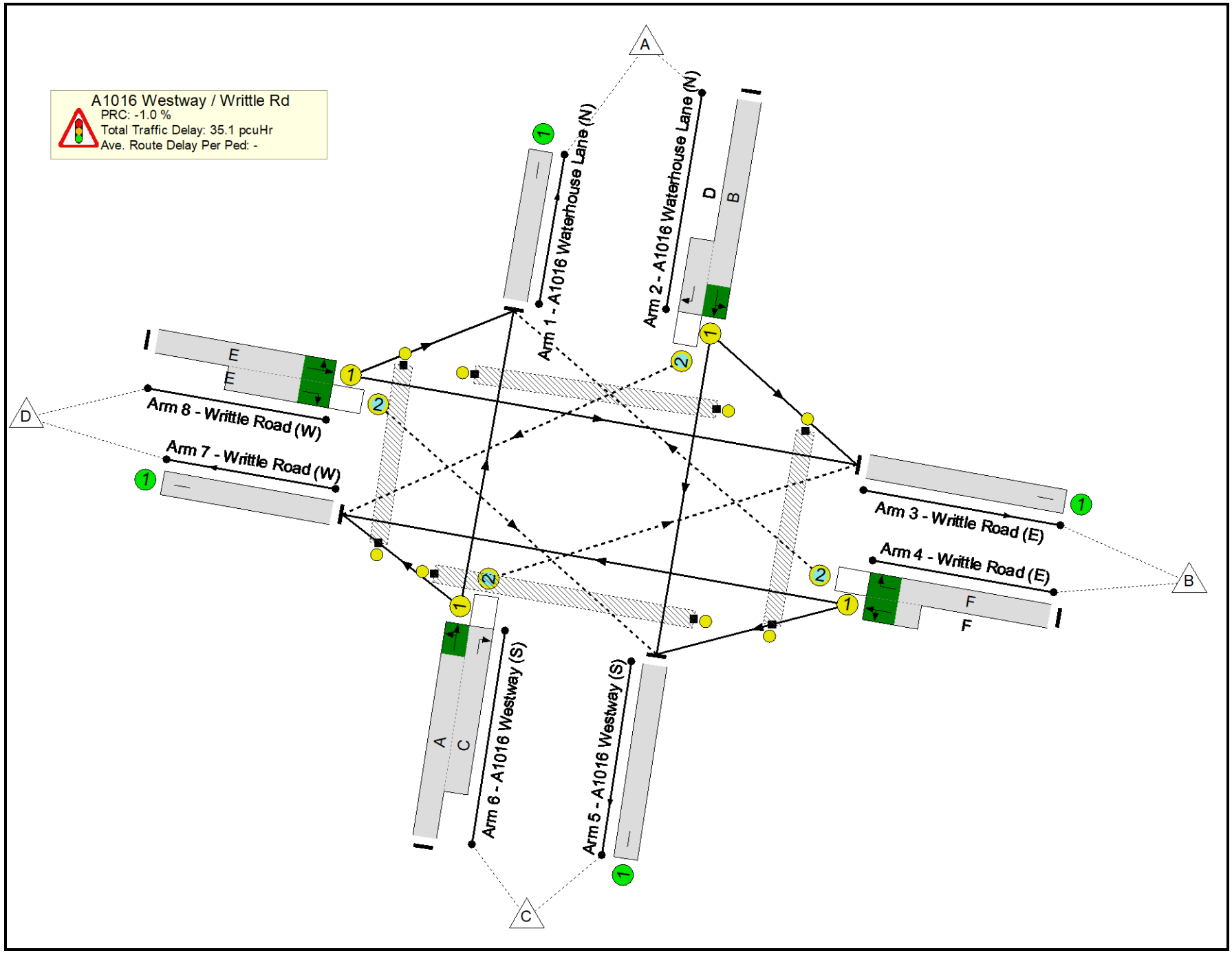
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.9%**
A1016 Westway / Writtle Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.9%**
1/1	A1016 Waterhouse Lane (N)	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
2/1+2/2	A1016 Waterhouse Lane (N) Left Ahead Right	U+O	N/A	N/A	B D		1	68:7	-	706	1886:1800	792+75	81.4 : 81.4%
3/1	Writtle Road (E)	U	N/A	N/A	-		-	-	-	299	Inf	Inf	0.0%
4/2+4/1	Writtle Road (E) Right Left Ahead	O+U	N/A	N/A	F		1	31	-	332	1857:1754	134+311	74.6 : 74.6%
5/1	A1016 Westway (S)	U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
6/1+6/2	A1016 Westway (S) Ahead Right Left	U+O	N/A	N/A	A C		1	69:7	-	852	1853:1800	873+64	90.9 : 90.9%
7/1	Writtle Road (W)	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
8/1+8/2	Writtle Road (W) Left Ahead Right	U+O	N/A	N/A	E		1	30	-	336	1765:1765	311+128	72.1 : 87.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**201**	**118**	**12**	**24.8**	**9.7**	**0.6**	**35.1**	**-**	**-**	**-**	**-**
A1016 Westway / Writtle Rd	**-**	**-**	**201**	**118**	**12**	**24.8**	**9.7**	**0.6**	**35.1**	**-**	**-**	**-**	**-**
1/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	706	706	0	60	1	6.9	2.1	0.0	9.0	46.1	22.9	2.1	25.0
3/1	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	332	332	99	0	1	4.6	1.4	0.3	6.3	68.4	10.3	1.4	11.7
5/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	852	852	0	58	0	8.6	4.5	0.0	13.1	55.4	29.3	4.5	33.8
7/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	336	336	102	0	10	4.8	1.6	0.3	6.7	71.8	8.5	1.6	10.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A1016 Westway / Writtle Rd

PRC for Signalled Lanes (%): -1.0
PRC Over All Lanes (%): -1.0

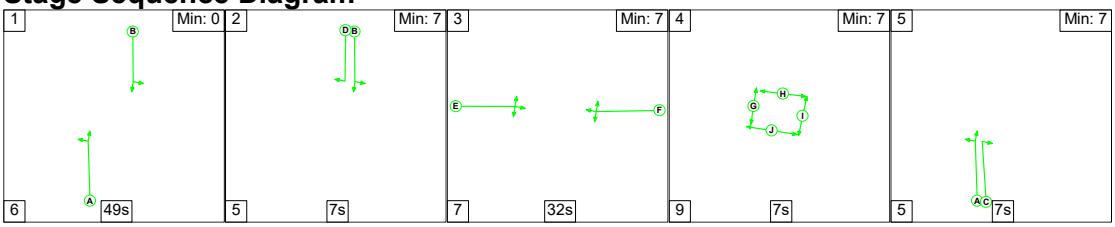
Total Delay for Signalled Lanes (pcuHr): 35.14
Total Delay Over All Lanes(pcuHr): 35.14

Cycle Time (s): 139

Full Input Data And Results

Scenario 5: 'FB+CD WD AM' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

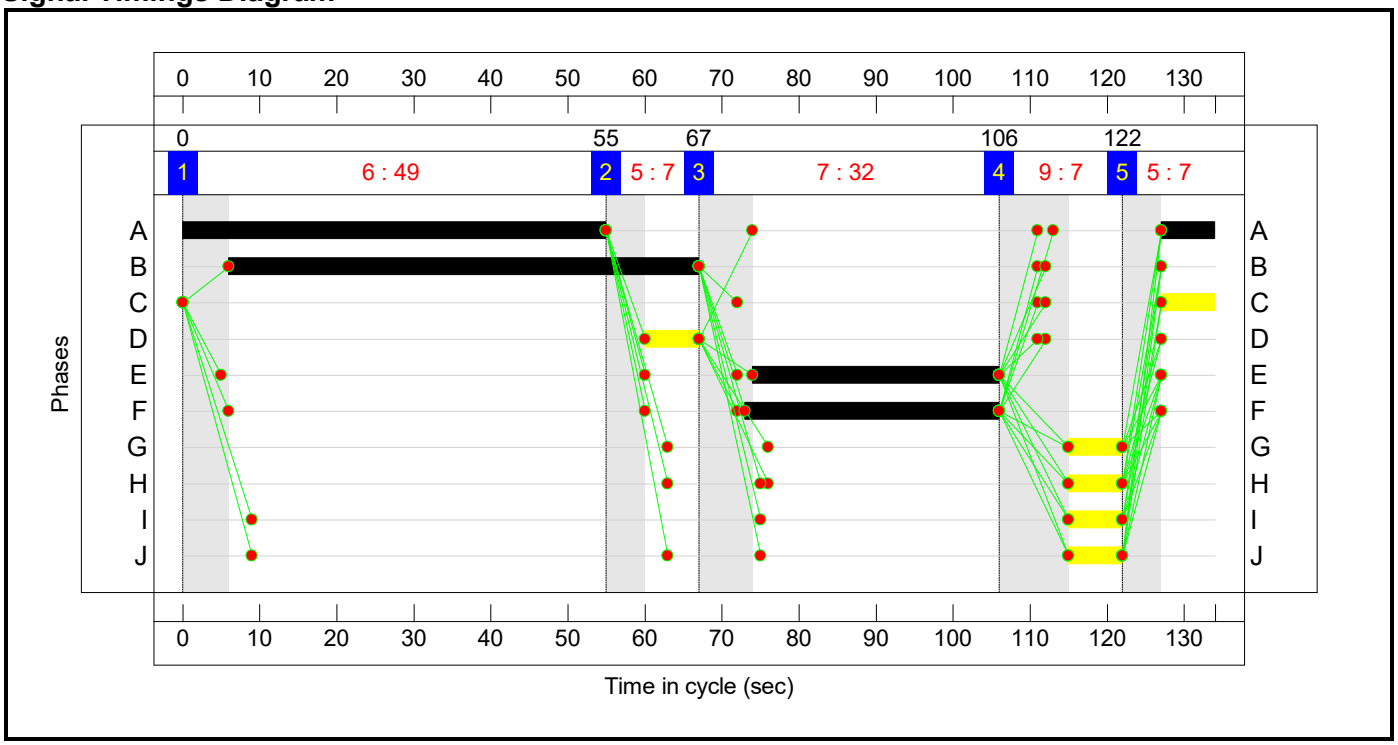
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	49	7	32	7	7
Change Point	0	55	67	106	122

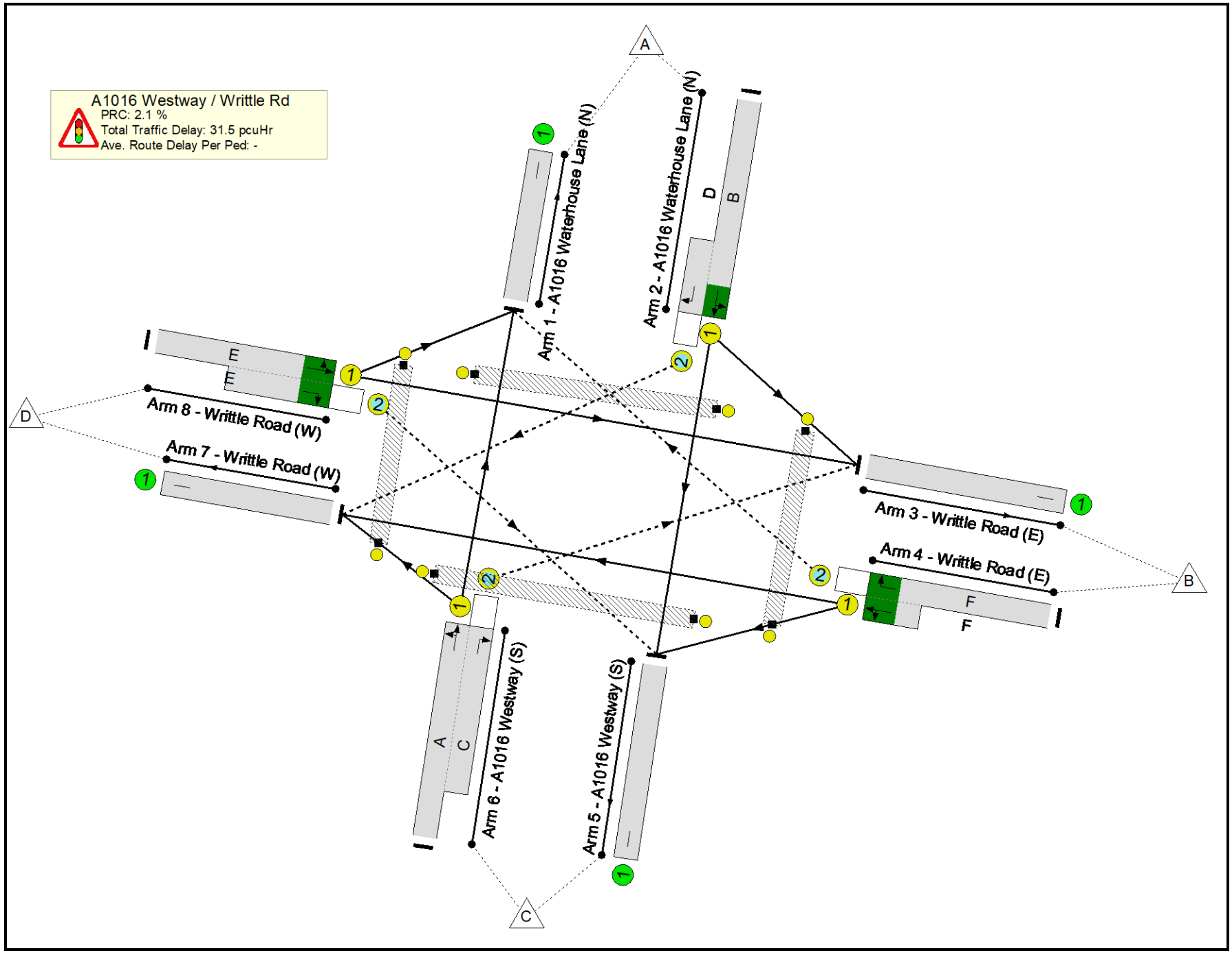
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.1%**
A1016 Westway / Writtle Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.1%**
1/1	A1016 Waterhouse Lane (N)	U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
2/1+2/2	A1016 Waterhouse Lane (N) Left Ahead Right	U+O	N/A	N/A	B D		1	61:7	-	631	1886:1800	777+82	73.5 : 73.5%
3/1	Writtle Road (E)	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
4/2+4/1	Writtle Road (E) Right Left Ahead	O+U	N/A	N/A	F		1	33	-	315	1857:1754	133+349	66.0 : 65.1%
5/1	A1016 Westway (S)	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
6/1+6/2	A1016 Westway (S) Ahead Right Left	U+O	N/A	N/A	A C		1	62:7	-	788	1853:1800	860+34	88.1 : 88.1%
7/1	Writtle Road (W)	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
8/1+8/2	Writtle Road (W) Left Ahead Right	U+O	N/A	N/A	E		1	32	-	396	1765:1765	328+146	83.6 : 83.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**191**	**100**	**9**	**22.6**	**8.2**	**0.7**	**31.5**	**-**	**-**	**-**	**-**
A1016 Westway / Writtle Rd	**-**	**-**	**191**	**100**	**9**	**22.6**	**8.2**	**0.7**	**31.5**	**-**	**-**	**-**	**-**
1/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	631	631	0	59	1	5.8	1.4	0.0	7.1	40.8	18.6	1.4	20.0
3/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	315	315	69	11	8	3.9	0.9	0.4	5.2	59.5	9.0	0.9	9.9
5/1	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	788	788	0	30	0	7.4	3.5	0.0	10.9	49.9	25.9	3.5	29.3
7/1	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	396	396	122	0	0	5.5	2.4	0.3	8.2	74.5	10.9	2.4	13.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A1016 Westway / Writtle Rd

PRC for Signalled Lanes (%): 2.1
PRC Over All Lanes (%): 2.1

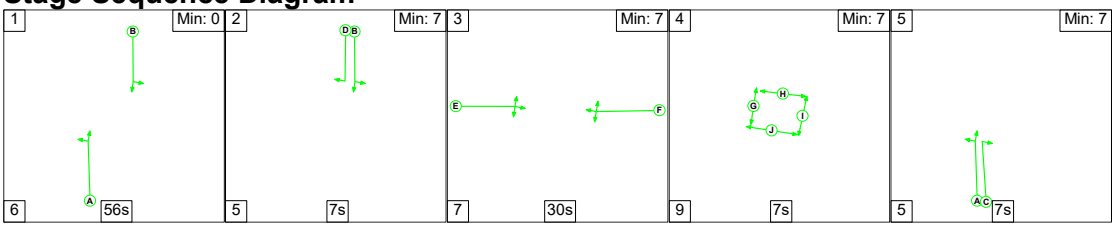
Total Delay for Signalled Lanes (pcuHr): 31.47
Total Delay Over All Lanes(pcuHr): 31.47

Cycle Time (s): 134

Full Input Data And Results

Scenario 6: 'FB+CD WD PM' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

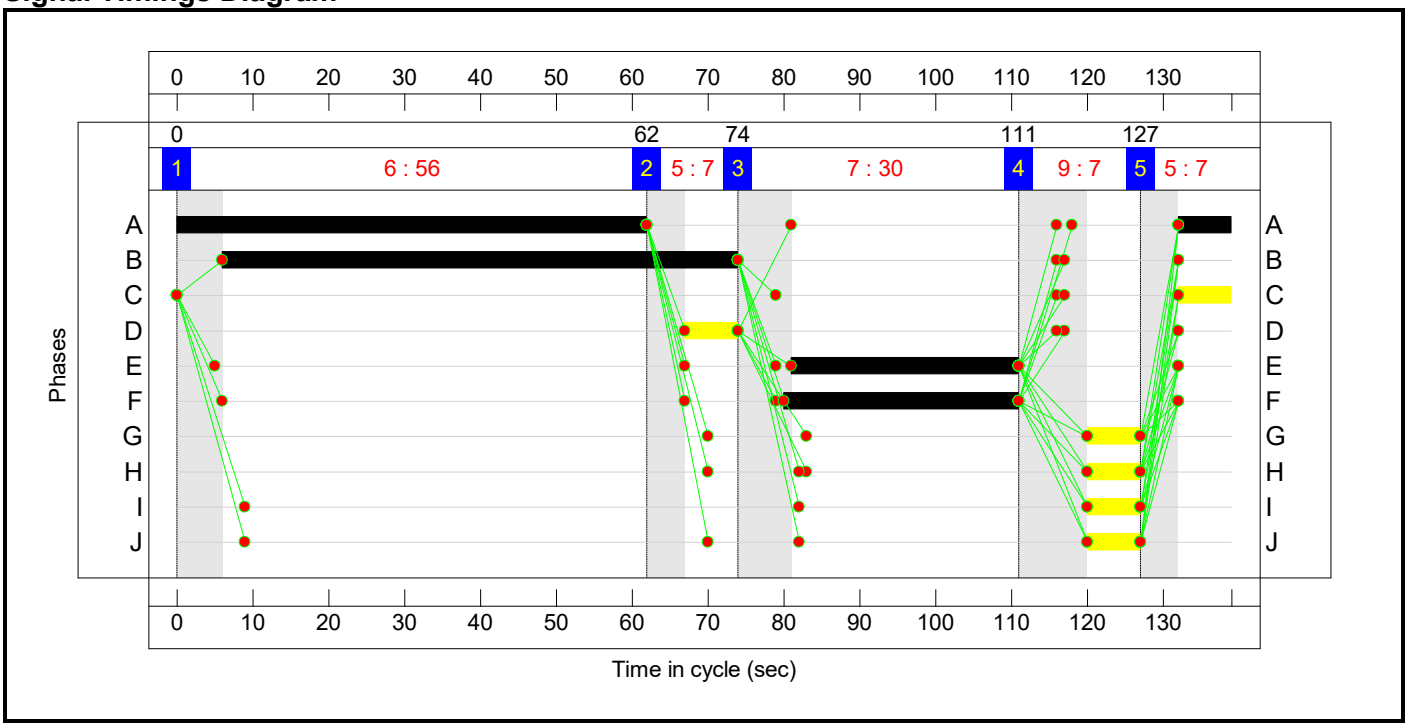
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	56	7	30	7	7
Change Point	0	62	74	111	127

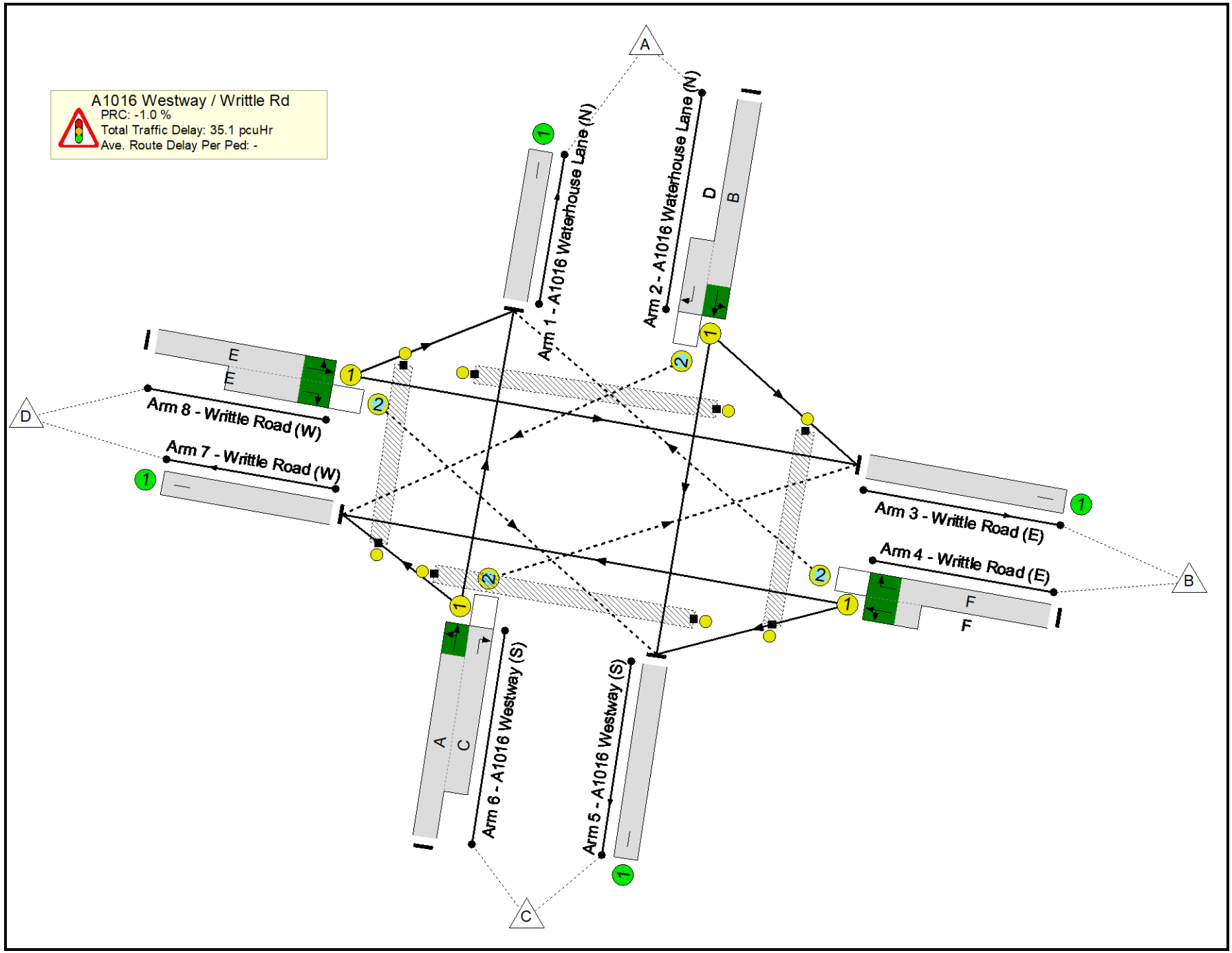
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.9%**
A1016 Westway / Writtle Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.9%**
1/1	A1016 Waterhouse Lane (N)	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
2/1+2/2	A1016 Waterhouse Lane (N) Left Ahead Right	U+O	N/A	N/A	B D		1	68:7	-	706	1886:1800	792+75	81.4 : 81.4%
3/1	Writtle Road (E)	U	N/A	N/A	-		-	-	-	299	Inf	Inf	0.0%
4/2+4/1	Writtle Road (E) Right Left Ahead	O+U	N/A	N/A	F		1	31	-	332	1857:1754	134+311	74.6 : 74.6%
5/1	A1016 Westway (S)	U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
6/1+6/2	A1016 Westway (S) Ahead Right Left	U+O	N/A	N/A	A C		1	69:7	-	852	1853:1800	873+64	90.9 : 90.9%
7/1	Writtle Road (W)	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
8/1+8/2	Writtle Road (W) Left Ahead Right	U+O	N/A	N/A	E		1	30	-	336	1765:1765	311+128	72.1 : 87.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**201**	**118**	**12**	**24.8**	**9.7**	**0.6**	**35.1**	**-**	**-**	**-**	**-**
A1016 Westway / Writtle Rd	**-**	**-**	**201**	**118**	**12**	**24.8**	**9.7**	**0.6**	**35.1**	**-**	**-**	**-**	**-**
1/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	706	706	0	60	1	6.9	2.1	0.0	9.0	46.1	22.9	2.1	25.0
3/1	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	332	332	99	0	1	4.6	1.4	0.3	6.3	68.4	10.3	1.4	11.7
5/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	852	852	0	58	0	8.6	4.5	0.0	13.1	55.4	29.3	4.5	33.8
7/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	336	336	102	0	10	4.8	1.6	0.3	6.7	71.8	8.5	1.6	10.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A1016 Westway / Writtle Rd

PRC for Signalled Lanes (%): -1.0
PRC Over All Lanes (%): -1.0

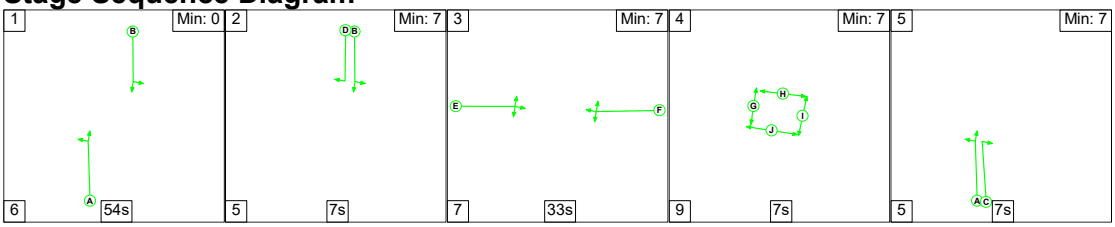
Total Delay for Signalled Lanes (pcuHr): 35.14
Total Delay Over All Lanes(pcuHr): 35.14

Cycle Time (s): 139

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

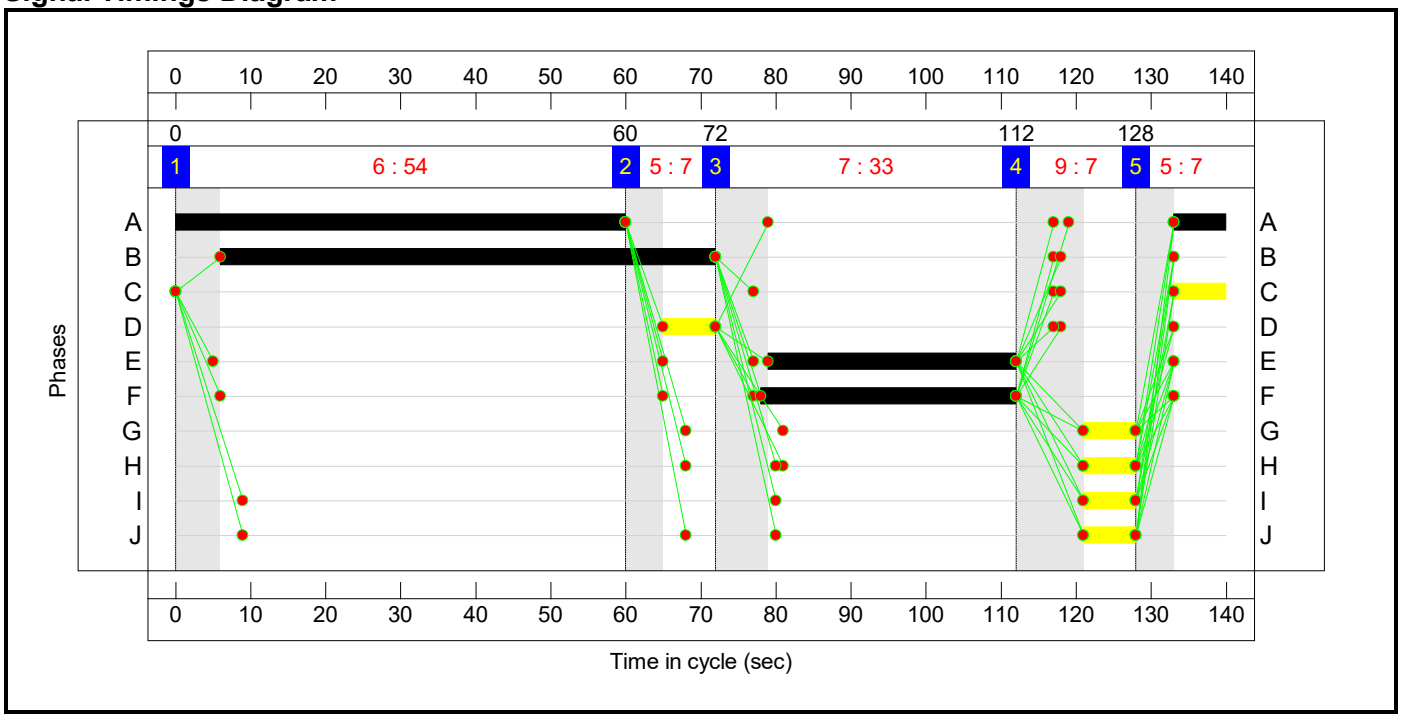
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	54	7	33	7	7
Change Point	0	60	72	112	128

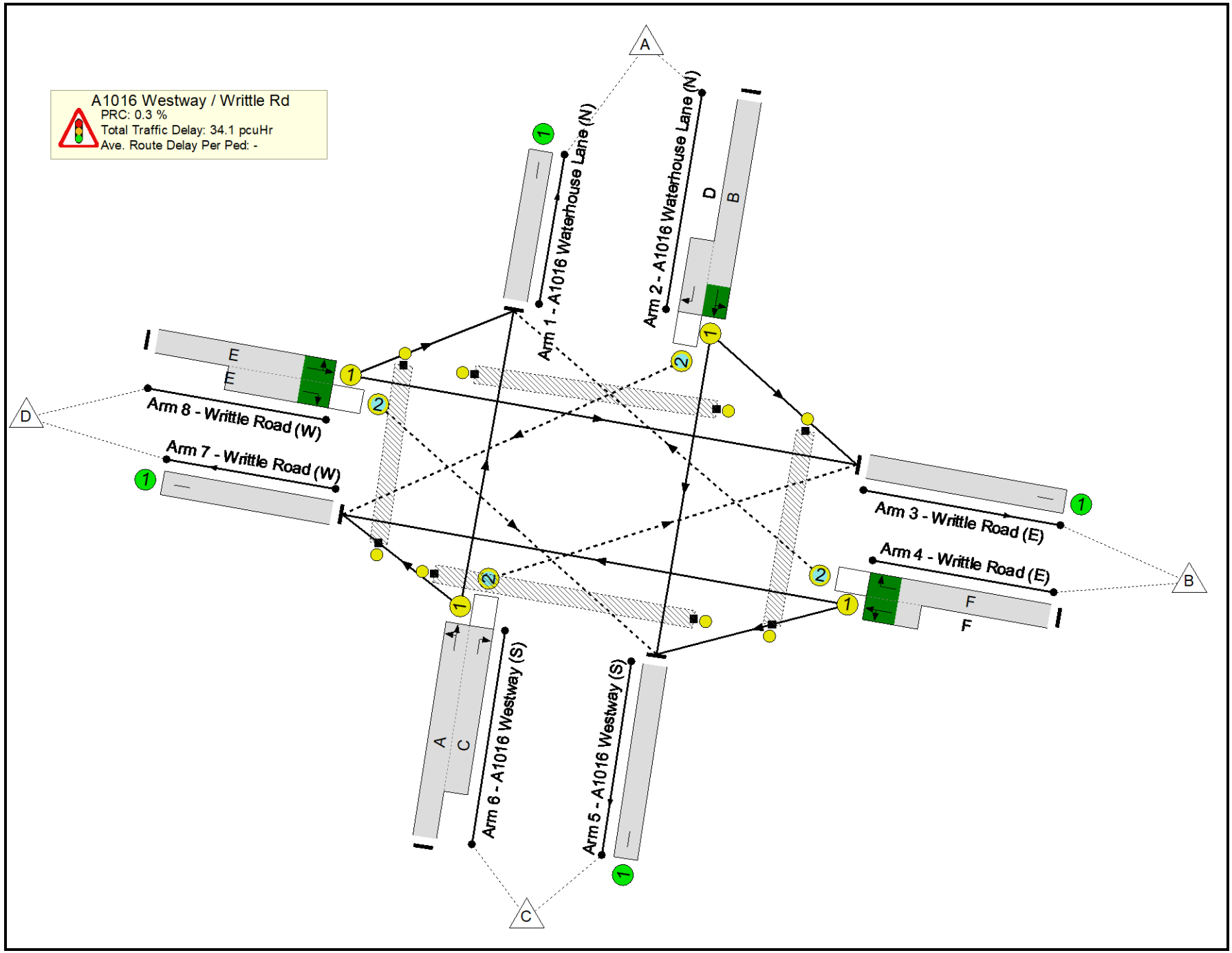
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**
A1016 Westway / Writtle Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**
1/1	A1016 Waterhouse Lane (N)	U	N/A	N/A	-		-	-	-	887	Inf	Inf	0.0%
2/1+2/2	A1016 Waterhouse Lane (N) Left Ahead Right	U+O	N/A	N/A	B D		1	66:7	-	670	1886:1800	809+80	75.4 : 75.4%
3/1	Writtle Road (E)	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
4/2+4/1	Writtle Road (E) Right Left Ahead	O+U	N/A	N/A	F		1	34	-	315	1857:1754	125+343	70.3 : 66.2%
5/1	A1016 Westway (S)	U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%
6/1+6/2	A1016 Westway (S) Ahead Right Left	U+O	N/A	N/A	A C		1	67:7	-	827	1853:1800	888+33	89.7 : 89.7%
7/1	Writtle Road (W)	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
8/1+8/2	Writtle Road (W) Left Ahead Right	U+O	N/A	N/A	E		1	33	-	396	1765:1765	322+142	85.0 : 85.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**185**	**99**	**15**	**24.1**	**9.2**	**0.7**	**34.1**	**-**	**-**	**-**	**-**
A1016 Westway / Writtle Rd	**-**	**-**	**185**	**99**	**15**	**24.1**	**9.2**	**0.7**	**34.1**	**-**	**-**	**-**	**-**
1/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	670	670	0	59	1	6.2	1.5	0.0	7.7	41.6	20.8	1.5	22.3
3/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	315	315	63	10	14	4.1	1.0	0.4	5.5	63.1	9.5	1.0	10.5
5/1	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	827	827	0	30	0	8.0	4.0	0.0	12.0	52.3	28.8	4.0	32.8
7/1	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	396	396	122	0	0	5.8	2.7	0.3	8.8	79.8	11.6	2.7	14.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A1016 Westway / Writtle Rd

PRC for Signalled Lanes (%): 0.3
PRC Over All Lanes (%): 0.3

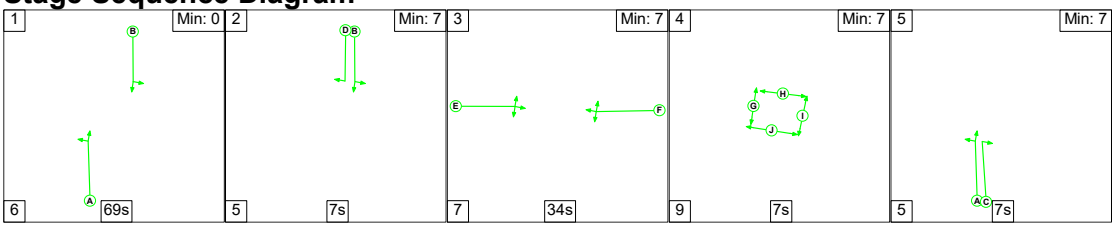
Total Delay for Signalled Lanes (pcuHr): 34.08
Total Delay Over All Lanes(pcuHr): 34.08

Cycle Time (s): 140

Full Input Data And Results

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

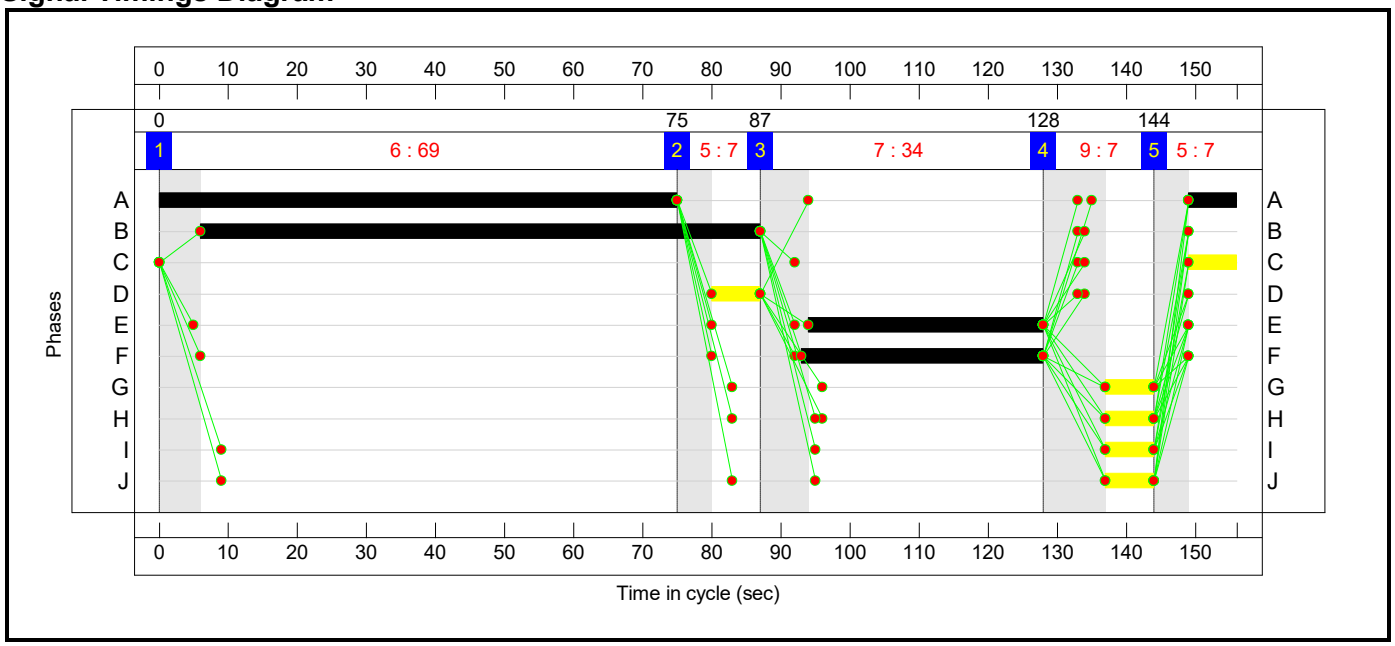
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	69	7	34	7	7
Change Point	0	75	87	128	144

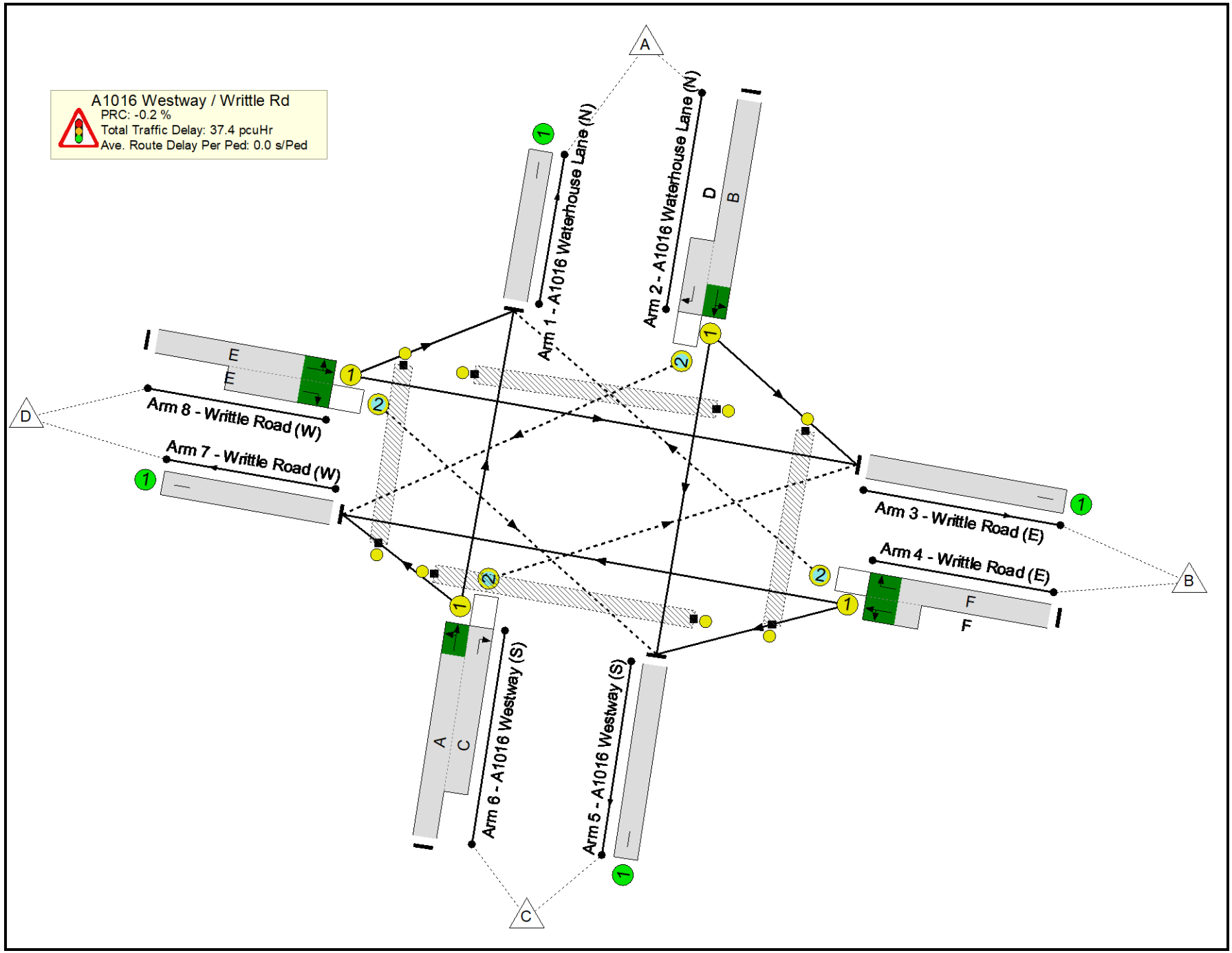
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.1%**
A1016 Westway / Writtle Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.1%**
1/1	A1016 Waterhouse Lane (N)	U	N/A	N/A	-		-	-	-	872	Inf	Inf	0.0%
2/1+2/2	A1016 Waterhouse Lane (N) Left Ahead Right	U+O	N/A	N/A	B D		1	81:7	-	745	1886:1800	853+76	80.2 : 80.2%
3/1	Writtle Road (E)	U	N/A	N/A	-		-	-	-	299	Inf	Inf	0.0%
4/2+4/1	Writtle Road (E) Right Left Ahead	O+U	N/A	N/A	F		1	35	-	332	1857:1754	133+309	75.0 : 75.0%
5/1	A1016 Westway (S)	U	N/A	N/A	-		-	-	-	777	Inf	Inf	0.0%
6/1+6/2	A1016 Westway (S) Ahead Right Left	U+O	N/A	N/A	A C		1	82:7	-	891	1853:1800	924+64	90.1 : 90.1%
7/1	Writtle Road (W)	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
8/1+8/2	Writtle Road (W) Left Ahead Right	U+O	N/A	N/A	E		1	34	-	336	1765:1765	307+130	73.0 : 86.4%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**206**	**111**	**15**	**27.5**	**9.3**	**0.7**	**37.4**	**-**	**-**	**-**	**-**
A1016 Westway / Writtle Rd	**-**	**-**	**206**	**111**	**15**	**27.5**	**9.3**	**0.7**	**37.4**	**-**	**-**	**-**	**-**
1/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	745	745	0	55	6	7.5	2.0	0.0	9.5	46.0	26.5	2.0	28.5
3/1	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	332	332	99	0	1	5.2	1.5	0.3	7.0	75.4	11.8	1.5	13.2
5/1	777	777	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	891	891	0	55	3	9.4	4.2	0.0	13.7	55.2	33.9	4.2	38.1
7/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	336	336	106	0	6	5.4	1.6	0.3	7.3	78.3	10.0	1.6	11.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A1016 Westway / Writtle Rd

PRC for Signalled Lanes (%): -0.2
PRC Over All Lanes (%): -0.2

Total Delay for Signalled Lanes (pcuHr): 37.44
Total Delay Over All Lanes(pcuHr): 37.44

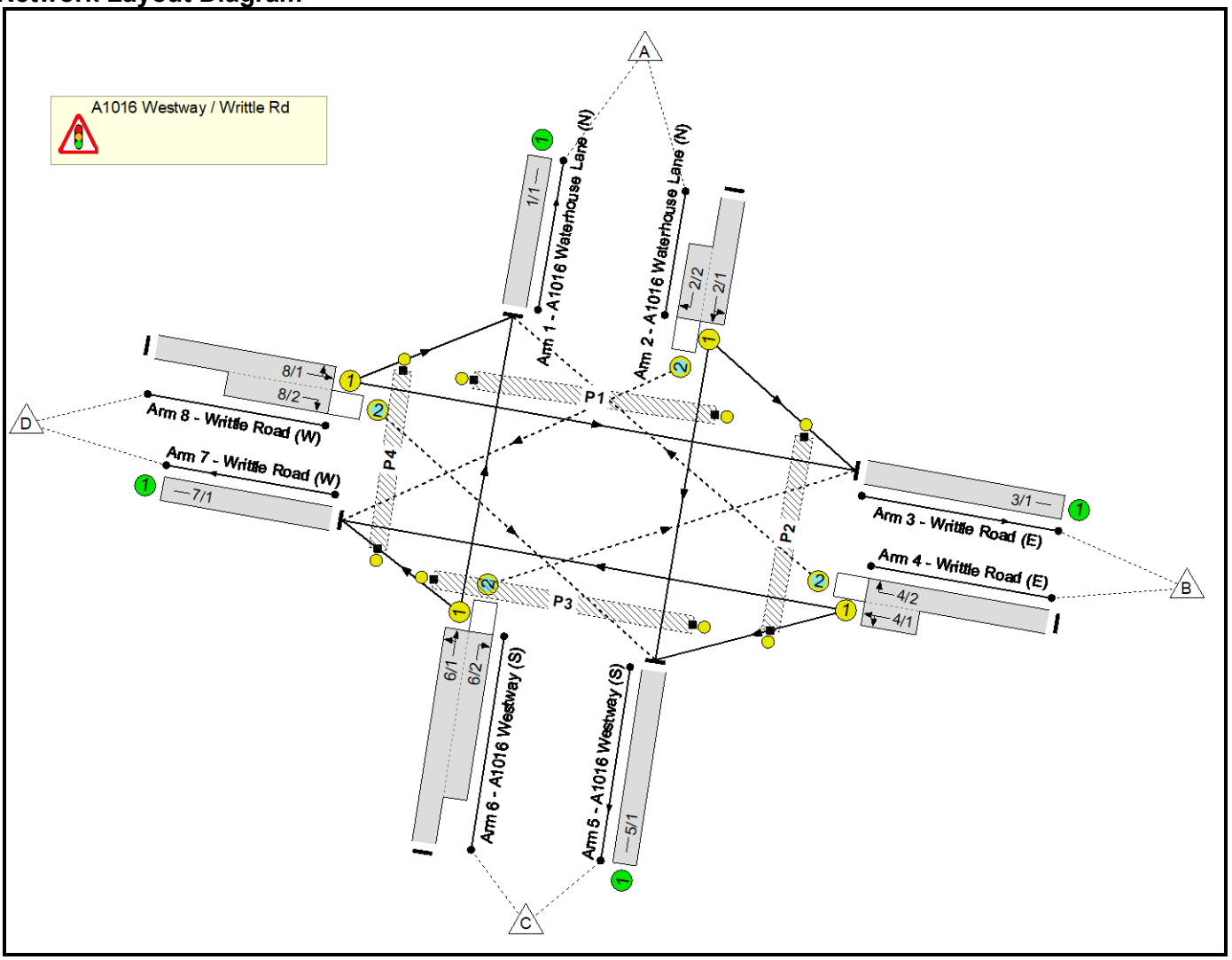
Cycle Time (s): 156

Full Input Data And Results

User and Project Details

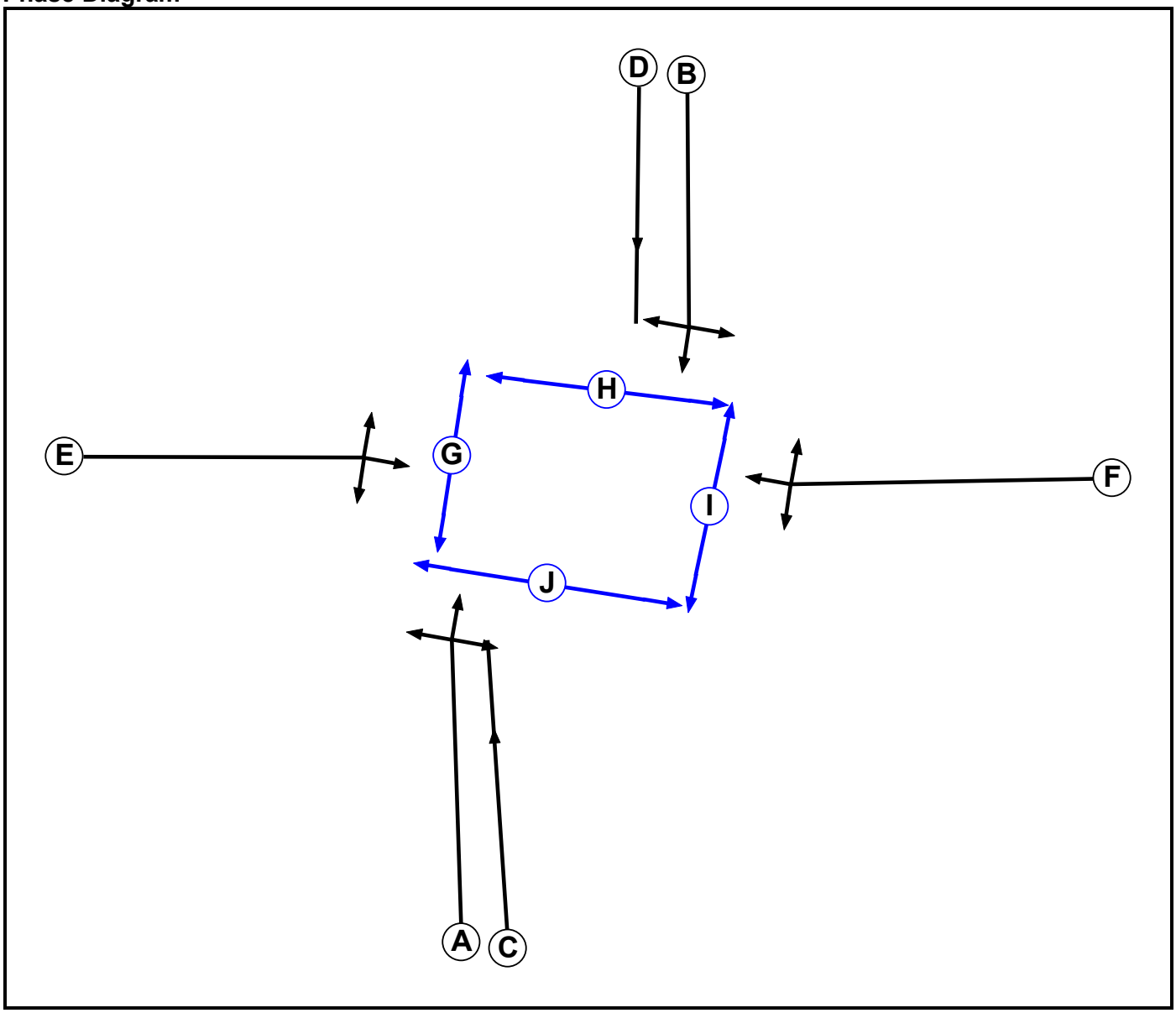
Project:	
Title:	
Location:	
Additional detail:	
File name:	Site 65_DS.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	7
F	Traffic		-9999	7
G	Pedestrian		-9999	7
H	Pedestrian		-9999	7
I	Pedestrian		-9999	7
J	Pedestrian		-9999	7

Full Input Data And Results

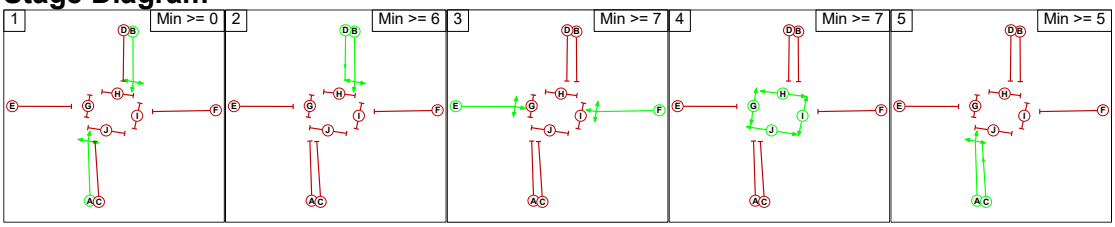
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		-	-	5	5	5	8	8	-	8
B	-		5	-	5	6	-	8	8	8
C	-	6		-	5	6	-	-	9	9
D	7	-	-		7	5	9	9	-	-
E	5	6	6	5		-	9	9	9	9
F	7	5	5	6	-		9	9	9	9
G	5	-	-	5	5	5		-	-	-
H	5	5	-	5	5	5	-		-	-
I	-	5	5	-	5	5	-	-		-
J	5	5	5	-	5	5	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	B D
3	E F
4	G H I J
5	A C

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
3	1	E	Losing	1	1
3	5	E	Losing	1	1

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5
1		5	6	8	5
2	7		7	9	7
3	7	6		9	7
4	5	5	5		5
5	6	6	6	9	

Full Input Data And Results

Full Input Data And Results

Give-Way Lane Input Data

Junction: A1016 Westway / Writtle Rd											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
2/2 (A1016 Waterhouse Lane (N))	7/1 (Right)	1439	0	6/1	1.09	All	2.00	-	0.50	2	2.00
4/2 (Writtle Road (E))	1/1 (Right)	1439	0	6/1	1.09	All	2.00	-	0.50	2	2.00
6/2 (A1016 Westway (S))	3/1 (Right)	1439	0	4/1	1.09	All	2.00	-	0.50	2	2.00
8/2 (Writtle Road (W))	5/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: A1016 Westway / Writtle Rd												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A1016 Waterhouse Lane (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (A1016 Waterhouse Lane (N))	U	B	2	3	60.0	User	1800	-	-	-	-	-
2/2 (A1016 Waterhouse Lane (N))	O	B	2	3	4.7	User	1800	-	-	-	-	-
3/1 (Writtle Road (E))	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Writtle Road (E))	U	F	2	3	3.5	User	1800	-	-	-	-	-
4/2 (Writtle Road (E))	O	F	2	3	60.0	User	1800	-	-	-	-	-
5/1 (A1016 Westway (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A1016 Westway (S))	U	A	2	3	60.0	User	1800	-	-	-	-	-
6/2 (A1016 Westway (S))	O	A	2	3	10.5	User	1800	-	-	-	-	-
7/1 (Writtle Road (W))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Writtle Road (W))	U	E	2	3	60.0	User	1800	-	-	-	-	-
8/2 (Writtle Road (W))	O	E	2	3	6.6	User	1800	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Base Peak'	07:45	08:45	01:00	
2: 'PM Base Peak'	17:15	18:15	01:00	
3: 'FB WD AM '	07:45	08:45	01:00	
4: 'FB WD PM '	17:15	18:15	01:00	
5: 'FB+CD WD AM '	07:45	08:45	01:00	
6: 'FB+CD WD PM '	17:15	18:15	01:00	
7: 'FB+CD+N2T WD AM'	07:45	08:45	01:00	
8: 'FB+CD+N2T WD PM'	17:15	18:15	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	69	483	58	610
	B	85	0	54	165	304
	C	617	29	0	116	762
	D	118	147	119	0	384
	Tot.	820	245	656	339	2060

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Base Peak
Junction: A1016 Westway / Writtle Rd	
1/1	820
2/1 (with short)	610(In) 552(Out)
2/2 (short)	58
3/1	245
4/1 (short)	219
4/2 (with short)	304(In) 85(Out)
5/1	656
6/1 (with short)	762(In) 733(Out)
6/2 (short)	29
7/1	339
8/1 (with short)	384(In) 265(Out)
8/2 (short)	119

Full Input Data And Results

Lane Saturation Flows

Junction: A1016 Westway / Writtle Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Waterhouse Lane (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A1016 Waterhouse Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A1016 Waterhouse Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Writtle Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Writtle Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (Writtle Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1016 Westway (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1016 Westway (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1016 Westway (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Writtle Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Writtle Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Writtle Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 2: 'PM Base Peak' (FG2: 'PM Base Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	96	528	59	683
	B	96	0	78	147	321
	C	630	56	0	138	824
	D	79	137	108	0	324
	Tot.	805	289	714	344	2152

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Base Peak
Junction: A1016 Westway / Writtle Rd	
1/1	805
2/1 (with short)	683(In) 624(Out)
2/2 (short)	59
3/1	289
4/1 (short)	225
4/2 (with short)	321(In) 96(Out)
5/1	714
6/1 (with short)	824(In) 768(Out)
6/2 (short)	56
7/1	344
8/1 (with short)	324(In) 216(Out)
8/2 (short)	108

Full Input Data And Results

Lane Saturation Flows

Junction: A1016 Westway / Writtle Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Waterhouse Lane (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A1016 Waterhouse Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A1016 Waterhouse Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Writtle Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Writtle Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (Writtle Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1016 Westway (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1016 Westway (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1016 Westway (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Writtle Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Writtle Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Writtle Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 3: 'FB WD AM' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	72	499	60	631
	B	88	0	56	171	315
	C	638	30	0	120	788
	D	122	152	122	0	396
	Tot.	848	254	677	351	2130

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: FB WD AM
Junction: A1016 Westway / Writtle Rd	
1/1	848
2/1 (with short)	631(In) 571(Out)
2/2 (short)	60
3/1	254
4/1 (short)	227
4/2 (with short)	315(In) 88(Out)
5/1	677
6/1 (with short)	788(In) 758(Out)
6/2 (short)	30
7/1	351
8/1 (with short)	396(In) 274(Out)
8/2 (short)	122

Full Input Data And Results

Lane Saturation Flows

Junction: A1016 Westway / Writtle Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Waterhouse Lane (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A1016 Waterhouse Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A1016 Waterhouse Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Writtle Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Writtle Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (Writtle Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1016 Westway (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1016 Westway (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1016 Westway (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Writtle Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Writtle Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Writtle Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 4: 'FB WD PM' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	99	546	61	706
	B	100	0	80	152	332
	C	651	58	0	143	852
	D	82	142	112	0	336
	Tot.	833	299	738	356	2226

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: FB WD PM
Junction: A1016 Westway / Writtle Rd	
1/1	833
2/1 (with short)	706(In) 645(Out)
2/2 (short)	61
3/1	299
4/1 (short)	232
4/2 (with short)	332(In) 100(Out)
5/1	738
6/1 (with short)	852(In) 794(Out)
6/2 (short)	58
7/1	356
8/1 (with short)	336(In) 224(Out)
8/2 (short)	112

Full Input Data And Results

Lane Saturation Flows

Junction: A1016 Westway / Writtle Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Waterhouse Lane (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A1016 Waterhouse Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A1016 Waterhouse Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Writtle Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Writtle Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (Writtle Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1016 Westway (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1016 Westway (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1016 Westway (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Writtle Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Writtle Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Writtle Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 5: 'FB+CD WD AM' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	72	499	60	631
	B	88	0	56	171	315
	C	638	30	0	120	788
	D	122	152	122	0	396
	Tot.	848	254	677	351	2130

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: FB+CD WD AM
Junction: A1016 Westway / Writtle Rd	
1/1	848
2/1 (with short)	631(In) 571(Out)
2/2 (short)	60
3/1	254
4/1 (short)	227
4/2 (with short)	315(In) 88(Out)
5/1	677
6/1 (with short)	788(In) 758(Out)
6/2 (short)	30
7/1	351
8/1 (with short)	396(In) 274(Out)
8/2 (short)	122

Full Input Data And Results

Lane Saturation Flows

Junction: A1016 Westway / Writtle Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Waterhouse Lane (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A1016 Waterhouse Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A1016 Waterhouse Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Writtle Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Writtle Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (Writtle Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1016 Westway (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1016 Westway (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1016 Westway (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Writtle Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Writtle Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Writtle Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 6: 'FB+CD WD PM' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	99	546	61	706
	B	100	0	80	152	332
	C	651	58	0	143	852
	D	82	142	112	0	336
	Tot.	833	299	738	356	2226

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: FB+CD WD PM
Junction: A1016 Westway / Writtle Rd	
1/1	833
2/1 (with short)	706(In) 645(Out)
2/2 (short)	61
3/1	299
4/1 (short)	232
4/2 (with short)	332(In) 100(Out)
5/1	738
6/1 (with short)	852(In) 794(Out)
6/2 (short)	58
7/1	356
8/1 (with short)	336(In) 224(Out)
8/2 (short)	112

Full Input Data And Results

Lane Saturation Flows

Junction: A1016 Westway / Writtle Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Waterhouse Lane (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A1016 Waterhouse Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A1016 Waterhouse Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Writtle Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Writtle Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (Writtle Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1016 Westway (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1016 Westway (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1016 Westway (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Writtle Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Writtle Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Writtle Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	72	538	60	670
	B	88	0	56	171	315
	C	677	30	0	120	827
	D	122	152	122	0	396
	Tot.	887	254	716	351	2208

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: FB+CD+N2T WD AM
Junction: A1016 Westway / Writtle Rd	
1/1	887
2/1 (with short)	670(In) 610(Out)
2/2 (short)	60
3/1	254
4/1 (short)	227
4/2 (with short)	315(In) 88(Out)
5/1	716
6/1 (with short)	827(In) 797(Out)
6/2 (short)	30
7/1	351
8/1 (with short)	396(In) 274(Out)
8/2 (short)	122

Full Input Data And Results

Lane Saturation Flows

Junction: A1016 Westway / Writtle Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Waterhouse Lane (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A1016 Waterhouse Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A1016 Waterhouse Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Writtle Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Writtle Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (Writtle Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1016 Westway (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1016 Westway (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1016 Westway (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Writtle Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Writtle Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Writtle Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	99	585	61	745
	B	100	0	80	152	332
	C	690	58	0	143	891
	D	82	142	112	0	336
	Tot.	872	299	777	356	2304

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: FB+CD+N2T WD PM
Junction: A1016 Westway / Writtle Rd	
1/1	872
2/1 (with short)	745(In) 684(Out)
2/2 (short)	61
3/1	299
4/1 (short)	232
4/2 (with short)	332(In) 100(Out)
5/1	777
6/1 (with short)	891(In) 833(Out)
6/2 (short)	58
7/1	356
8/1 (with short)	336(In) 224(Out)
8/2 (short)	112

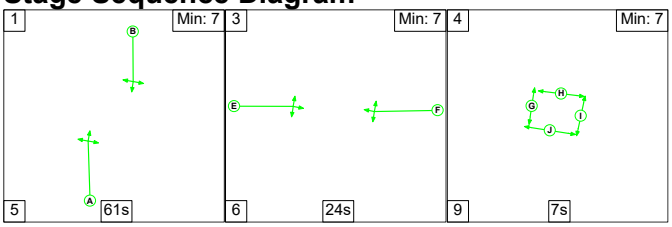
Full Input Data And Results

Lane Saturation Flows

Junction: A1016 Westway / Writtle Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Waterhouse Lane (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A1016 Waterhouse Lane (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (A1016 Waterhouse Lane (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Writtle Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Writtle Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (Writtle Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1016 Westway (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1016 Westway (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1016 Westway (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Writtle Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Writtle Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Writtle Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

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

Stage Sequence Diagram

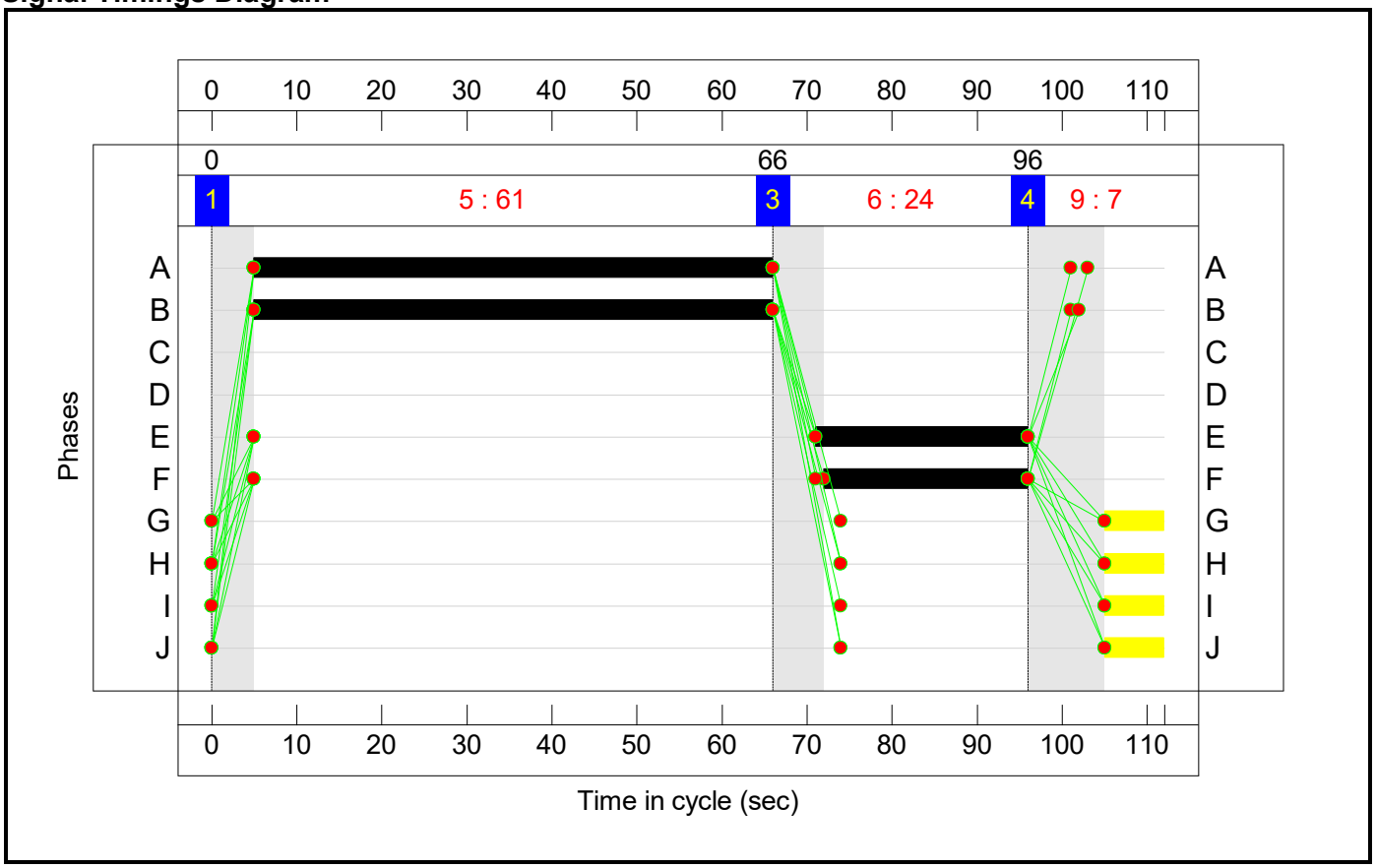


Stage Timings

Stage	1	3	4
Duration	61	24	7
Change Point	0	66	96

Full Input Data And Results

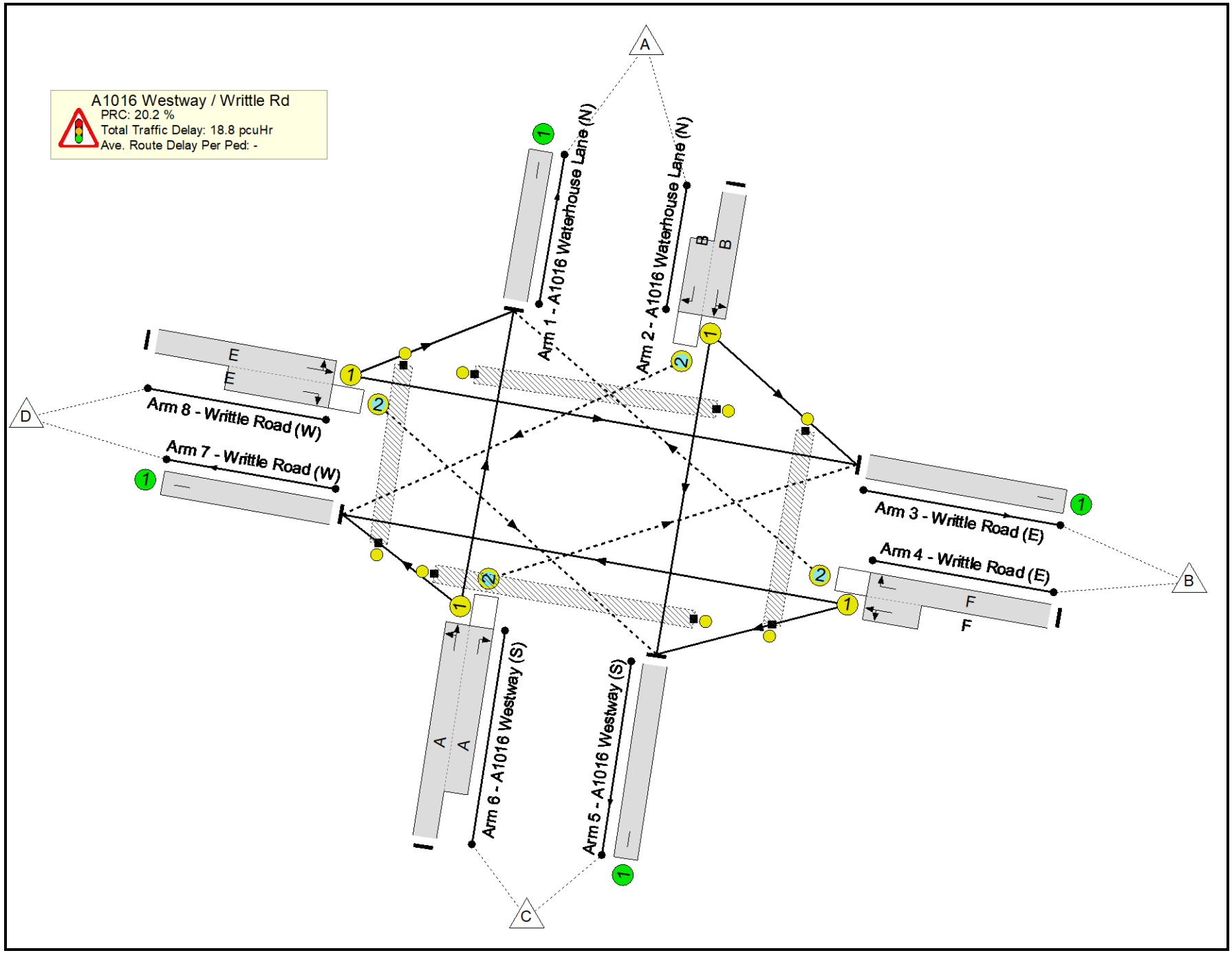
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.9%**
A1016 Westway / Writtle Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.9%**
1/1	A1016 Waterhouse Lane (N)	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
2/1+2/2	A1016 Waterhouse Lane (N) Left Ahead Right	U+O	N/A	N/A	B		1	61	-	610	1800:1800	927+97	59.6 : 59.6%
3/1	Writtle Road (E)	U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%
4/2+4/1	Writtle Road (E) Right Left Ahead	O+U	N/A	N/A	F		1	24	-	304	1800:1800	127+328	66.8 : 66.8%
5/1	A1016 Westway (S)	U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%
6/1+6/2	A1016 Westway (S) Ahead Right Left	U+O	N/A	N/A	A		1	61	-	762	1800:1800	979+39	74.9 : 74.9%
7/1	Writtle Road (W)	U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
8/1+8/2	Writtle Road (W) Left Ahead Right	U+O	N/A	N/A	E		1	25	-	384	1800:1800	362+162	73.2 : 73.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**58**	**229**	**4**	**13.9**	**4.5**	**0.4**	**18.8**	**-**	**-**	**-**	**-**
A1016 Westway / Writtle Rd	**-**	**-**	**58**	**229**	**4**	**13.9**	**4.5**	**0.4**	**18.8**	**-**	**-**	**-**	**-**
1/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	610	610	58	0	0	2.7	0.7	0.3	3.8	22.3	11.9	0.7	12.6
3/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	304	304	0	83	2	3.2	1.0	0.0	4.2	50.2	7.1	1.0	8.1
5/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	762	762	0	28	1	3.9	1.5	0.0	5.4	25.6	17.4	1.5	18.8
7/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	384	384	0	117	2	4.0	1.3	0.0	5.4	50.6	7.7	1.3	9.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A1016 Westway / Writtle Rd

PRC for Signalled Lanes (%): 20.2
PRC Over All Lanes (%): 20.2

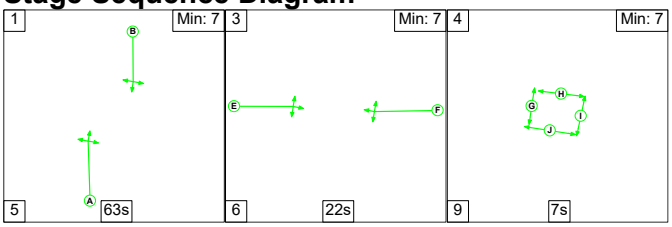
Total Delay for Signalled Lanes (pcuHr): 18.83
Total Delay Over All Lanes(pcuHr): 18.83

Cycle Time (s): 112

Full Input Data And Results

Scenario 2: 'PM Base Peak' (FG2: 'PM Base Peak', Plan 1: 'Network Control Plan 1')

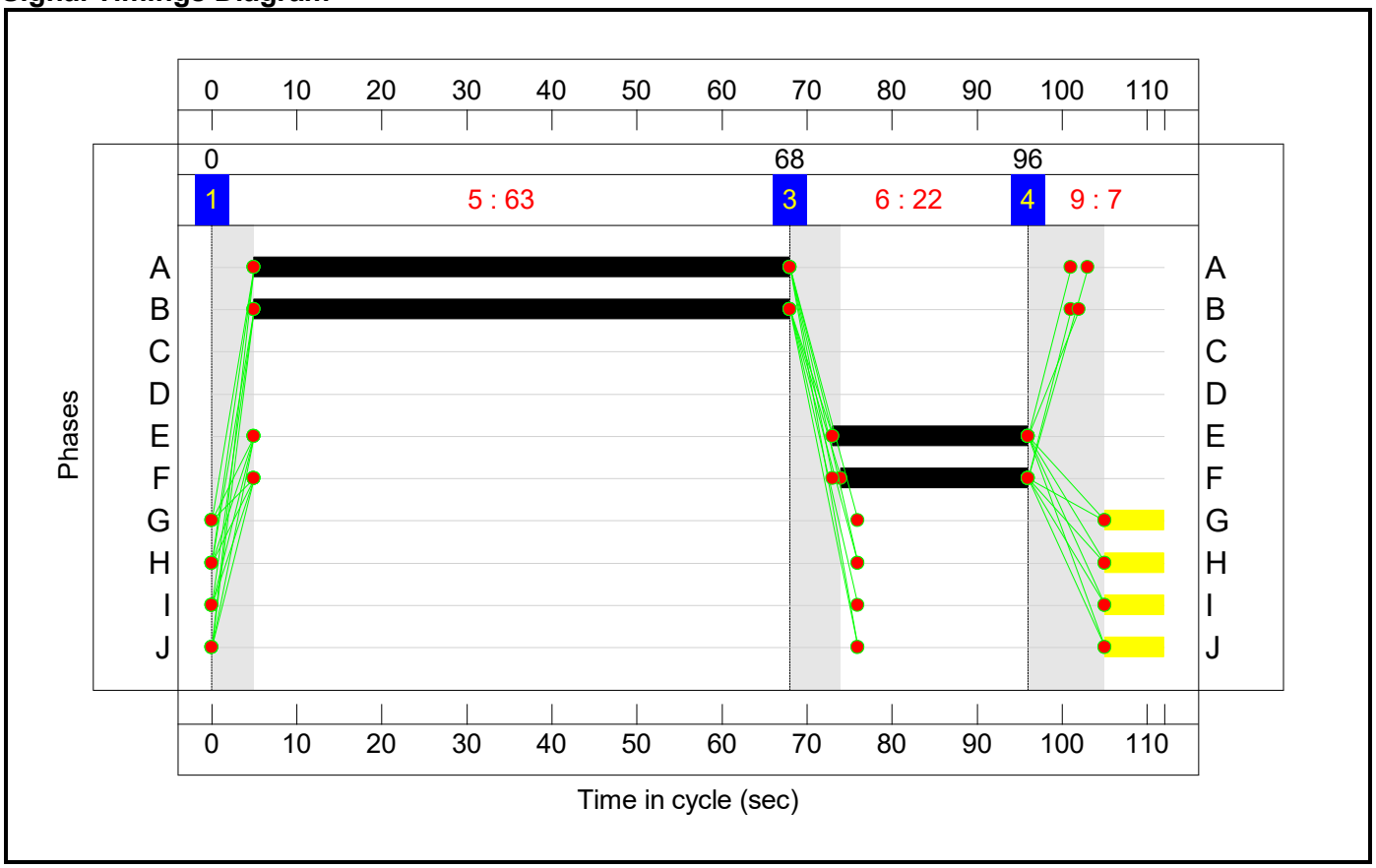
Stage Sequence Diagram



Stage Timings

Stage	1	3	4
Duration	63	22	7
Change Point	0	68	96

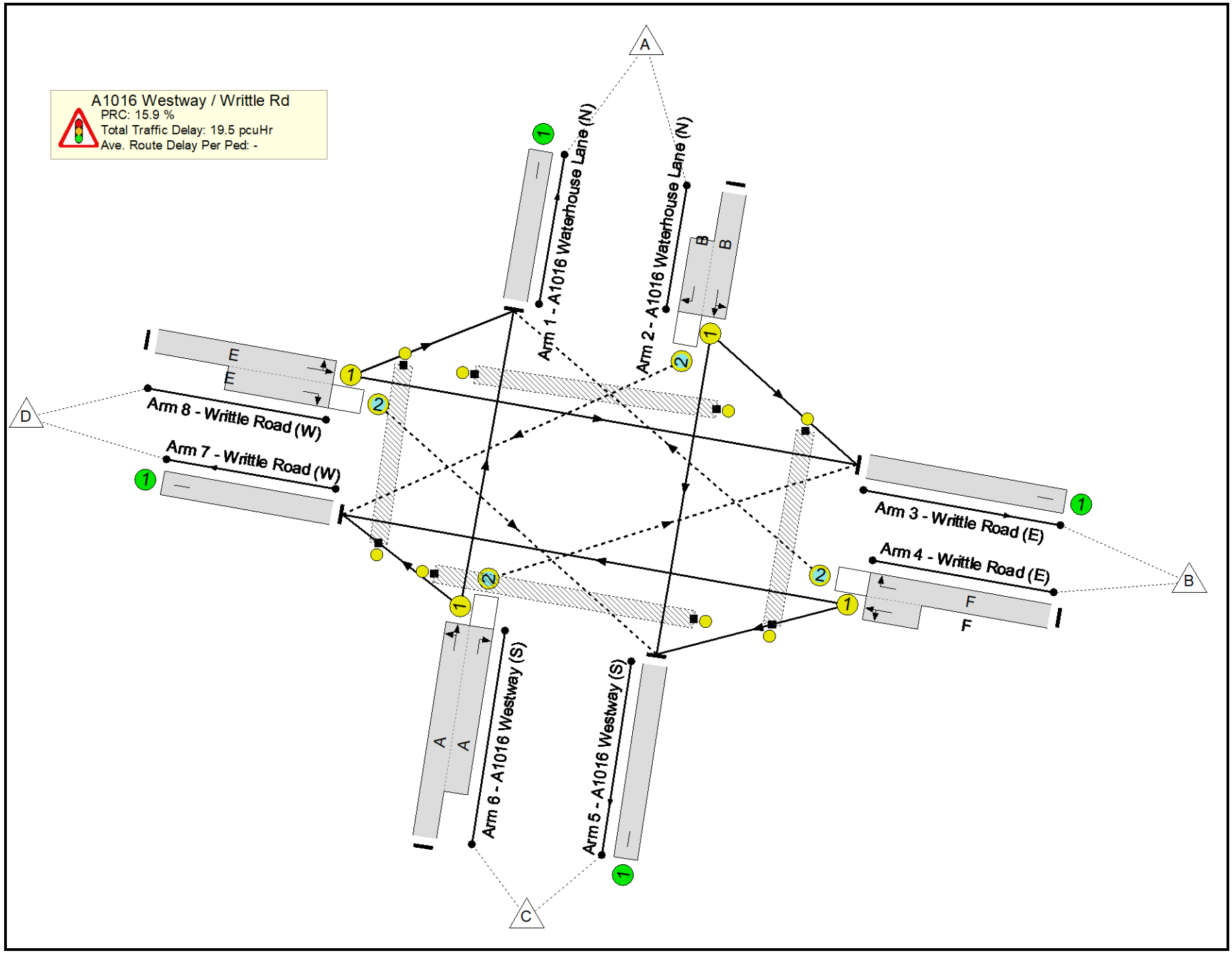
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.6%**
A1016 Westway / Writtle Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.6%**
1/1	A1016 Waterhouse Lane (N)	U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%
2/1+2/2	A1016 Waterhouse Lane (N) Left Ahead Right	U+O	N/A	N/A	B		1	63	-	683	1800:1800	963+91	64.8 : 64.8%
3/1	Writtle Road (E)	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
4/2+4/1	Writtle Road (E) Right Left Ahead	O+U	N/A	N/A	F		1	22	-	321	1800:1800	128+299	75.2 : 75.2%
5/1	A1016 Westway (S)	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
6/1+6/2	A1016 Westway (S) Ahead Right Left	U+O	N/A	N/A	A		1	63	-	824	1800:1800	989+72	77.6 : 77.6%
7/1	Writtle Road (W)	U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
8/1+8/2	Writtle Road (W) Left Ahead Right	U+O	N/A	N/A	E		1	23	-	324	1800:1800	335+168	64.4 : 64.4%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**59**	**255**	**5**	**14.1**	**5.0**	**0.4**	**19.5**	**-**	**-**	**-**	**-**
A1016 Westway / Writtle Rd	**-**	**-**	**59**	**255**	**5**	**14.1**	**5.0**	**0.4**	**19.5**	**-**	**-**	**-**	**-**
1/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	683	683	59	0	0	3.0	0.9	0.3	4.2	22.4	13.6	0.9	14.5
3/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	321	321	0	94	2	3.6	1.5	0.0	5.1	57.0	7.7	1.5	9.2
5/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	824	824	0	55	1	4.1	1.7	0.0	5.8	25.2	18.5	1.7	20.2
7/1	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	324	324	0	106	2	3.5	0.9	0.0	4.4	48.6	5.9	0.9	6.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A1016 Westway / Writtle Rd

PRC for Signalled Lanes (%): 15.9
PRC Over All Lanes (%): 15.9

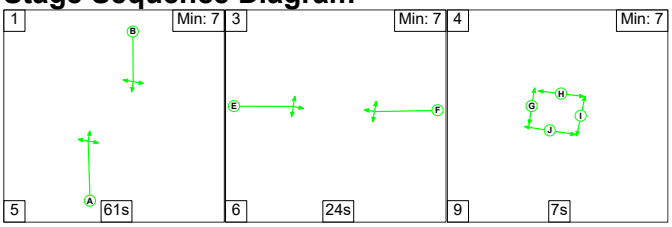
Total Delay for Signalled Lanes (pcuHr): 19.46
Total Delay Over All Lanes(pcuHr): 19.46

Cycle Time (s): 112

Full Input Data And Results

Scenario 3: 'FB WD AM' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan 1')

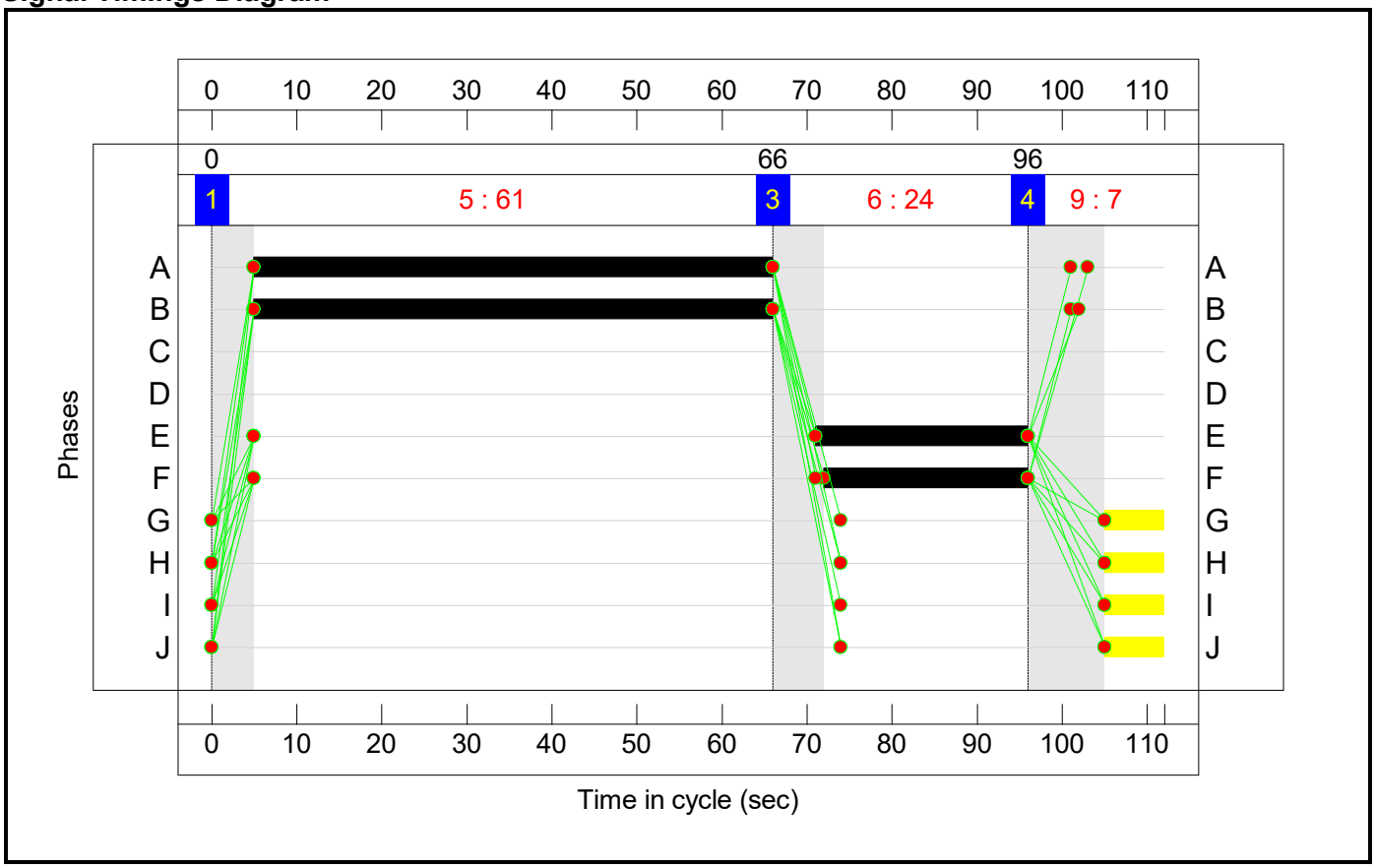
Stage Sequence Diagram



Stage Timings

Stage	1	3	4
Duration	61	24	7
Change Point	0	66	96

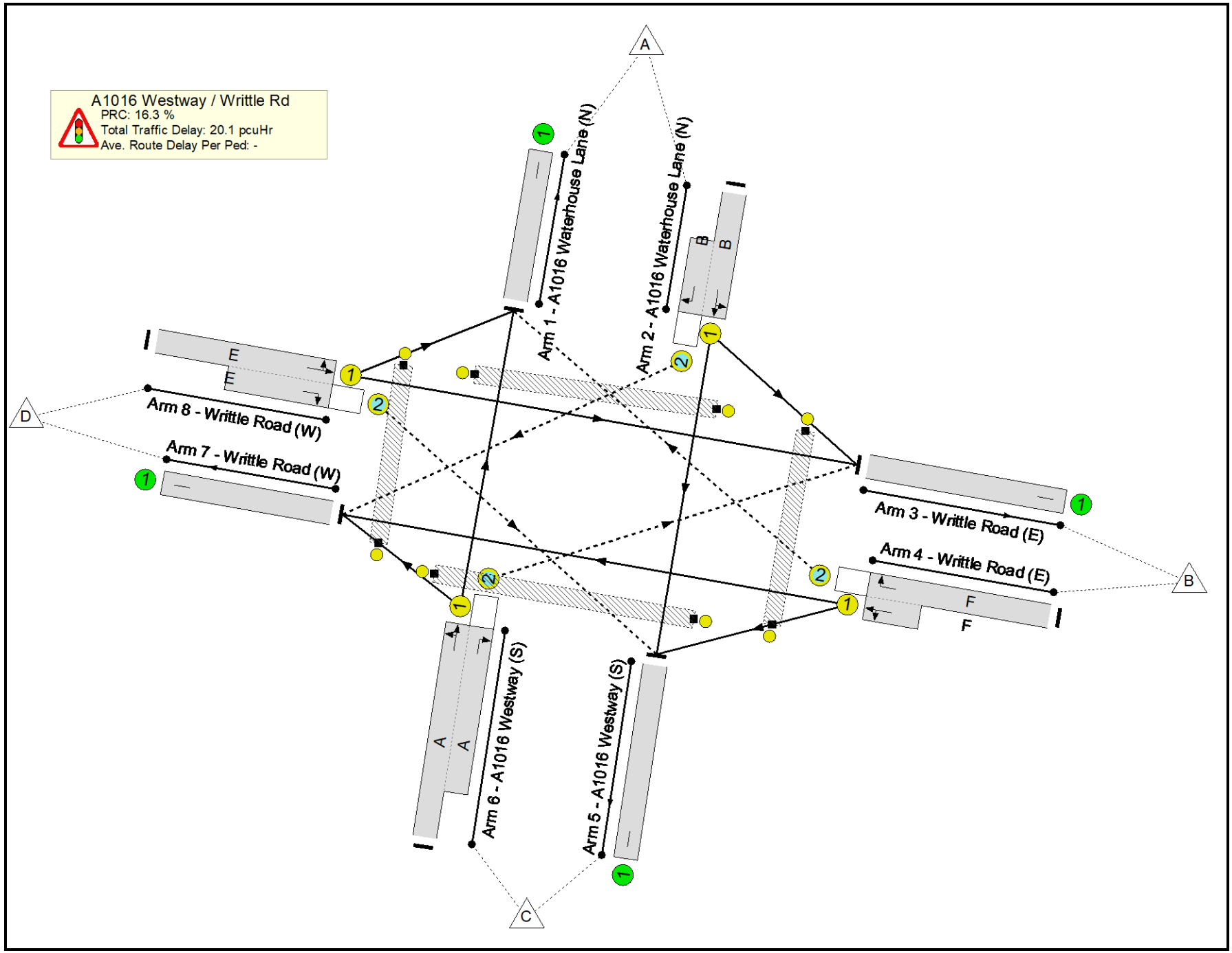
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.4%**
A1016 Westway / Writtle Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.4%**
1/1	A1016 Waterhouse Lane (N)	U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
2/1+2/2	A1016 Waterhouse Lane (N) Left Ahead Right	U+O	N/A	N/A	B		1	61	-	631	1800:1800	927+97	61.6 : 61.6%
3/1	Writtle Road (E)	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
4/2+4/1	Writtle Road (E) Right Left Ahead	O+U	N/A	N/A	F		1	24	-	315	1800:1800	127+328	69.3 : 69.3%
5/1	A1016 Westway (S)	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
6/1+6/2	A1016 Westway (S) Ahead Right Left	U+O	N/A	N/A	A		1	61	-	788	1800:1800	979+39	77.4 : 77.4%
7/1	Writtle Road (W)	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
8/1+8/2	Writtle Road (W) Left Ahead Right	U+O	N/A	N/A	E		1	25	-	396	1800:1800	362+161	75.7 : 75.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**60**	**236**	**4**	**14.6**	**5.1**	**0.4**	**20.1**	**-**	**-**	**-**	**-**
A1016 Westway / Writtle Rd	**-**	**-**	**60**	**236**	**4**	**14.6**	**5.1**	**0.4**	**20.1**	**-**	**-**	**-**	**-**
1/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	631	631	60	0	0	2.9	0.8	0.4	4.0	23.0	12.5	0.8	13.3
3/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	315	315	0	86	2	3.4	1.1	0.0	4.5	51.3	7.5	1.1	8.6
5/1	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	788	788	0	29	1	4.2	1.7	0.0	5.9	26.8	18.4	1.7	20.1
7/1	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	396	396	0	120	2	4.2	1.5	0.0	5.7	52.0	8.2	1.5	9.7
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A1016 Westway / Writtle Rd

PRC for Signalled Lanes (%): 16.3
PRC Over All Lanes (%): 16.3

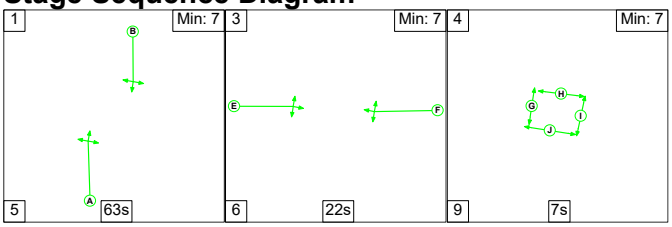
Total Delay for Signalled Lanes (pcuHr): 20.12
Total Delay Over All Lanes(pcuHr): 20.12

Cycle Time (s): 112

Full Input Data And Results

Scenario 4: 'FB WD PM' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan 1')

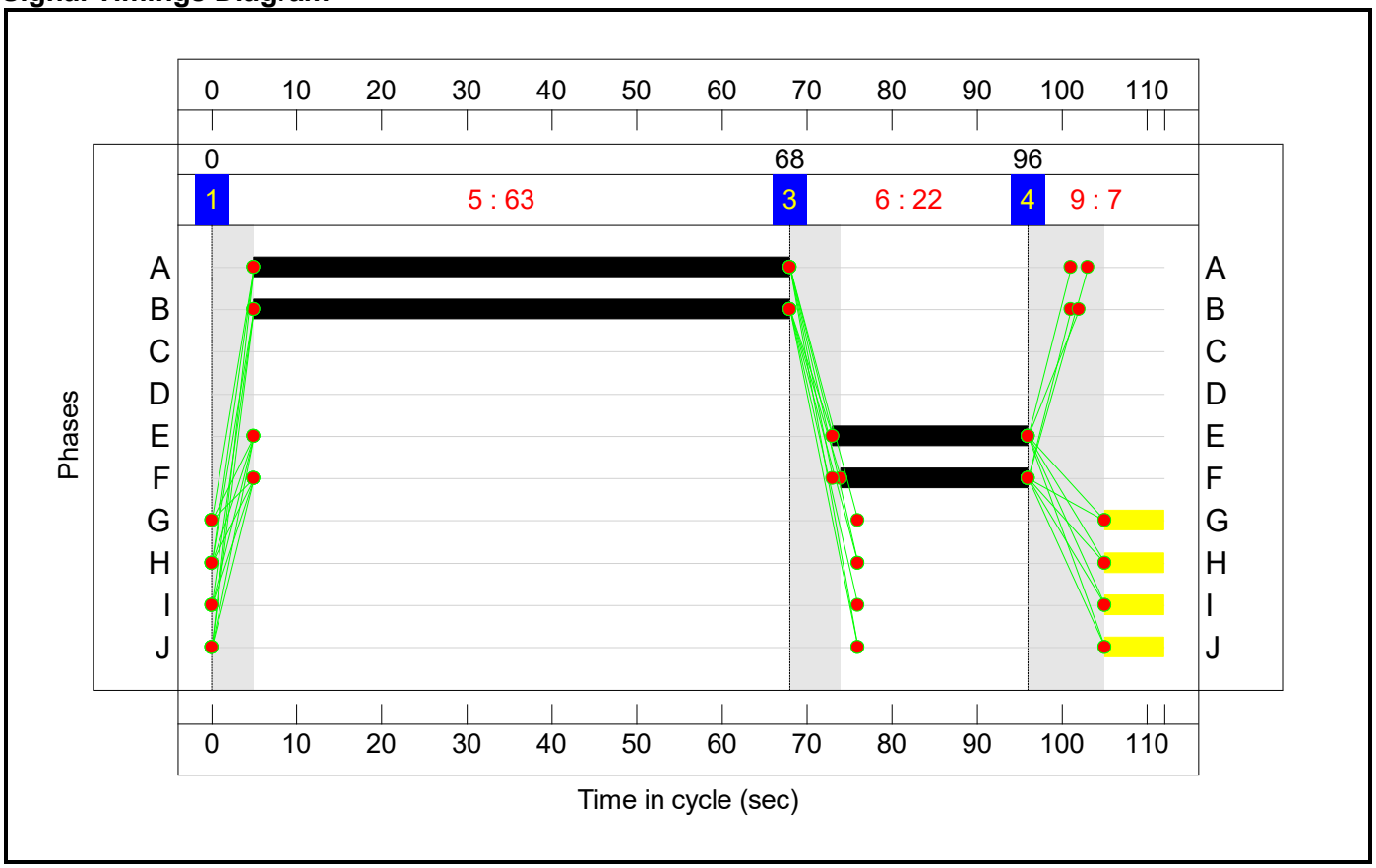
Stage Sequence Diagram



Stage Timings

Stage	1	3	4
Duration	63	22	7
Change Point	0	68	96

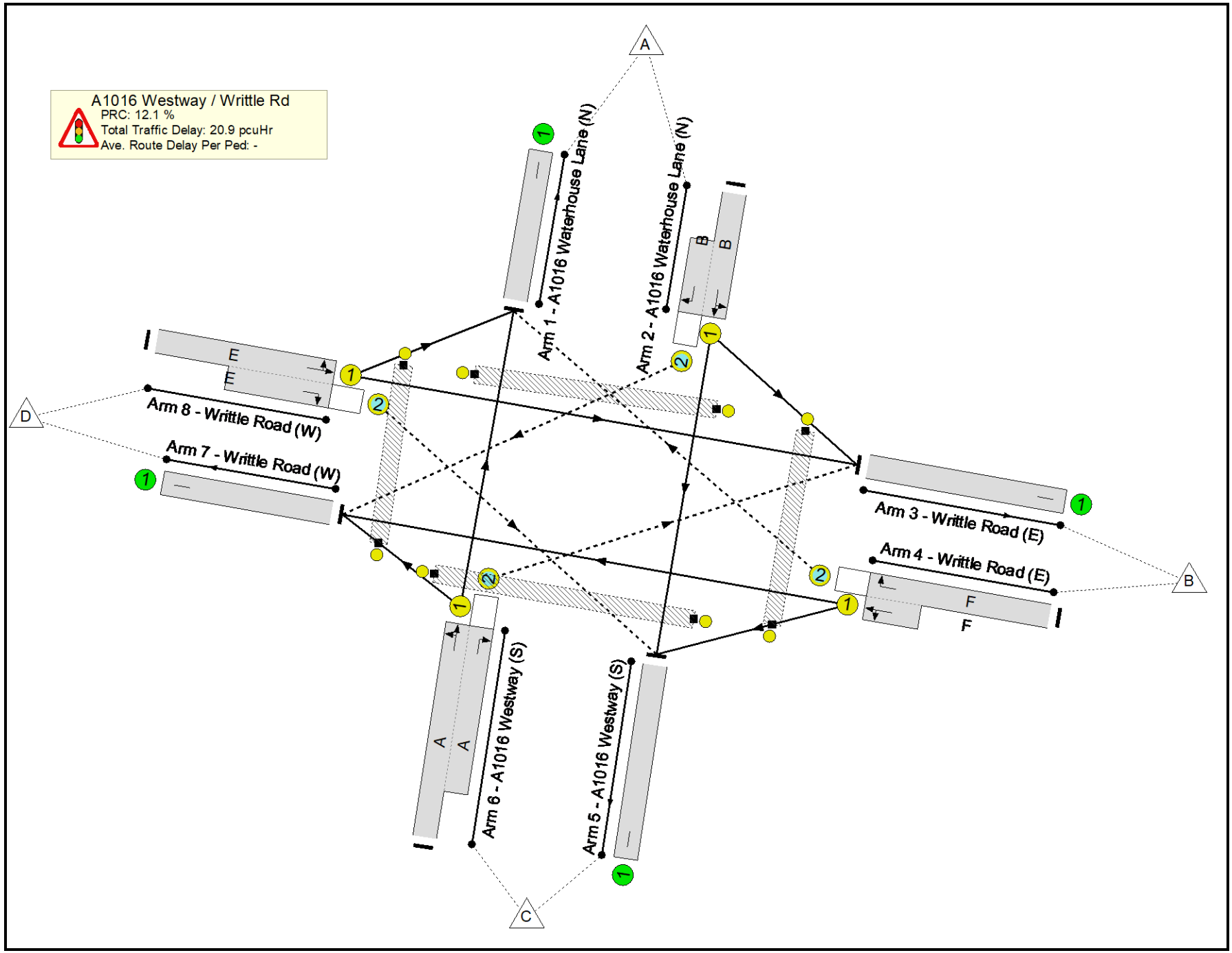
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.3%**
A1016 Westway / Writtle Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.3%**
1/1	A1016 Waterhouse Lane (N)	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
2/1+2/2	A1016 Waterhouse Lane (N) Left Ahead Right	U+O	N/A	N/A	B		1	63	-	706	1800:1800	963+91	67.0 : 67.0%
3/1	Writtle Road (E)	U	N/A	N/A	-		-	-	-	299	Inf	Inf	0.0%
4/2+4/1	Writtle Road (E) Right Left Ahead	O+U	N/A	N/A	F		1	22	-	332	1800:1800	129+299	77.6 : 77.6%
5/1	A1016 Westway (S)	U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
6/1+6/2	A1016 Westway (S) Ahead Right Left	U+O	N/A	N/A	A		1	63	-	852	1800:1800	989+72	80.3 : 80.3%
7/1	Writtle Road (W)	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
8/1+8/2	Writtle Road (W) Left Ahead Right	U+O	N/A	N/A	E		1	23	-	336	1800:1800	335+168	66.8 : 66.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**61**	**265**	**5**	**14.8**	**5.7**	**0.4**	**20.9**	**-**	**-**	**-**	**-**
A1016 Westway / Writtle Rd	**-**	**-**	**61**	**265**	**5**	**14.8**	**5.7**	**0.4**	**20.9**	**-**	**-**	**-**	**-**
1/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	706	706	61	0	0	3.1	1.0	0.4	4.5	23.2	14.5	1.0	15.5
3/1	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	332	332	0	98	2	3.8	1.7	0.0	5.4	58.9	8.1	1.7	9.8
5/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	852	852	0	57	1	4.3	2.0	0.0	6.3	26.6	19.8	2.0	21.8
7/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	336	336	0	110	2	3.6	1.0	0.0	4.6	49.5	6.2	1.0	7.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A1016 Westway / Writtle Rd

PRC for Signalled Lanes (%): 12.1
PRC Over All Lanes (%): 12.1

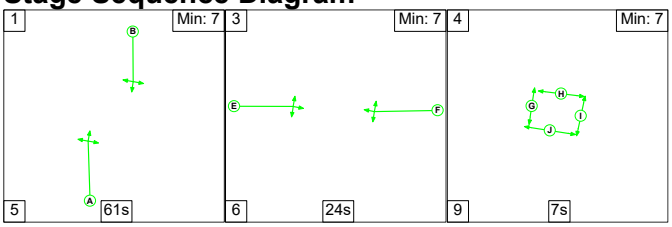
Total Delay for Signalled Lanes (pcuHr): 20.90
Total Delay Over All Lanes(pcuHr): 20.90

Cycle Time (s): 112

Full Input Data And Results

Scenario 5: 'FB+CD WD AM' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan 1')

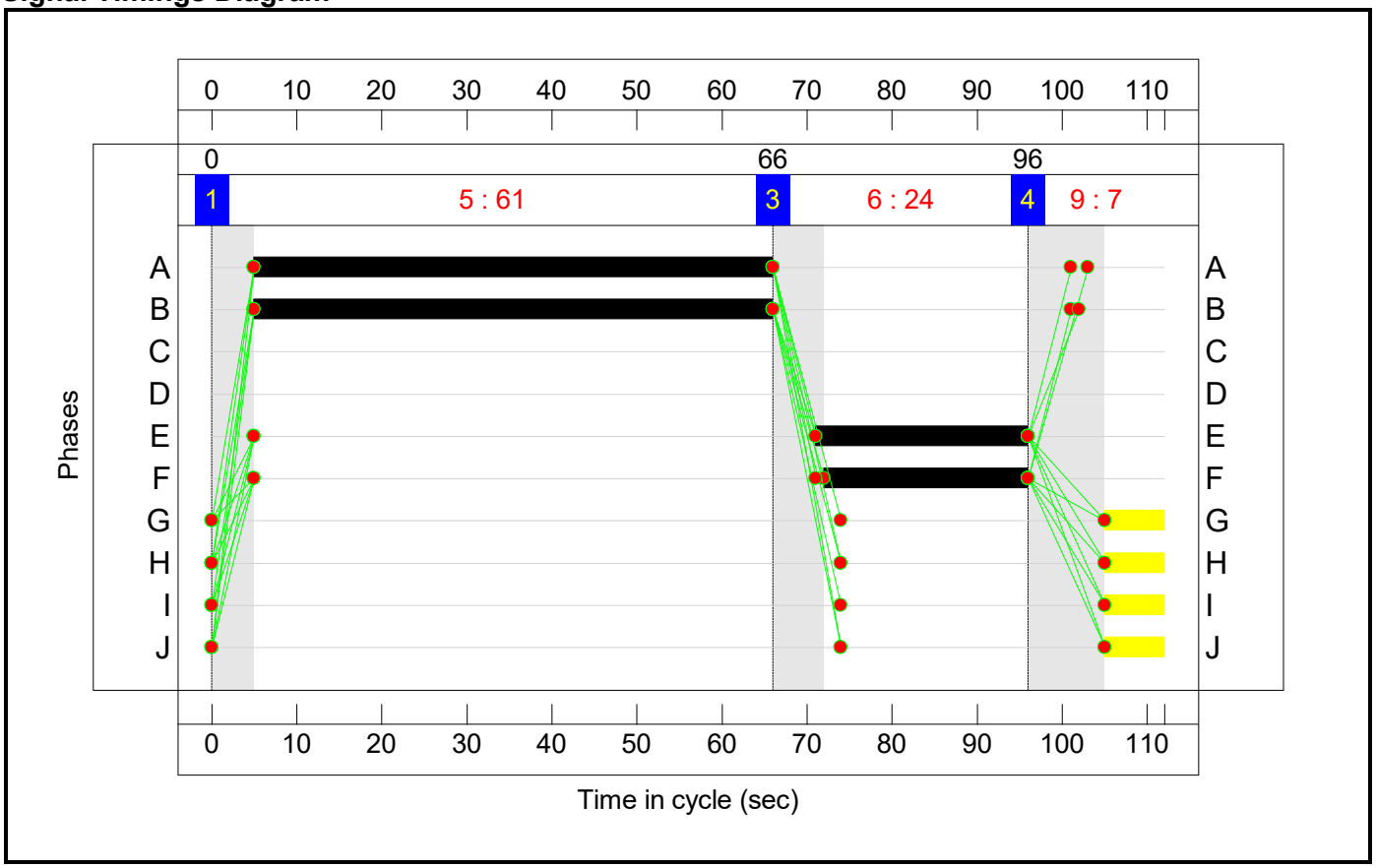
Stage Sequence Diagram



Stage Timings

Stage	1	3	4
Duration	61	24	7
Change Point	0	66	96

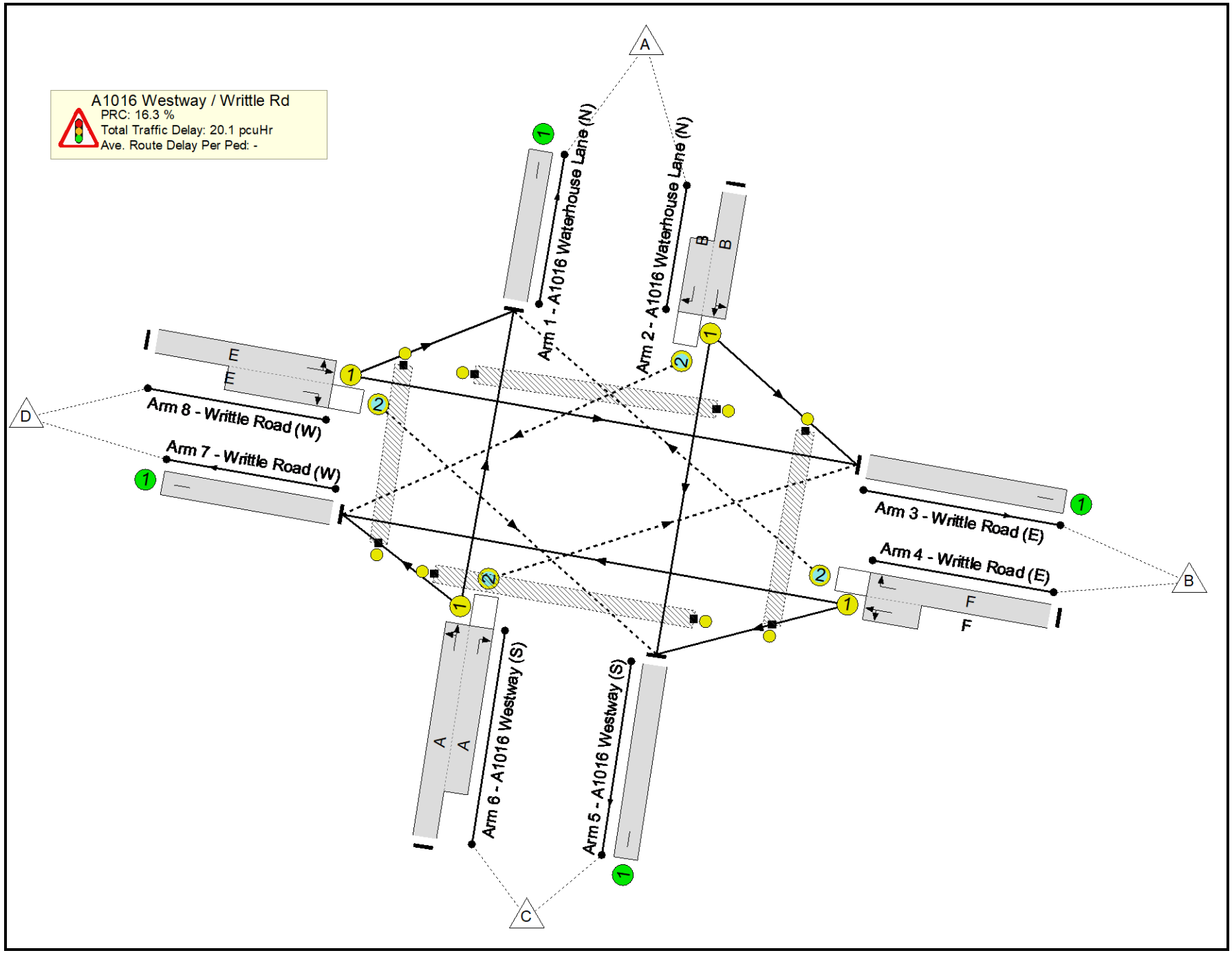
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.4%**
A1016 Westway / Writtle Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.4%**
1/1	A1016 Waterhouse Lane (N)	U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
2/1+2/2	A1016 Waterhouse Lane (N) Left Ahead Right	U+O	N/A	N/A	B		1	61	-	631	1800:1800	927+97	61.6 : 61.6%
3/1	Writtle Road (E)	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
4/2+4/1	Writtle Road (E) Right Left Ahead	O+U	N/A	N/A	F		1	24	-	315	1800:1800	127+328	69.3 : 69.3%
5/1	A1016 Westway (S)	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
6/1+6/2	A1016 Westway (S) Ahead Right Left	U+O	N/A	N/A	A		1	61	-	788	1800:1800	979+39	77.4 : 77.4%
7/1	Writtle Road (W)	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
8/1+8/2	Writtle Road (W) Left Ahead Right	U+O	N/A	N/A	E		1	25	-	396	1800:1800	362+161	75.7 : 75.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**60**	**236**	**4**	**14.6**	**5.1**	**0.4**	**20.1**	**-**	**-**	**-**	**-**
A1016 Westway / Writtle Rd	**-**	**-**	**60**	**236**	**4**	**14.6**	**5.1**	**0.4**	**20.1**	**-**	**-**	**-**	**-**
1/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	631	631	60	0	0	2.9	0.8	0.4	4.0	23.0	12.5	0.8	13.3
3/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	315	315	0	86	2	3.4	1.1	0.0	4.5	51.3	7.5	1.1	8.6
5/1	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	788	788	0	29	1	4.2	1.7	0.0	5.9	26.8	18.4	1.7	20.1
7/1	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	396	396	0	120	2	4.2	1.5	0.0	5.7	52.0	8.2	1.5	9.7
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A1016 Westway / Writtle Rd

PRC for Signalled Lanes (%): 16.3
PRC Over All Lanes (%): 16.3

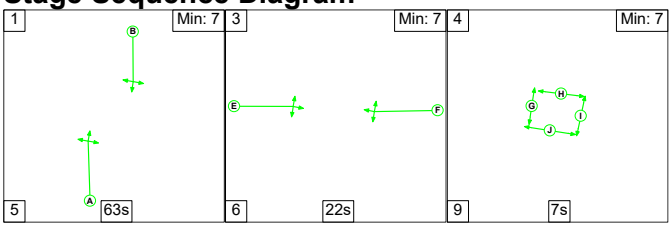
Total Delay for Signalled Lanes (pcuHr): 20.12
Total Delay Over All Lanes(pcuHr): 20.12

Cycle Time (s): 112

Full Input Data And Results

Scenario 6: 'FB+CD WD PM' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan 1')

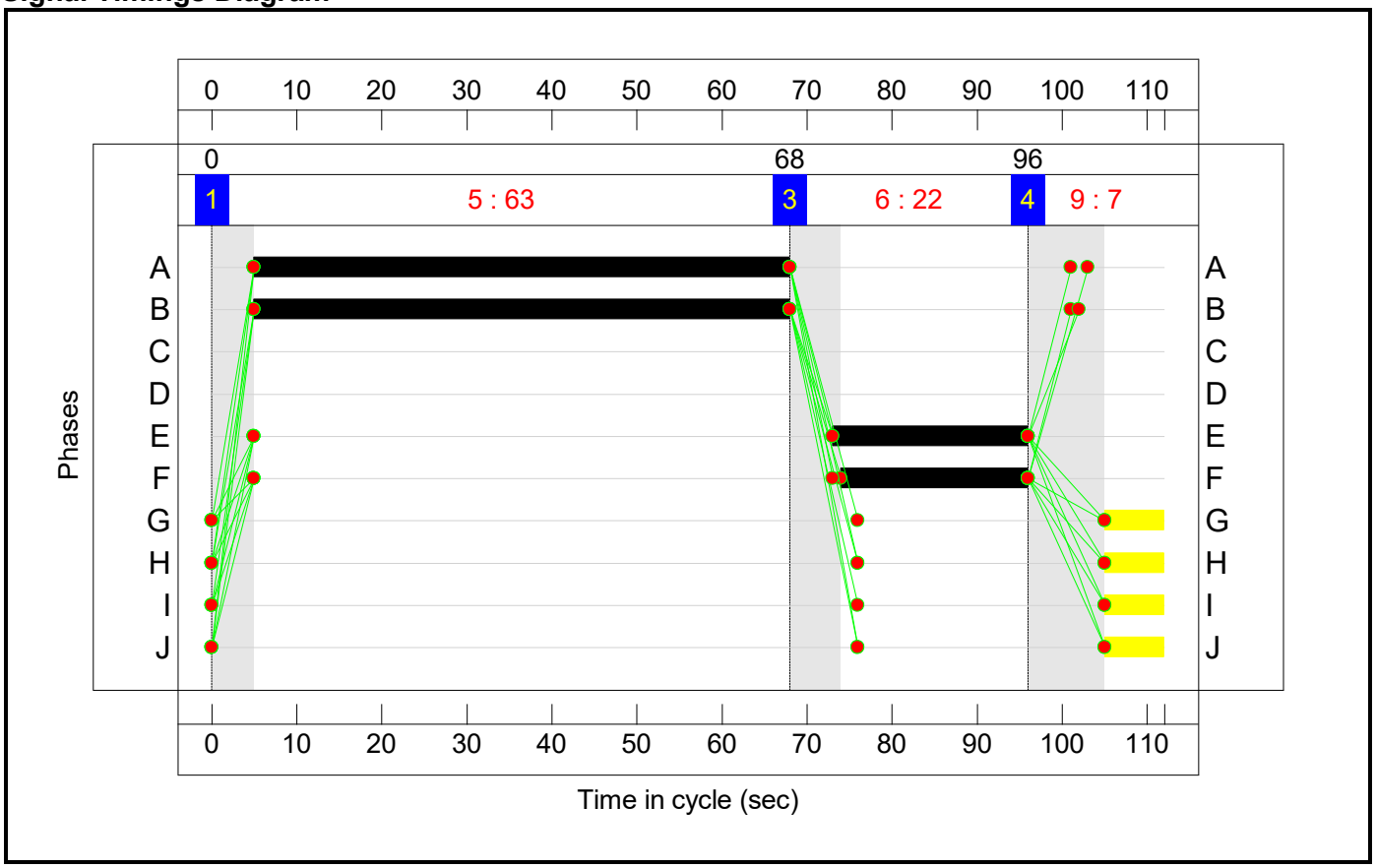
Stage Sequence Diagram



Stage Timings

Stage	1	3	4
Duration	63	22	7
Change Point	0	68	96

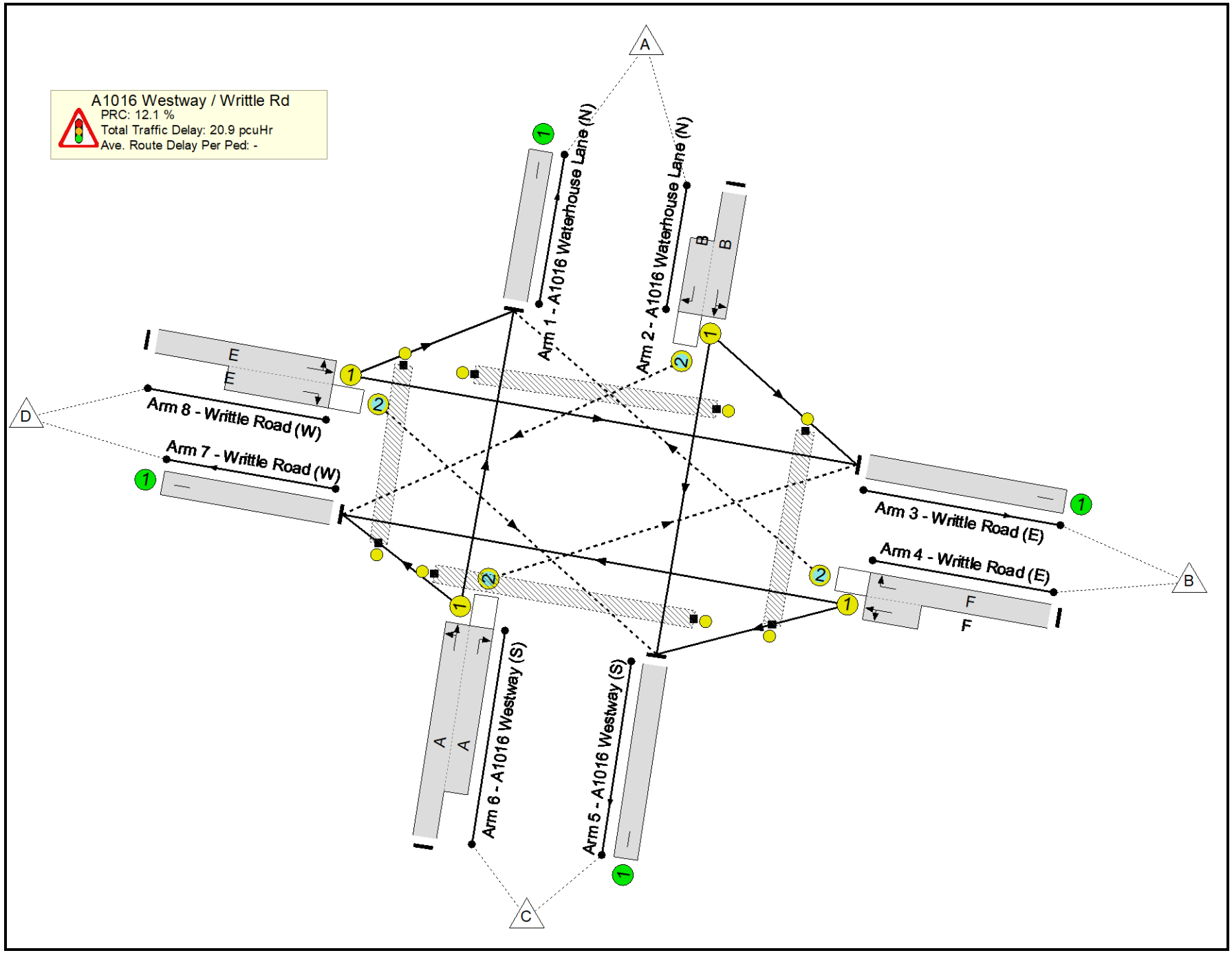
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.3%**
A1016 Westway / Writtle Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.3%**
1/1	A1016 Waterhouse Lane (N)	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
2/1+2/2	A1016 Waterhouse Lane (N) Left Ahead Right	U+O	N/A	N/A	B		1	63	-	706	1800:1800	963+91	67.0 : 67.0%
3/1	Writtle Road (E)	U	N/A	N/A	-		-	-	-	299	Inf	Inf	0.0%
4/2+4/1	Writtle Road (E) Right Left Ahead	O+U	N/A	N/A	F		1	22	-	332	1800:1800	129+299	77.6 : 77.6%
5/1	A1016 Westway (S)	U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
6/1+6/2	A1016 Westway (S) Ahead Right Left	U+O	N/A	N/A	A		1	63	-	852	1800:1800	989+72	80.3 : 80.3%
7/1	Writtle Road (W)	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
8/1+8/2	Writtle Road (W) Left Ahead Right	U+O	N/A	N/A	E		1	23	-	336	1800:1800	335+168	66.8 : 66.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**61**	**265**	**5**	**14.8**	**5.7**	**0.4**	**20.9**	**-**	**-**	**-**	**-**
A1016 Westway / Writtle Rd	**-**	**-**	**61**	**265**	**5**	**14.8**	**5.7**	**0.4**	**20.9**	**-**	**-**	**-**	**-**
1/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	706	706	61	0	0	3.1	1.0	0.4	4.5	23.2	14.5	1.0	15.5
3/1	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	332	332	0	98	2	3.8	1.7	0.0	5.4	58.9	8.1	1.7	9.8
5/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	852	852	0	57	1	4.3	2.0	0.0	6.3	26.6	19.8	2.0	21.8
7/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	336	336	0	110	2	3.6	1.0	0.0	4.6	49.5	6.2	1.0	7.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A1016 Westway / Writtle Rd

PRC for Signalled Lanes (%): 12.1
PRC Over All Lanes (%): 12.1

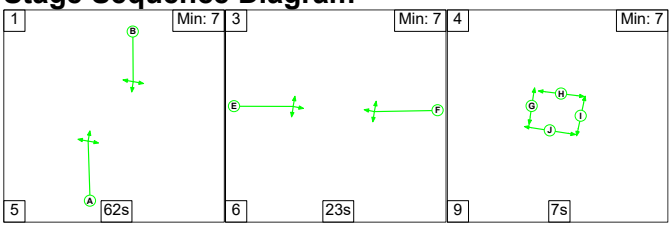
Total Delay for Signalled Lanes (pcuHr): 20.90
Total Delay Over All Lanes(pcuHr): 20.90

Cycle Time (s): 112

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

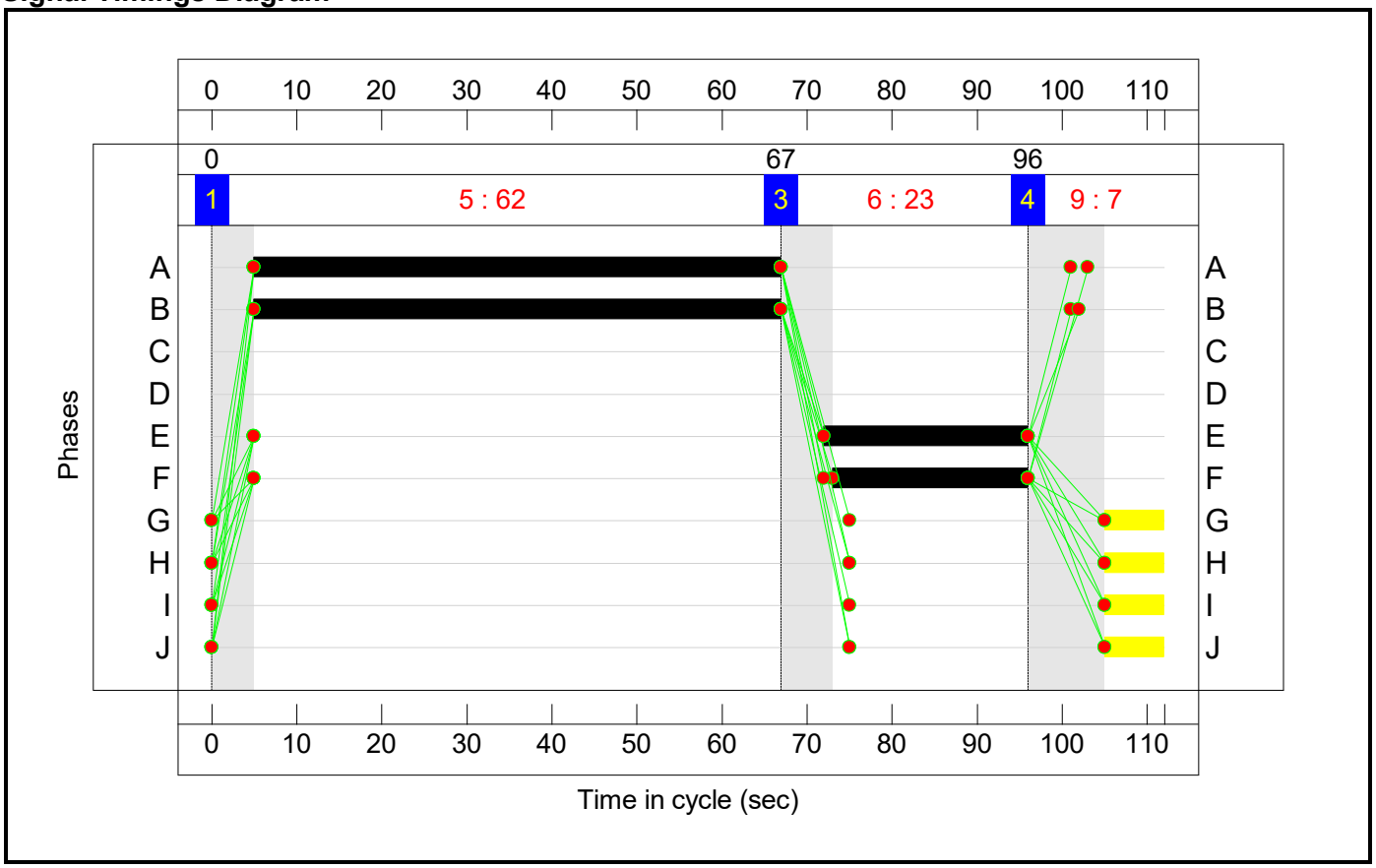
Stage Sequence Diagram



Stage Timings

Stage	1	3	4
Duration	62	23	7
Change Point	0	67	96

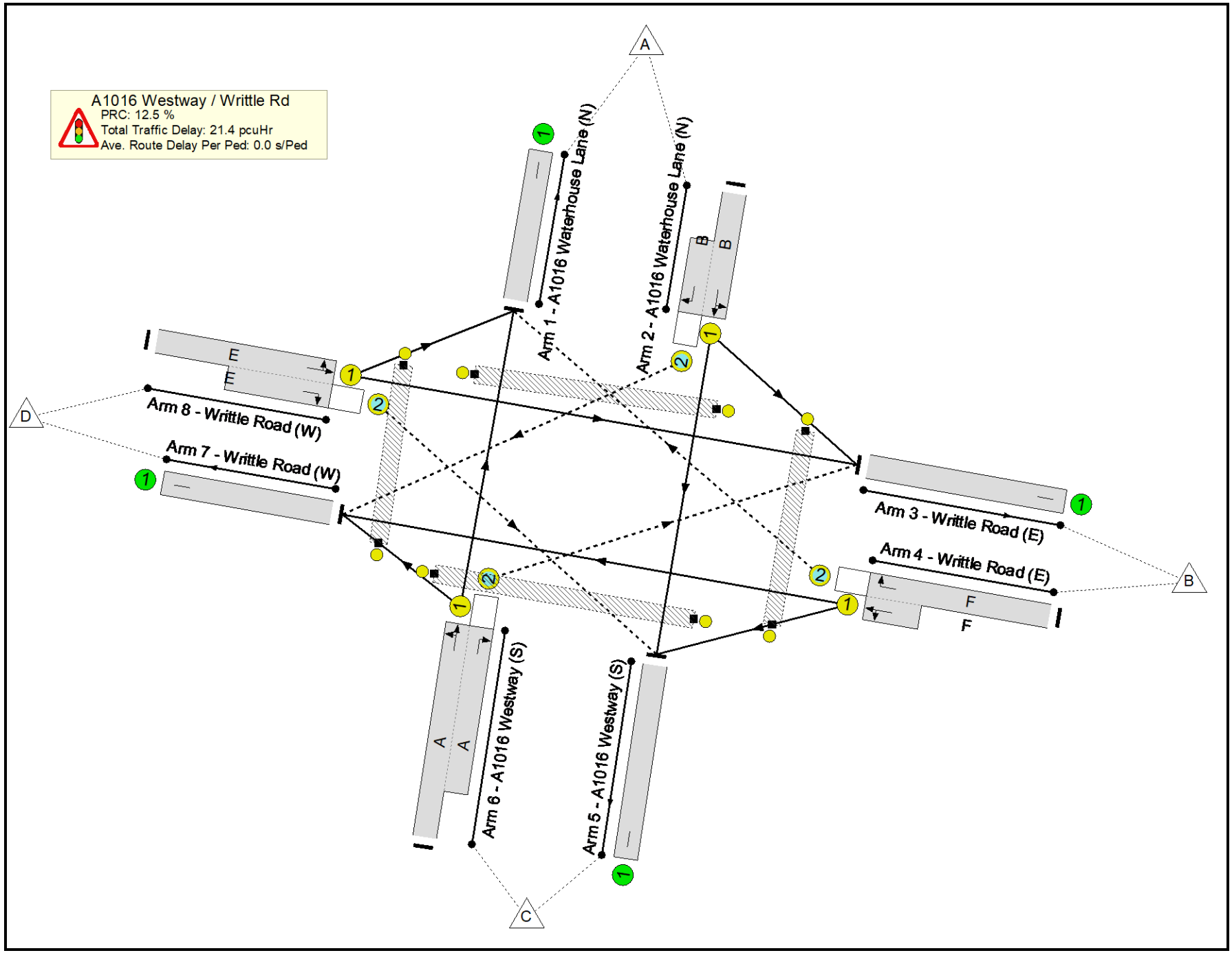
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.0%**
A1016 Westway / Writtle Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.0%**
1/1	A1016 Waterhouse Lane (N)	U	N/A	N/A	-		-	-	-	887	Inf	Inf	0.0%
2/1+2/2	A1016 Waterhouse Lane (N) Left Ahead Right	U+O	N/A	N/A	B		1	62	-	670	1800:1800	946+93	64.5 : 64.5%
3/1	Writtle Road (E)	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
4/2+4/1	Writtle Road (E) Right Left Ahead	O+U	N/A	N/A	F		1	23	-	315	1800:1800	123+316	71.8 : 71.8%
5/1	A1016 Westway (S)	U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%
6/1+6/2	A1016 Westway (S) Ahead Right Left	U+O	N/A	N/A	A		1	62	-	827	1800:1800	996+37	80.0 : 80.0%
7/1	Writtle Road (W)	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
8/1+8/2	Writtle Road (W) Left Ahead Right	U+O	N/A	N/A	E		1	24	-	396	1800:1800	351+156	78.1 : 78.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**60**	**236**	**4**	**15.1**	**5.8**	**0.4**	**21.4**	**-**	**-**	**-**	**-**
A1016 Westway / Writtle Rd	**-**	**-**	**60**	**236**	**4**	**15.1**	**5.8**	**0.4**	**21.4**	**-**	**-**	**-**	**-**
1/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	670	670	60	0	0	3.0	0.9	0.4	4.3	23.2	13.5	0.9	14.4
3/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	315	315	0	86	2	3.5	1.2	0.0	4.7	53.8	7.6	1.2	8.8
5/1	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	827	827	0	29	1	4.4	2.0	0.0	6.4	27.6	19.8	2.0	21.8
7/1	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	396	396	0	120	2	4.3	1.7	0.0	6.0	54.8	8.4	1.7	10.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A1016 Westway / Writtle Rd

PRC for Signalled Lanes (%): 12.5
PRC Over All Lanes (%): 12.5

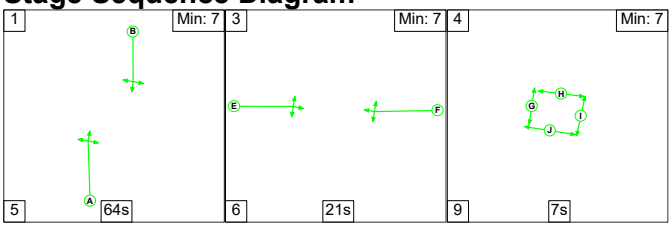
Total Delay for Signalled Lanes (pcuHr): 21.41
Total Delay Over All Lanes(pcuHr): 21.41

Cycle Time (s): 112

Full Input Data And Results

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

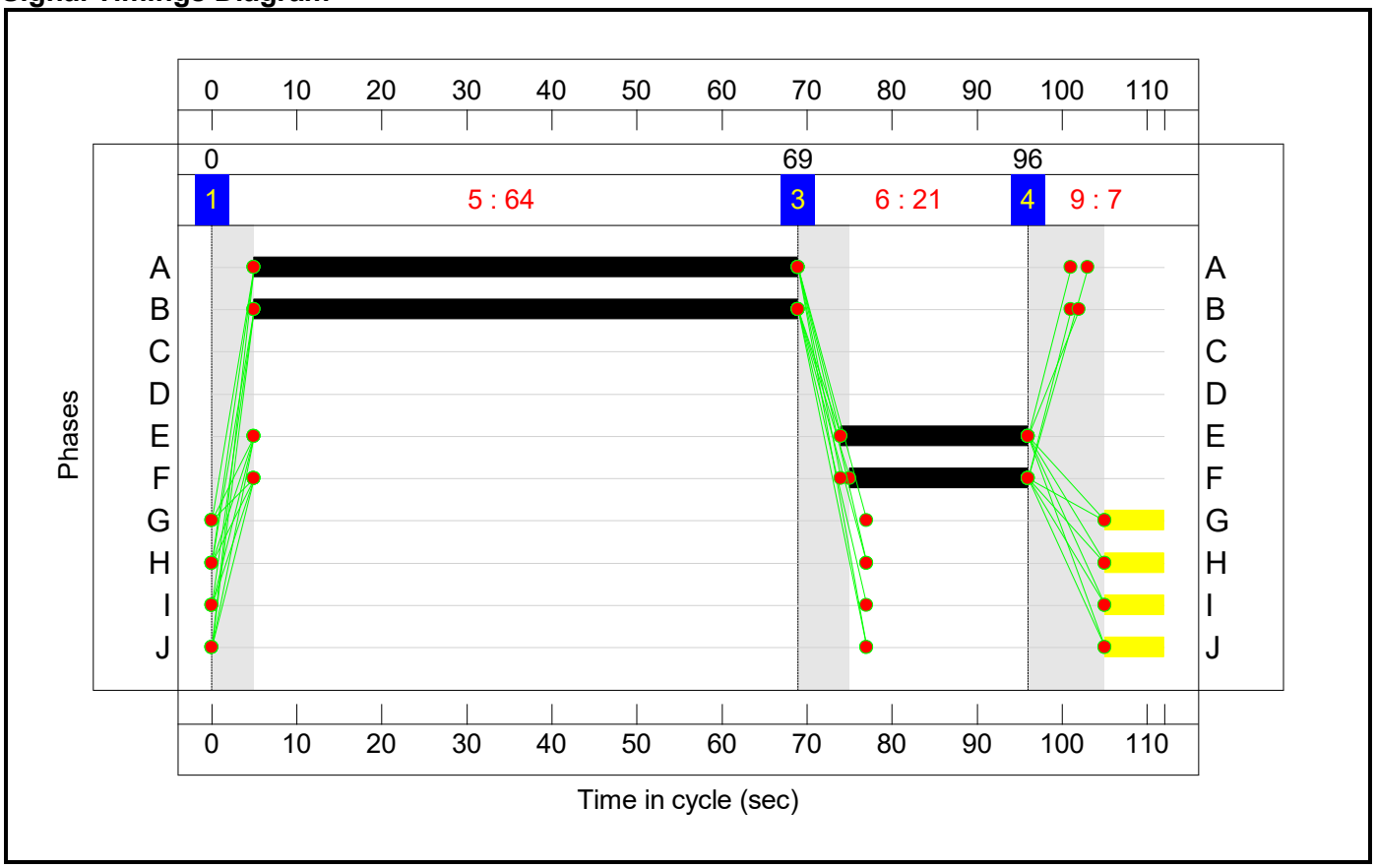
Stage Sequence Diagram



Stage Timings

Stage	1	3	4
Duration	64	21	7
Change Point	0	69	96

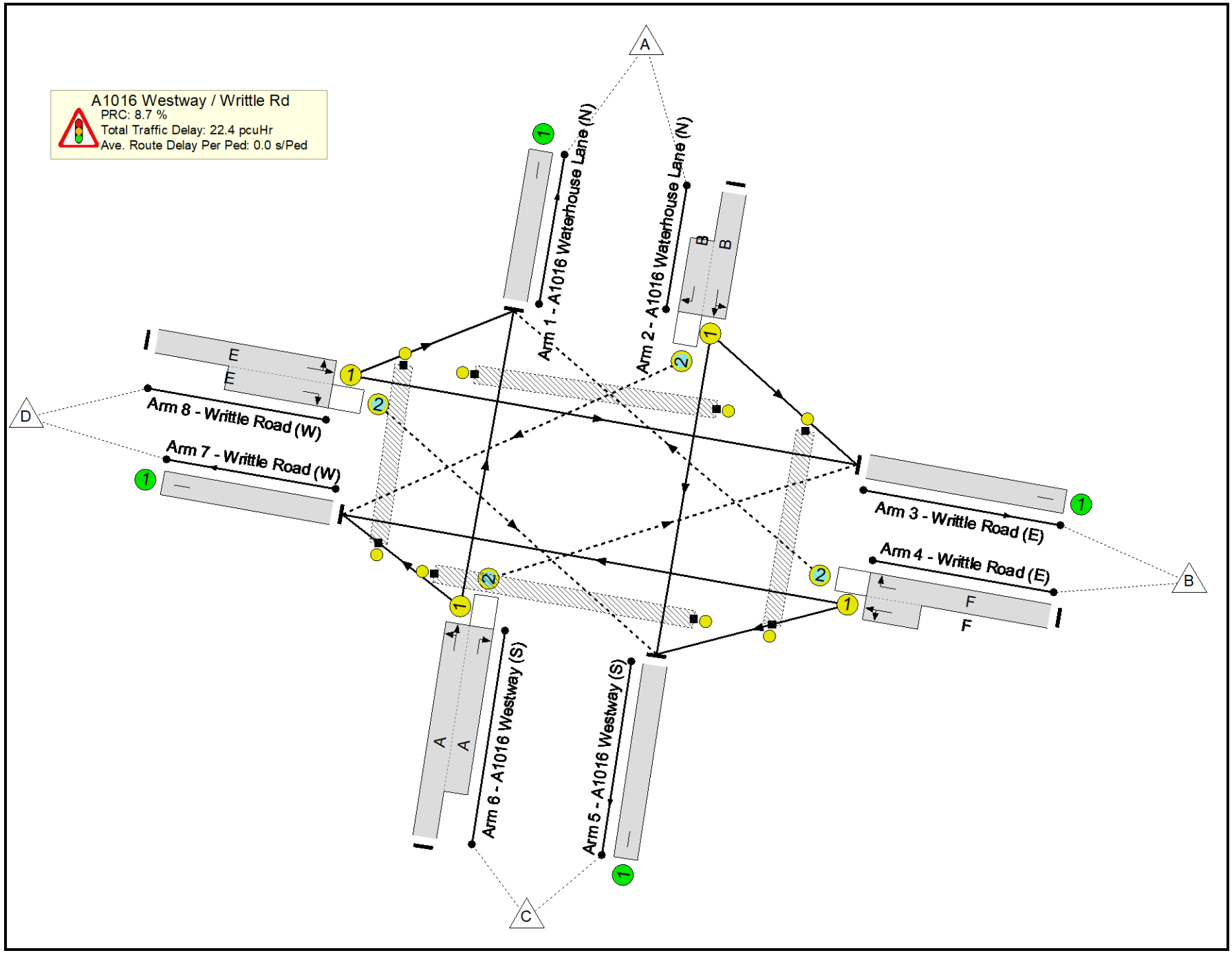
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.8%**
A1016 Westway / Writtle Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.8%**
1/1	A1016 Waterhouse Lane (N)	U	N/A	N/A	-		-	-	-	872	Inf	Inf	0.0%
2/1+2/2	A1016 Waterhouse Lane (N) Left Ahead Right	U+O	N/A	N/A	B		1	64	-	745	1800:1800	982+88	69.6 : 69.6%
3/1	Writtle Road (E)	U	N/A	N/A	-		-	-	-	299	Inf	Inf	0.0%
4/2+4/1	Writtle Road (E) Right Left Ahead	O+U	N/A	N/A	F		1	21	-	332	1800:1800	124+288	80.7 : 80.7%
5/1	A1016 Westway (S)	U	N/A	N/A	-		-	-	-	777	Inf	Inf	0.0%
6/1+6/2	A1016 Westway (S) Ahead Right Left	U+O	N/A	N/A	A		1	64	-	891	1800:1800	1006+70	82.8 : 82.8%
7/1	Writtle Road (W)	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
8/1+8/2	Writtle Road (W) Left Ahead Right	U+O	N/A	N/A	E		1	22	-	336	1800:1800	325+162	69.0 : 69.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**61**	**265**	**5**	**15.3**	**6.6**	**0.5**	**22.4**	**-**	**-**	**-**	**-**
A1016 Westway / Writtle Rd	**-**	**-**	**61**	**265**	**5**	**15.3**	**6.6**	**0.5**	**22.4**	**-**	**-**	**-**	**-**
1/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1+2/2	745	745	61	0	0	3.3	1.1	0.4	4.9	23.5	15.5	1.1	16.7
3/1	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	332	332	0	98	2	3.8	2.0	0.0	5.8	63.2	8.2	2.0	10.2
5/1	777	777	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	891	891	0	57	1	4.5	2.3	0.0	6.8	27.7	21.3	2.3	23.6
7/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	336	336	0	110	2	3.7	1.1	0.0	4.8	51.5	6.3	1.1	7.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A1016 Westway / Writtle Rd

PRC for Signalled Lanes (%): 8.7
PRC Over All Lanes (%): 8.7

Total Delay for Signalled Lanes (pcuHr): 22.35
Total Delay Over All Lanes(pcuHr): 22.35

Cycle Time (s): 112

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site 66 (three arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 21/03/2025 16:53:37

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Stream B-C	D1	0.5	12.51	0.35	B	2.07	A	D2	0.3	9.73	0.21	A	1.22	A
Stream B-A		0.4	19.40	0.30	C				0.3	19.15	0.20	C		
Stream C-AB		0.3	9.50	0.22	A				0.3	10.14	0.24	B		
	FB WD													
Stream B-C	D3	0.6	13.34	0.37	B	2.21	A	D4	0.3	10.11	0.22	B	1.29	A
Stream B-A		0.5	21.28	0.33	C				0.3	20.93	0.23	C		
Stream C-AB		0.3	9.67	0.23	A				0.4	10.36	0.25	B		
	FB+CD WD													
Stream B-C	D5	0.6	13.34	0.37	B	2.21	A	D6	0.3	10.11	0.22	B	1.29	A
Stream B-A		0.5	21.28	0.33	C				0.3	20.93	0.23	C		
Stream C-AB		0.3	9.67	0.23	A				0.4	10.36	0.25	B		
	FB+CD+N2T WD													
Stream B-C	D7	0.6	14.17	0.39	B	2.28	A	D8	0.3	10.49	0.22	B	1.31	A
Stream B-A		0.5	23.93	0.36	C				0.3	23.45	0.25	C		
Stream C-AB		0.3	9.88	0.23	A				0.4	10.56	0.26	B		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

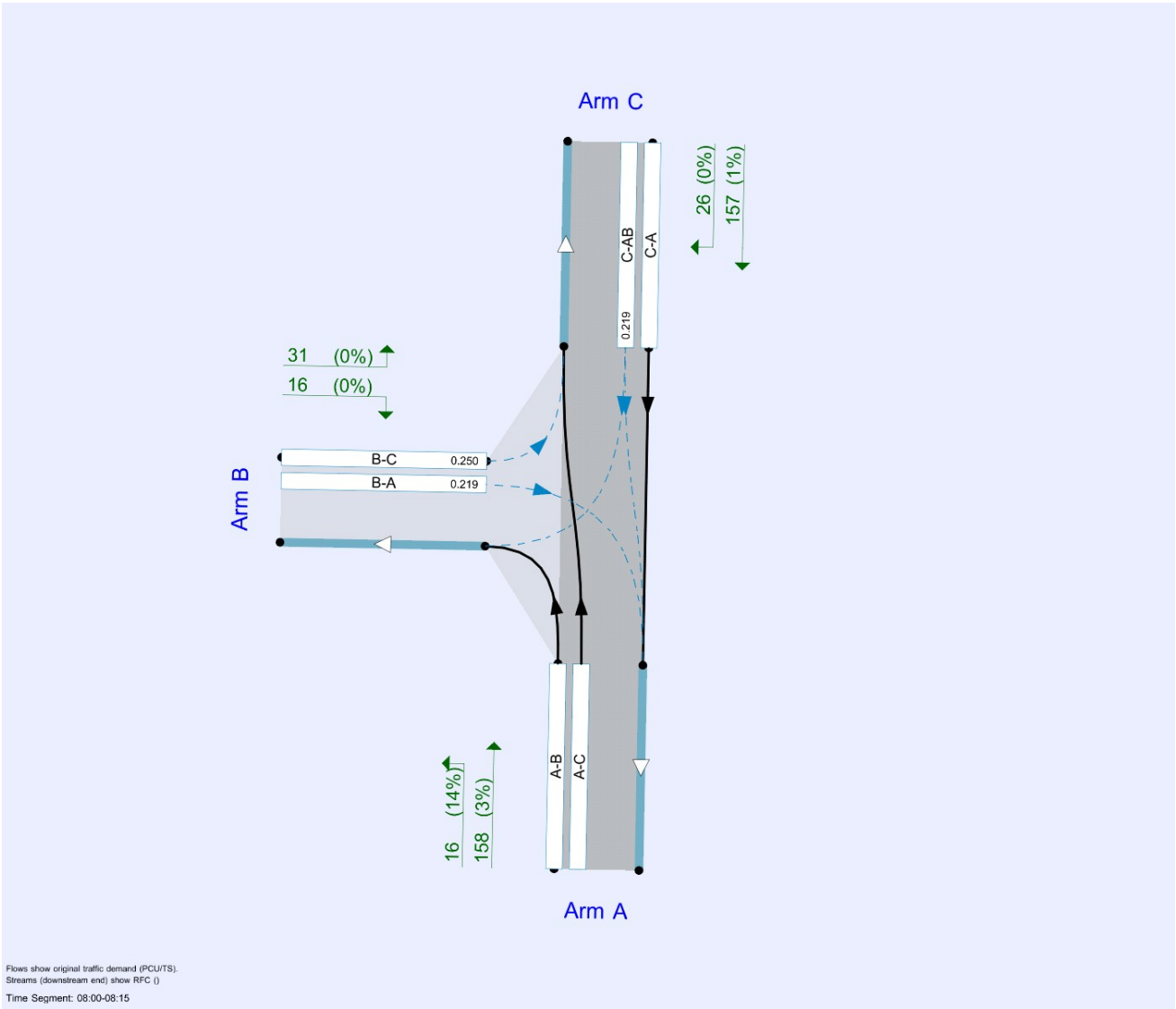
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	08:00	09:30	90	15	✓
D2	2024	PM	DIRECT	16:00	17:30	90	15	✓
D3	FB WD	AM	DIRECT	08:00	09:30	90	15	✓
D4	FB WD	PM	DIRECT	16:00	17:30	90	15	✓
D5	FB+CD WD	AM	DIRECT	08:00	09:30	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:00	17:30	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	08:00	09:30	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:00	17:30	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A1016 Wterhouse Lane (S)		Major
B	Forest Drive (W)		Minor
C	A1016 Waterhouse Lane (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.49		✓	2.59	79.9	✓	1.88

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	3.89	2.59	2.59	2.59		1.00	41	96

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	161.484	0.115	0.291	0.183	0.416
B-C	176.731	0.106	0.268	-	-
C-B	161.633	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	08:00	09:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	16.40	157.60
	B	16.00	0.00	31.00
	C	156.90	26.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	19.50	183.00
	B	17.00	0.00	39.00
	C	171.60	21.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.00	192.70
	B	20.90	0.00	39.00
	C	150.60	10.90	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	16.50	190.10
	B	21.00	0.00	31.00
	C	138.40	16.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	26.50	164.00
	B	14.00	0.00	21.00
	C	170.40	13.00	0.00

09:15 - 09:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	10.50	176.30
	B	7.00	0.00	23.00
	C	151.70	11.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	14	3
	B	0	0	0
	C	1	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	0	0	0
	C	5	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	5	0	0
	C	6	10	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	7	3
	B	0	0	0
	C	1	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	3
	B	0	0	0
	C	4	0	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	11	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.35	12.51	0.5	B	30.67	184.00
B-A	0.30	19.40	0.4	C	15.98	95.90
C-AB	0.22	9.50	0.3	A	17.10	102.59
C-A					155.82	934.91
A-B					17.07	102.40
A-C					177.28	1063.70

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31.00	31.00	124.06	0.250	30.67	0.0	0.3	9.604	A
B-A	16.00	16.00	73.01	0.219	15.73	0.0	0.3	15.639	C
C-AB	27.97	27.97	127.97	0.219	27.67	0.0	0.3	8.955	A
C-A	154.93	154.93			154.93				
A-B	16.40	16.40			16.40				
A-C	157.60	157.60			157.60				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.00	39.00	114.60	0.340	38.82	0.3	0.5	11.848	B
B-A	17.00	17.00	63.21	0.269	16.92	0.3	0.4	19.405	C
C-AB	22.38	22.38	119.20	0.188	22.43	0.3	0.2	9.320	A
C-A	170.22	170.22			170.22				
A-B	19.50	19.50			19.50				
A-C	183.00	183.00			183.00				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.00	39.00	110.88	0.352	38.97	0.5	0.5	12.509	B
B-A	20.90	20.90	68.61	0.305	20.82	0.4	0.4	19.137	C
C-AB	11.08	11.08	113.20	0.098	11.21	0.2	0.1	9.071	A
C-A	150.42	150.42			150.42				
A-B	13.00	13.00			13.00				
A-C	192.70	192.70			192.70				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31.00	31.00	111.57	0.278	31.14	0.5	0.4	11.212	B
B-A	21.00	21.00	70.47	0.298	21.00	0.4	0.4	18.812	C
C-AB	16.66	16.66	115.48	0.144	16.60	0.1	0.2	9.498	A
C-A	137.74	137.74			137.74				
A-B	16.50	16.50			16.50				
A-C	190.10	190.10			190.10				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21.00	21.00	122.65	0.171	21.18	0.4	0.2	8.884	A
B-A	14.00	14.00	73.57	0.190	14.19	0.4	0.2	15.203	C
C-AB	13.32	13.32	117.74	0.113	13.37	0.2	0.1	8.634	A
C-A	170.08	170.08			170.08				
A-B	26.50	26.50			26.50				
A-C	164.00	164.00			164.00				

09:15 - 09:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23.00	23.00	125.14	0.184	22.99	0.2	0.2	8.809	A
B-A	7.00	7.00	76.12	0.092	7.14	0.2	0.1	13.073	B
C-AB	11.17	11.17	117.69	0.095	11.20	0.1	0.1	8.458	A
C-A	151.53	151.53			151.53				
A-B	10.50	10.50			10.50				
A-C	176.30	176.30			176.30				

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.00	168.90
	B	9.00	0.00	22.00
	C	165.70	8.00	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.00	195.60
	B	11.00	0.00	24.00
	C	200.30	14.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	18.50	182.50
	B	12.00	0.00	22.00
	C	176.10	9.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	24.50	202.50
	B	3.00	0.00	14.40
	C	192.30	13.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.00	217.80
	B	12.00	0.00	17.00
	C	150.40	25.40	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	17.00	181.50
	B	5.00	0.00	17.40
	C	131.30	19.60	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	4	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	1	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	0	0	0
	C	2	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.21	9.73	0.3	A	19.47	116.80
B-A	0.20	19.15	0.3	C	8.67	52.00
C-AB	0.24	10.14	0.3	B	15.58	93.47
C-A					168.60	1011.63
A-B					15.83	95.00
A-C					191.47	1148.80

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22.00	22.00	126.00	0.175	21.79	0.0	0.2	8.620	A
B-A	9.00	9.00	76.77	0.117	8.87	0.0	0.1	13.229	B
C-AB	8.07	8.07	118.11	0.068	8.00	0.0	0.1	8.172	A
C-A	165.63	165.63			165.63				
A-B	13.00	13.00			13.00				
A-C	168.90	168.90			168.90				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.00	24.00	116.40	0.206	23.95	0.2	0.3	9.730	A
B-A	11.00	11.00	59.97	0.183	10.91	0.1	0.2	18.311	C
C-AB	14.52	14.52	114.62	0.127	14.45	0.1	0.1	8.980	A
C-A	199.78	199.78			199.78				
A-B	13.00	13.00			13.00				
A-C	195.60	195.60			195.60				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22.00	22.00	119.63	0.184	22.03	0.3	0.2	9.223	A
B-A	12.00	12.00	69.71	0.172	12.01	0.2	0.2	15.602	C
C-AB	9.12	9.12	113.88	0.080	9.18	0.1	0.1	8.604	A
C-A	175.98	175.98			175.98				
A-B	18.50	18.50			18.50				
A-C	182.50	182.50			182.50				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.40	14.40	118.18	0.122	14.49	0.2	0.1	8.687	A
B-A	3.00	3.00	58.98	0.051	3.16	0.2	0.1	16.166	C
C-AB	13.46	13.46	109.69	0.123	13.40	0.1	0.1	9.346	A
C-A	191.84	191.84			191.84				
A-B	24.50	24.50			24.50				
A-C	202.50	202.50			202.50				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.00	17.00	110.43	0.154	16.96	0.1	0.2	9.624	A
B-A	12.00	12.00	58.62	0.205	11.80	0.1	0.3	19.150	C
C-AB	27.85	27.85	116.30	0.240	27.66	0.1	0.3	10.140	B
C-A	147.95	147.95			147.95				
A-B	9.00	9.00			9.00				
A-C	217.80	217.80			217.80				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.40	17.40	123.97	0.140	17.41	0.2	0.2	8.447	A
B-A	5.00	5.00	74.19	0.067	5.18	0.3	0.1	13.074	B
C-AB	20.45	20.45	117.82	0.174	20.56	0.3	0.2	9.266	A
C-A	130.45	130.45			130.45				
A-B	17.00	17.00			17.00				
A-C	181.50	181.50			181.50				

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	08:00	09:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	16.95	162.92
	B	16.54	0.00	32.05
	C	162.20	26.88	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	20.16	189.18
	B	17.57	0.00	40.32
	C	177.40	21.71	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.44	199.21
	B	21.61	0.00	40.32
	C	155.69	11.27	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	17.06	196.52
	B	21.71	0.00	32.05
	C	143.08	16.54	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	27.40	169.54
	B	14.47	0.00	21.71
	C	176.16	13.44	0.00

09:15 - 09:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	10.85	182.26
	B	7.24	0.00	23.78
	C	156.82	11.37	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	14	3
	B	0	0	0
	C	1	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	0	0	0
	C	5	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	5	0	0
	C	6	10	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	7	3
	B	0	0	0
	C	1	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A	B	C
From	A	0	4	3
	B	0	0	0
	C	4	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To		
		A	B	C
From	A	0	11	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.37	13.34	0.6	B	31.70	190.22
B-A	0.33	21.28	0.5	C	16.52	99.14
C-AB	0.23	9.67	0.3	A	17.79	106.75
C-A					160.97	965.80
A-B					17.64	105.86
A-C					183.27	1099.63

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32.05	32.05	121.80	0.263	31.70	0.0	0.4	9.951	A
B-A	16.54	16.54	69.92	0.237	16.24	0.0	0.3	16.663	C
C-AB	29.19	29.19	127.66	0.229	28.88	0.0	0.3	9.092	A
C-A	159.88	159.88			159.88				
A-B	16.95	16.95			16.95				
A-C	162.92	162.92			162.92				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.32	40.32	111.60	0.361	40.12	0.4	0.6	12.552	B
B-A	17.57	17.57	59.64	0.295	17.47	0.3	0.4	21.284	C
C-AB	23.35	23.35	118.48	0.197	23.40	0.3	0.3	9.487	A
C-A	175.75	175.75			175.75				
A-B	20.16	20.16			20.16				
A-C	189.18	189.18			189.18				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.32	40.32	107.68	0.374	40.28	0.6	0.6	13.343	B
B-A	21.61	21.61	65.14	0.332	21.52	0.4	0.5	20.934	C
C-AB	11.48	11.48	111.75	0.103	11.63	0.3	0.1	9.239	A
C-A	155.47	155.47			155.47				
A-B	13.44	13.44			13.44				
A-C	199.21	199.21			199.21				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32.05	32.05	108.46	0.295	32.21	0.6	0.4	11.830	B
B-A	21.71	21.71	67.20	0.323	21.72	0.5	0.5	20.480	C
C-AB	17.33	17.33	114.35	0.152	17.26	0.1	0.2	9.675	A
C-A	142.29	142.29			142.29				
A-B	17.06	17.06			17.06				
A-C	196.52	196.52			196.52				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21.71	21.71	120.43	0.180	21.91	0.4	0.2	9.155	A
B-A	14.47	14.47	70.55	0.205	14.69	0.5	0.3	16.174	C
C-AB	13.82	13.82	116.53	0.119	13.87	0.2	0.1	8.778	A
C-A	175.78	175.78			175.78				
A-B	27.40	27.40			27.40				
A-C	169.54	169.54			169.54				

09:15 - 09:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23.78	23.78	123.27	0.193	23.76	0.2	0.2	9.043	A
B-A	7.24	7.24	73.20	0.099	7.39	0.3	0.1	13.707	B
C-AB	11.58	11.58	116.38	0.099	11.60	0.1	0.1	8.598	A
C-A	156.62	156.62			156.62				
A-B	10.85	10.85			10.85				
A-C	182.26	182.26			182.26				

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.46	174.85
	B	9.32	0.00	22.78
	C	171.54	8.28	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.46	202.49
	B	11.39	0.00	24.85
	C	207.36	14.49	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	19.15	188.93
	B	12.42	0.00	22.78
	C	182.31	9.32	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.36	209.64
	B	3.11	0.00	14.91
	C	199.08	13.46	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.32	225.48
	B	12.42	0.00	17.60
	C	155.70	26.30	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	17.60	187.90
	B	5.18	0.00	18.01
	C	135.93	20.29	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	4	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	1	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	0	0	0
	C	2	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	2
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.22	10.11	0.3	B	20.15	120.92
B-A	0.23	20.93	0.3	C	8.97	53.83
C-AB	0.25	10.36	0.4	B	16.25	97.52
C-A					174.42	1046.52
A-B					16.39	98.35
A-C					198.21	1189.28

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22.78	22.78	124.05	0.184	22.55	0.0	0.2	8.847	A
B-A	9.32	9.32	73.75	0.126	9.18	0.0	0.1	13.906	B
C-AB	8.37	8.37	116.68	0.072	8.29	0.0	0.1	8.301	A
C-A	171.45	171.45			171.45				
A-B	13.46	13.46			13.46				
A-C	174.85	174.85			174.85				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.85	24.85	113.79	0.218	24.79	0.2	0.3	10.106	B
B-A	11.39	11.39	56.34	0.202	11.28	0.1	0.2	19.930	C
C-AB	15.12	15.12	113.40	0.133	15.04	0.1	0.2	9.147	A
C-A	206.73	206.73			206.73				
A-B	13.46	13.46			13.46				
A-C	202.49	202.49			202.49				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22.78	22.78	117.27	0.194	22.81	0.3	0.2	9.532	A
B-A	12.42	12.42	66.43	0.187	12.44	0.2	0.2	16.676	C
C-AB	9.46	9.46	112.36	0.084	9.53	0.2	0.1	8.761	A
C-A	182.16	182.16			182.16				
A-B	19.15	19.15			19.15				
A-C	188.93	188.93			188.93				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.91	14.91	116.02	0.128	15.00	0.2	0.1	8.916	A
B-A	3.11	3.11	55.36	0.056	3.28	0.2	0.1	17.334	C
C-AB	14.01	14.01	108.26	0.129	13.95	0.1	0.2	9.543	A
C-A	198.53	198.53			198.53				
A-B	25.36	25.36			25.36				
A-C	209.64	209.64			209.64				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.60	17.60	107.56	0.164	17.55	0.1	0.2	9.994	A
B-A	12.42	12.42	54.96	0.226	12.20	0.1	0.3	20.934	C
C-AB	29.26	29.26	115.82	0.253	29.04	0.2	0.4	10.356	B
C-A	152.74	152.74			152.74				
A-B	9.32	9.32			9.32				
A-C	225.48	225.48			225.48				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18.01	18.01	122.02	0.148	18.03	0.2	0.2	8.658	A
B-A	5.18	5.18	71.09	0.073	5.38	0.3	0.1	13.738	B
C-AB	21.30	21.30	116.77	0.182	21.43	0.4	0.2	9.457	A
C-A	134.92	134.92			134.92				
A-B	17.60	17.60			17.60				
A-C	187.90	187.90			187.90				

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	08:00	09:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	16.95	162.92
	B	16.54	0.00	32.05
	C	162.20	26.88	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	20.16	189.18
	B	17.57	0.00	40.32
	C	177.40	21.71	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.44	199.21
	B	21.61	0.00	40.32
	C	155.69	11.27	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	17.06	196.52
	B	21.71	0.00	32.05
	C	143.08	16.54	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	27.40	169.54
	B	14.47	0.00	21.71
	C	176.16	13.44	0.00

09:15 - 09:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	10.85	182.26
	B	7.24	0.00	23.78
	C	156.82	11.37	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	14	3
	B	0	0	0
	C	1	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	0	0	0
	C	5	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	5	0	0
	C	6	10	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	7	3
	B	0	0	0
	C	1	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	3
	B	0	0	0
	C	4	0	0

09:15 - 09:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	11	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.37	13.34	0.6	B	31.70	190.22
B-A	0.33	21.28	0.5	C	16.52	99.14
C-AB	0.23	9.67	0.3	A	17.79	106.75
C-A					160.97	965.80
A-B					17.64	105.86
A-C					183.27	1099.63

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32.05	32.05	121.80	0.263	31.70	0.0	0.4	9.951	A
B-A	16.54	16.54	69.92	0.237	16.24	0.0	0.3	16.663	C
C-AB	29.19	29.19	127.66	0.229	28.88	0.0	0.3	9.092	A
C-A	159.88	159.88			159.88				
A-B	16.95	16.95			16.95				
A-C	162.92	162.92			162.92				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.32	40.32	111.60	0.361	40.12	0.4	0.6	12.552	B
B-A	17.57	17.57	59.64	0.295	17.47	0.3	0.4	21.284	C
C-AB	23.35	23.35	118.48	0.197	23.40	0.3	0.3	9.487	A
C-A	175.75	175.75			175.75				
A-B	20.16	20.16			20.16				
A-C	189.18	189.18			189.18				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.32	40.32	107.68	0.374	40.28	0.6	0.6	13.343	B
B-A	21.61	21.61	65.14	0.332	21.52	0.4	0.5	20.934	C
C-AB	11.48	11.48	111.75	0.103	11.63	0.3	0.1	9.239	A
C-A	155.47	155.47			155.47				
A-B	13.44	13.44			13.44				
A-C	199.21	199.21			199.21				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32.05	32.05	108.46	0.295	32.21	0.6	0.4	11.830	B
B-A	21.71	21.71	67.20	0.323	21.72	0.5	0.5	20.480	C
C-AB	17.33	17.33	114.35	0.152	17.26	0.1	0.2	9.675	A
C-A	142.29	142.29			142.29				
A-B	17.06	17.06			17.06				
A-C	196.52	196.52			196.52				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21.71	21.71	120.43	0.180	21.91	0.4	0.2	9.155	A
B-A	14.47	14.47	70.55	0.205	14.69	0.5	0.3	16.174	C
C-AB	13.82	13.82	116.53	0.119	13.87	0.2	0.1	8.778	A
C-A	175.78	175.78			175.78				
A-B	27.40	27.40			27.40				
A-C	169.54	169.54			169.54				

09:15 - 09:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23.78	23.78	123.27	0.193	23.76	0.2	0.2	9.043	A
B-A	7.24	7.24	73.20	0.099	7.39	0.3	0.1	13.707	B
C-AB	11.58	11.58	116.38	0.099	11.60	0.1	0.1	8.598	A
C-A	156.62	156.62			156.62				
A-B	10.85	10.85			10.85				
A-C	182.26	182.26			182.26				

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.46	174.85
	B	9.32	0.00	22.78
	C	171.54	8.28	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.46	202.49
	B	11.39	0.00	24.85
	C	207.36	14.49	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	19.15	188.93
	B	12.42	0.00	22.78
	C	182.31	9.32	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.36	209.64
	B	3.11	0.00	14.91
	C	199.08	13.46	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.32	225.48
	B	12.42	0.00	17.60
	C	155.70	26.30	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	17.60	187.90
	B	5.18	0.00	18.01
	C	135.93	20.29	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	4	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	1	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	3
	B	0	0	0
	C	2	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	2
	B	0	0	0
	C	2	0	0

17:00 - 17:15

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	1
B	0	0	0
C	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	2
B	0	0	0
C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.22	10.11	0.3	B	20.15	120.92
B-A	0.23	20.93	0.3	C	8.97	53.83
C-AB	0.25	10.36	0.4	B	16.25	97.52
C-A					174.42	1046.52
A-B					16.39	98.35
A-C					198.21	1189.28

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22.78	22.78	124.05	0.184	22.55	0.0	0.2	8.847	A
B-A	9.32	9.32	73.75	0.126	9.18	0.0	0.1	13.906	B
C-AB	8.37	8.37	116.68	0.072	8.29	0.0	0.1	8.301	A
C-A	171.45	171.45			171.45				
A-B	13.46	13.46			13.46				
A-C	174.85	174.85			174.85				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.85	24.85	113.79	0.218	24.79	0.2	0.3	10.106	B
B-A	11.39	11.39	56.34	0.202	11.28	0.1	0.2	19.930	C
C-AB	15.12	15.12	113.40	0.133	15.04	0.1	0.2	9.147	A
C-A	206.73	206.73			206.73				
A-B	13.46	13.46			13.46				
A-C	202.49	202.49			202.49				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22.78	22.78	117.27	0.194	22.81	0.3	0.2	9.532	A
B-A	12.42	12.42	66.43	0.187	12.44	0.2	0.2	16.676	C
C-AB	9.46	9.46	112.36	0.084	9.53	0.2	0.1	8.761	A
C-A	182.16	182.16			182.16				
A-B	19.15	19.15			19.15				
A-C	188.93	188.93			188.93				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.91	14.91	116.02	0.128	15.00	0.2	0.1	8.916	A
B-A	3.11	3.11	55.36	0.056	3.28	0.2	0.1	17.334	C
C-AB	14.01	14.01	108.26	0.129	13.95	0.1	0.2	9.543	A
C-A	198.53	198.53			198.53				
A-B	25.36	25.36			25.36				
A-C	209.64	209.64			209.64				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.60	17.60	107.56	0.164	17.55	0.1	0.2	9.994	A
B-A	12.42	12.42	54.96	0.226	12.20	0.1	0.3	20.934	C
C-AB	29.26	29.26	115.82	0.253	29.04	0.2	0.4	10.356	B
C-A	152.74	152.74			152.74				
A-B	9.32	9.32			9.32				
A-C	225.48	225.48			225.48				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18.01	18.01	122.02	0.148	18.03	0.2	0.2	8.658	A
B-A	5.18	5.18	71.09	0.073	5.38	0.3	0.1	13.738	B
C-AB	21.30	21.30	116.77	0.182	21.43	0.4	0.2	9.457	A
C-A	134.92	134.92			134.92				
A-B	17.60	17.60			17.60				
A-C	187.90	187.90			187.90				

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	08:00	09:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	16.95	172.71
	B	16.54	0.00	32.05
	C	171.99	26.88	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	20.16	198.97
	B	17.57	0.00	40.32
	C	187.18	21.71	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.44	209.00
	B	21.61	0.00	40.32
	C	165.47	11.27	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	17.06	206.31
	B	21.71	0.00	32.05
	C	152.86	16.54	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	27.40	179.33
	B	14.47	0.00	21.71
	C	185.94	13.44	0.00

09:15 - 09:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	10.85	192.04
	B	7.24	0.00	23.78
	C	166.61	11.37	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	14	5
	B	0	0	0
	C	3	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	5
	B	0	0	0
	C	7	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	5	0	0
	C	8	10	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	7	4
	B	0	0	0
	C	4	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To		
		A	B	C
From	A	0	4	4
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

09:15 - 09:30

		To		
		A	B	C
From	A	0	11	4
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.39	14.17	0.6	B	31.70	190.22
B-A	0.36	23.93	0.5	C	16.52	99.14
C-AB	0.23	9.88	0.3	A	17.91	107.45
C-A					170.64	1023.82
A-B					17.64	105.86
A-C					193.06	1158.36

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32.05	32.05	118.50	0.270	31.68	0.0	0.4	10.324	B
B-A	16.54	16.54	65.24	0.254	16.21	0.0	0.3	18.238	C
C-AB	29.48	29.48	126.30	0.233	29.16	0.0	0.3	9.261	A
C-A	169.38	169.38			169.38				
A-B	16.95	16.95			16.95				
A-C	172.71	172.71			172.71				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.32	40.32	107.79	0.374	40.10	0.4	0.6	13.251	B
B-A	17.57	17.57	54.92	0.320	17.45	0.3	0.5	23.933	C
C-AB	23.56	23.56	116.92	0.201	23.61	0.3	0.3	9.684	A
C-A	185.34	185.34			185.34				
A-B	20.16	20.16			20.16				
A-C	198.97	198.97			198.97				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.32	40.32	103.76	0.389	40.28	0.6	0.6	14.165	B
B-A	21.61	21.61	60.37	0.358	21.51	0.5	0.5	23.463	C
C-AB	11.51	11.51	109.66	0.105	11.66	0.3	0.1	9.449	A
C-A	165.23	165.23			165.23				
A-B	13.44	13.44			13.44				
A-C	209.00	209.00			209.00				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32.05	32.05	104.59	0.306	32.22	0.6	0.5	12.465	B
B-A	21.71	21.71	62.47	0.348	21.72	0.5	0.5	22.881	C
C-AB	17.44	17.44	112.49	0.155	17.36	0.1	0.2	9.884	A
C-A	151.97	151.97			151.97				
A-B	17.06	17.06			17.06				
A-C	206.31	206.31			206.31				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21.71	21.71	117.23	0.185	21.93	0.5	0.2	9.464	A
B-A	14.47	14.47	65.89	0.220	14.72	0.5	0.3	17.675	C
C-AB	13.86	13.86	114.48	0.121	13.92	0.2	0.1	8.972	A
C-A	185.52	185.52			185.52				
A-B	27.40	27.40			27.40				
A-C	179.33	179.33			179.33				

09:15 - 09:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23.78	23.78	120.46	0.197	23.76	0.2	0.2	9.306	A
B-A	7.24	7.24	68.55	0.106	7.40	0.3	0.1	14.756	B
C-AB	11.60	11.60	114.21	0.102	11.63	0.1	0.1	8.789	A
C-A	166.38	166.38			166.38				
A-B	10.85	10.85			10.85				
A-C	192.04	192.04			192.04				

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.46	184.64
	B	9.32	0.00	22.78
	C	181.33	8.28	0.00

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.46	212.28
	B	11.39	0.00	24.85
	C	217.15	14.49	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	19.15	198.72
	B	12.42	0.00	22.78
	C	192.09	9.32	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.36	219.42
	B	3.11	0.00	14.91
	C	208.86	13.46	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.32	235.26
	B	12.42	0.00	17.60
	C	165.49	26.30	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	17.60	197.68
	B	5.18	0.00	18.01
	C	145.71	20.29	0.00

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	6	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	2	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	5
	B	0	0	0
	C	4	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	3
	B	0	0	0
	C	3	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.22	10.49	0.3	B	20.15	120.92
B-A	0.25	23.45	0.3	C	8.97	53.83
C-AB	0.26	10.56	0.4	B	16.37	98.24
C-A					184.09	1104.53
A-B					16.39	98.35
A-C					208.00	1248.01

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22.78	22.78	121.19	0.188	22.55	0.0	0.2	9.103	A
B-A	9.32	9.32	69.11	0.135	9.16	0.0	0.2	14.978	B
C-AB	8.38	8.38	114.40	0.073	8.30	0.0	0.1	8.483	A
C-A	181.23	181.23			181.23				
A-B	13.46	13.46			13.46				
A-C	184.64	184.64			184.64				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.85	24.85	110.51	0.225	24.79	0.2	0.3	10.490	B
B-A	11.39	11.39	51.68	0.220	11.27	0.2	0.3	22.202	C
C-AB	15.19	15.19	111.41	0.136	15.11	0.1	0.2	9.346	A
C-A	216.45	216.45			216.45				
A-B	13.46	13.46			13.46				
A-C	212.28	212.28			212.28				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22.78	22.78	114.16	0.200	22.81	0.3	0.3	9.857	A
B-A	12.42	12.42	61.77	0.201	12.44	0.3	0.3	18.254	C
C-AB	9.48	9.48	110.15	0.086	9.55	0.2	0.1	8.958	A
C-A	191.93	191.93			191.93				
A-B	19.15	19.15			19.15				
A-C	198.72	198.72			198.72				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.91	14.91	113.26	0.132	15.01	0.3	0.2	9.170	A
B-A	3.11	3.11	50.72	0.061	3.30	0.3	0.1	19.050	C
C-AB	14.08	14.08	106.26	0.132	14.02	0.1	0.2	9.760	A
C-A	208.25	208.25			208.25				
A-B	25.36	25.36			25.36				
A-C	219.42	219.42			219.42				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.60	17.60	104.20	0.169	17.55	0.2	0.2	10.382	B
B-A	12.42	12.42	50.31	0.247	12.17	0.1	0.3	23.455	C
C-AB	29.66	29.66	114.66	0.259	29.44	0.2	0.4	10.563	B
C-A	162.12	162.12			162.12				
A-B	9.32	9.32			9.32				
A-C	235.26	235.26			235.26				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18.01	18.01	119.25	0.151	18.03	0.2	0.2	8.895	A
B-A	5.18	5.18	66.44	0.078	5.41	0.3	0.1	14.800	B
C-AB	21.45	21.45	115.09	0.186	21.58	0.4	0.2	9.663	A
C-A	144.56	144.56			144.56				
A-B	17.60	17.60			17.60				
A-C	197.68	197.68			197.68				

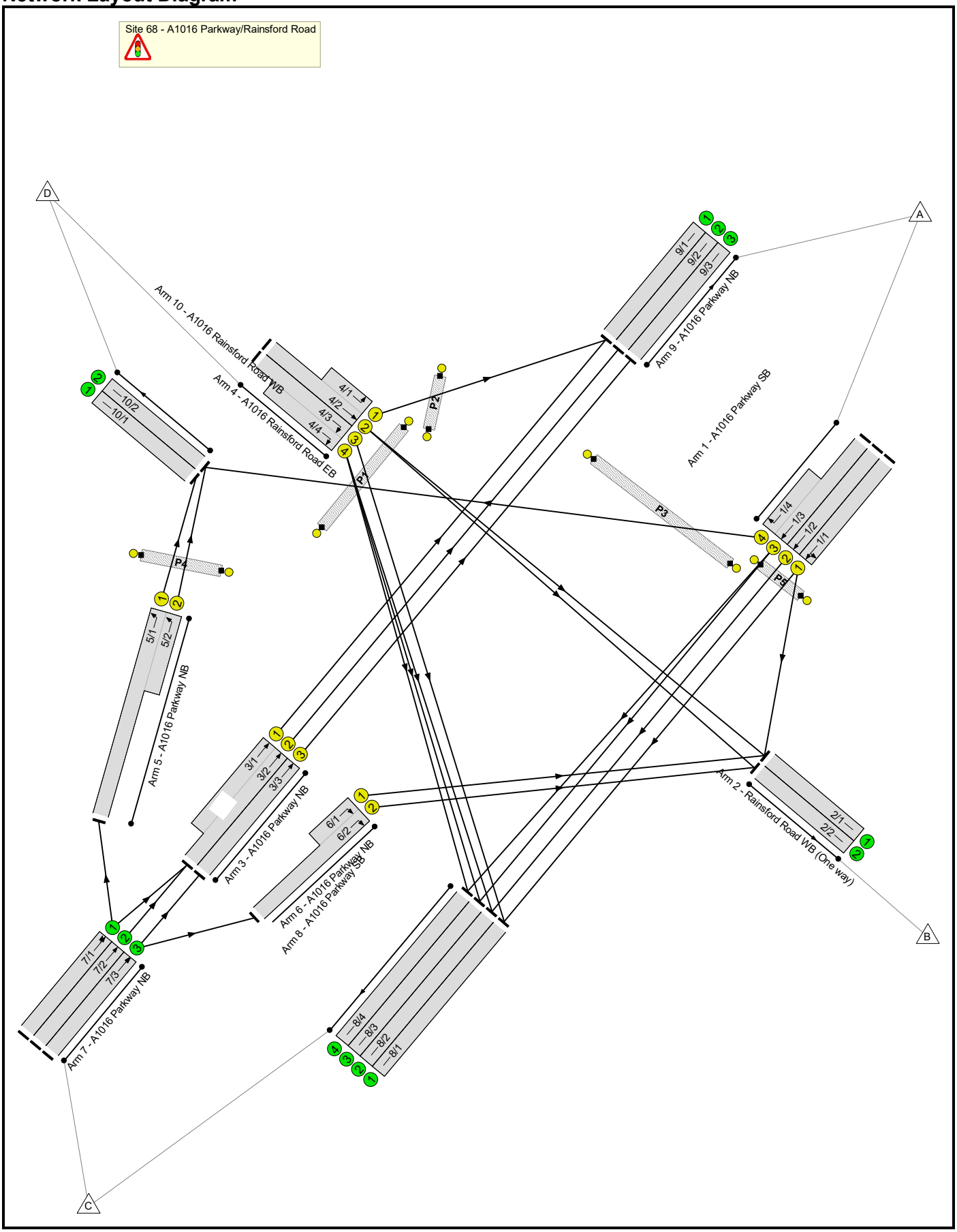
Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Site 68_DM_with_MM.lsg3x
Author:	
Company:	
Address:	

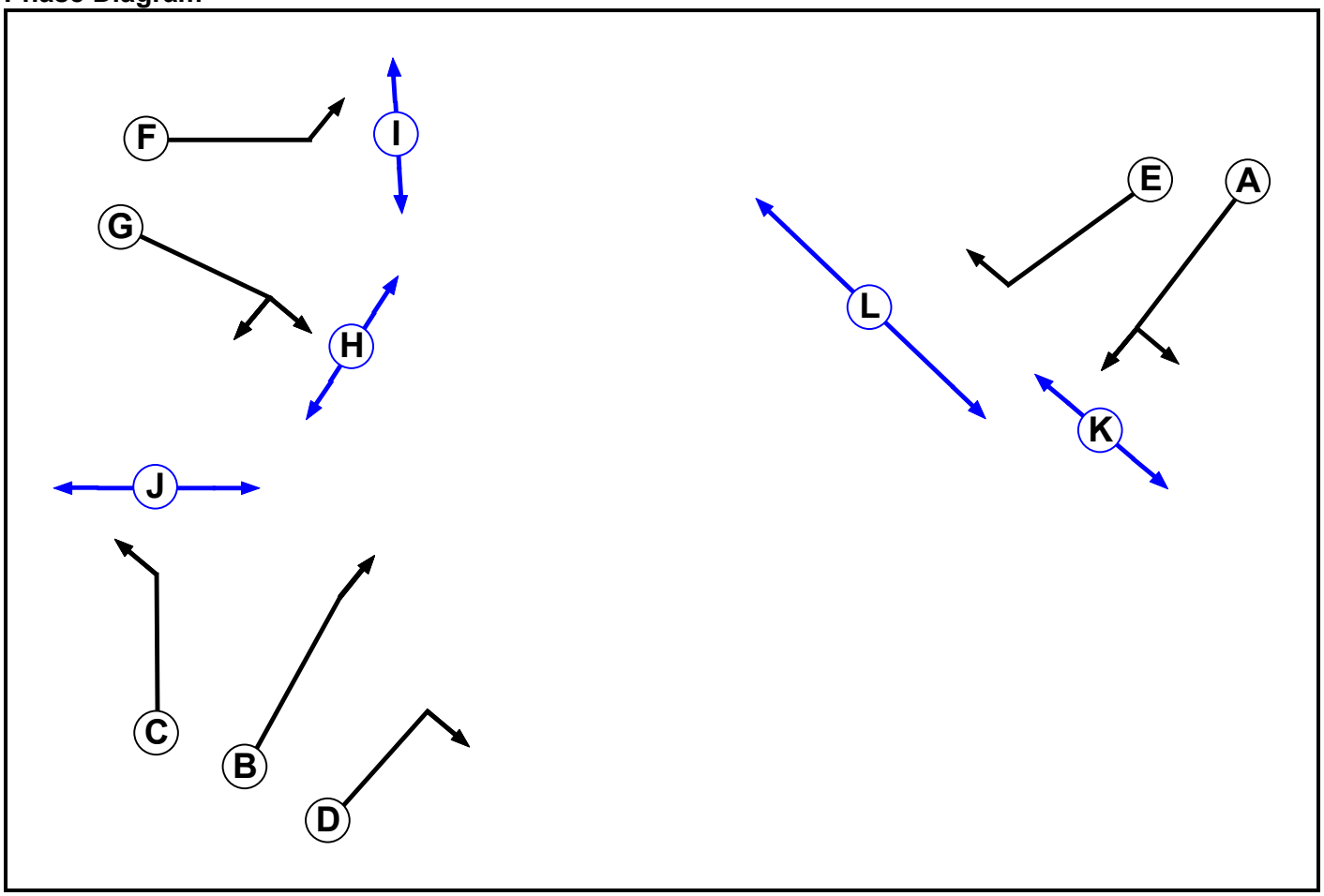
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	7
F	Traffic		-9999	7
G	Traffic		-9999	7
H	Pedestrian		-9999	7
I	Pedestrian		-9999	7
J	Pedestrian		-9999	7
K	Pedestrian		-9999	7
L	Pedestrian		-9999	7

Full Input Data And Results

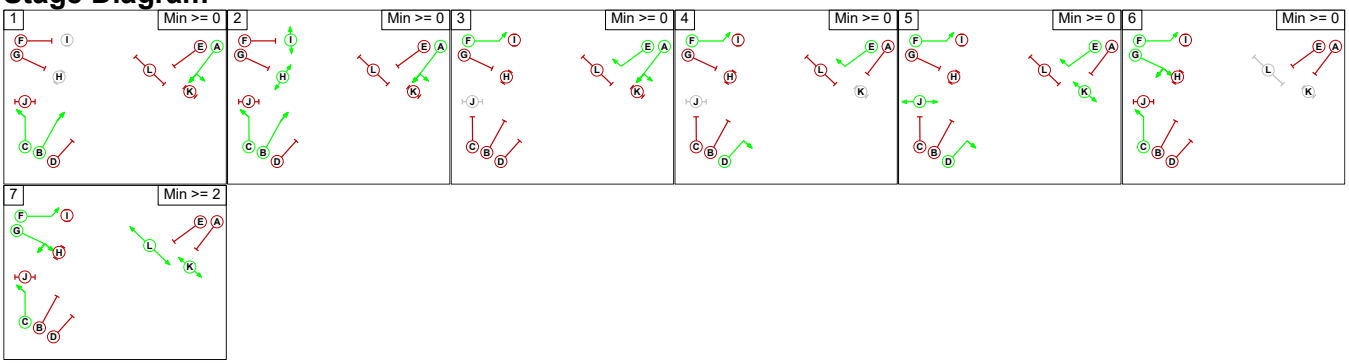
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L
A		-	-	6	-	-	5	-	-	-	5	-
B	-		-	-	7	9	7	-	-	-	-	9
C	-	-		-	5	-	-	-	-	5	-	-
D	5	-	-		-	-	5	-	-	-	-	-
E	-	6	9	-		-	6	9	-	-	-	5
F	-	5	-	-	-		-	-	5	-	-	-
G	7	6	-	8	5	-		5	-	-	-	-
H	-	-	-	-	14	-	14		-	-	-	-
I	-	-	-	-	-	8	-	-		-	-	-
J	-	-	8	-	-	-	-	-	-		-	-
K	11	-	-	-	-	-	-	-	-	-		-
L	-	14	-	-	14	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B C
2	A B C H I
3	A E F
4	D E F
5	D E F J K
6	C F G
7	C F G K L

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5	6	7
1		0	9	9	9	9	9
2	0		14	14	14	14	14
3	9	9		6	6	9	9
4	9	9	5		0	9	9
5	11	11	11	0		9	9
6	7	7	7	8	8		0
7	14	14	14	14	14	0	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Site 68 - A1016 Parkway/Rainsford Road
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Site 68 - A1016 Parkway/Rainsford Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A1016 Parkway SB)	U	A	2	3	60.0	User	1800	-	-	-	-	-
1/2 (A1016 Parkway SB)	U	A	2	3	60.0	User	1800	-	-	-	-	-
1/3 (A1016 Parkway SB)	U	A	2	3	22.3	User	1800	-	-	-	-	-
1/4 (A1016 Parkway SB)	U	E	2	3	6.8	User	1800	-	-	-	-	-
2/1 (Rainsford Road WB (One way))	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (Rainsford Road WB (One way))	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (A1016 Parkway NB)	U	B	2	3	11.7	User	1800	-	-	-	-	-
3/2 (A1016 Parkway NB)	U	B	2	3	11.7	User	1800	-	-	-	-	-
3/3 (A1016 Parkway NB)	U	B	2	3	11.7	User	1800	-	-	-	-	-
4/1 (A1016 Rainsford Road EB)	U	F	2	3	5.0	User	1800	-	-	-	-	-
4/2 (A1016 Rainsford Road EB)	U	G	2	3	7.3	User	1800	-	-	-	-	-
4/3 (A1016 Rainsford Road EB)	U	G	2	3	60.0	User	1800	-	-	-	-	-
4/4 (A1016 Rainsford Road EB)	U	G	2	3	11.7	User	1800	-	-	-	-	-
5/1 (A1016 Parkway NB)	U	C	2	3	9.7	User	1800	-	-	-	-	-
5/2 (A1016 Parkway NB)	U	C	2	3	7.7	User	1800	-	-	-	-	-
6/1 (A1016 Parkway NB)	U	D	2	3	5.0	User	1800	-	-	-	-	-

Full Input Data And Results

6/2 (A1016 Parkway NB)	U	D	2	3	60.0	User	1800	-	-	-	-	-
7/1 (A1016 Parkway NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (A1016 Parkway NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/3 (A1016 Parkway NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A1016 Parkway SB)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (A1016 Parkway SB)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/3 (A1016 Parkway SB)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/4 (A1016 Parkway SB)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (A1016 Parkway NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (A1016 Parkway NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/3 (A1016 Parkway NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A1016 Rainsford Road WB)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A1016 Rainsford Road WB)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Base Peak'	07:45	08:45	01:00	
2: 'PM Base Peak'	16:45	17:45	01:00	
3: 'FB WD AM'	07:45	08:45	01:00	
4: 'FB WD PM'	16:45	17:45	01:00	
5: 'FB+CD WD AM'	07:45	08:45	01:00	
6: 'FB+CD WD PM'	16:45	17:45	01:00	
7: 'FB+CD+N2T WD AM'	07:45	08:45	01:00	
8: 'FB+CD+N2T WD PM'	16:45	17:45	01:00	
9: 'MM2 FB+CD+N2T WD AM'	07:45	08:45	01:00	
10: 'MM2 FB+CD+N2T WD PM'	16:45	17:45	01:00	
11: 'MM2 FB+CD+N2T WD AM'	07:45	08:45	01:00	F9+F5
12: 'MM2 FB+CD+N2T WD PM'	16:45	17:45	01:00	F10+F6

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	39	1153	198	1390
	B	0	0	0	0	0
	C	1331	155	0	537	2023
	D	206	114	584	0	904
	Tot.	1537	308	1737	735	4317

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Base Peak
Junction: Site 68 - A1016 Parkway/Rainsford Road	
1/1	596
1/2	596
1/3 (with short)	198(In) 0(Out)
1/4 (short)	198
2/1	173
2/2	135
3/1 (short)	443
3/2 (with short)	887(In) 444(Out)
3/3	444
4/1 (short)	206
4/2 (with short)	320(In) 114(Out)
4/3 (with short)	584(In) 293(Out)
4/4 (short)	291
5/1 (with short)	537(In) 268(Out)
5/2 (short)	269
6/1 (short)	77
6/2 (with short)	155(In) 78(Out)
7/1	980
7/2	444
7/3	599
8/1	850
8/2	693
8/3	97
8/4	97
9/1	649
9/2	444
9/3	444
10/1	268
10/2	467

Full Input Data And Results

Lane Saturation Flows

Junction: Site 68 - A1016 Parkway/Rainsford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Parkway SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1016 Parkway SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1016 Parkway SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
1/4 (A1016 Parkway SB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Rainsford Road WB (One way) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Rainsford Road WB (One way) Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1016 Parkway NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1016 Rainsford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1016 Rainsford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1016 Rainsford Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/4 (A1016 Rainsford Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A1016 Parkway NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1016 Parkway NB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1016 Parkway NB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (A1016 Parkway SB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A1016 Parkway SB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (A1016 Parkway SB Lane 3)	Infinite Saturation Flow						Inf	Inf

8/4 (A1016 Parkway SB Lane 4)	Infinite Saturation Flow	Inf	Inf
9/1 (A1016 Parkway NB Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A1016 Parkway NB Lane 2)	Infinite Saturation Flow	Inf	Inf
9/3 (A1016 Parkway NB Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A1016 Rainsford Road WB Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A1016 Rainsford Road WB Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 2: 'PM Base Peak' (FG2: 'PM Base Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	54	917	221	1192
	B	0	0	0	0	0
	C	1324	140	0	569	2033
	D	282	78	439	0	799
	Tot.	1606	272	1356	790	4024

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Base Peak
Junction: Site 68 - A1016 Parkway/Rainsford Road	
1/1	486
1/2	485
1/3 (with short)	221(In) 0(Out)
1/4 (short)	221
2/1	163
2/2	109
3/1 (short)	442
3/2 (with short)	883(In) 441(Out)
3/3	441
4/1 (short)	282
4/2 (with short)	360(In) 78(Out)
4/3 (with short)	439(In) 220(Out)
4/4 (short)	219
5/1 (with short)	569(In) 284(Out)
5/2 (short)	285
6/1 (short)	70
6/2 (with short)	140(In) 70(Out)
7/1	1011
7/2	441
7/3	581
8/1	652
8/2	558
8/3	73
8/4	73
9/1	724
9/2	441
9/3	441
10/1	284
10/2	506

Full Input Data And Results

Lane Saturation Flows

Junction: Site 68 - A1016 Parkway/Rainsford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Parkway SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1016 Parkway SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1016 Parkway SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
1/4 (A1016 Parkway SB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Rainsford Road WB (One way) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Rainsford Road WB (One way) Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1016 Parkway NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1016 Rainsford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1016 Rainsford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1016 Rainsford Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/4 (A1016 Rainsford Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A1016 Parkway NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1016 Parkway NB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1016 Parkway NB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (A1016 Parkway SB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A1016 Parkway SB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (A1016 Parkway SB Lane 3)	Infinite Saturation Flow						Inf	Inf

8/4 (A1016 Parkway SB Lane 4)	Infinite Saturation Flow	Inf	Inf
9/1 (A1016 Parkway NB Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A1016 Parkway NB Lane 2)	Infinite Saturation Flow	Inf	Inf
9/3 (A1016 Parkway NB Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A1016 Rainsford Road WB Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A1016 Rainsford Road WB Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 3: 'FB WD AM' (FG3: 'FB WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	41	1191	204	1436
	B	0	0	0	0	0
	C	1374	160	0	554	2088
	D	212	117	602	0	931
	Tot.	1586	318	1793	758	4455

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: FB WD AM
Junction: Site 68 - A1016 Parkway/Rainsford Road	
1/1	616
1/2	616
1/3 (with short)	204(In) 0(Out)
1/4 (short)	204
2/1	179
2/2	139
3/1 (short)	458
3/2 (with short)	916(In) 458(Out)
3/3	458
4/1 (short)	212
4/2 (with short)	329(In) 117(Out)
4/3 (with short)	602(In) 302(Out)
4/4 (short)	300
5/1 (with short)	554(In) 277(Out)
5/2 (short)	277
6/1 (short)	80
6/2 (with short)	160(In) 80(Out)
7/1	1012
7/2	458
7/3	618
8/1	877
8/2	716
8/3	100
8/4	100
9/1	670
9/2	458
9/3	458
10/1	277
10/2	481

Lane Saturation Flows

Junction: Site 68 - A1016 Parkway/Rainsford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Parkway SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1016 Parkway SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1016 Parkway SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
1/4 (A1016 Parkway SB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Rainsford Road WB (One way) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Rainsford Road WB (One way) Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1016 Parkway NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1016 Rainsford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1016 Rainsford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1016 Rainsford Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/4 (A1016 Rainsford Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A1016 Parkway NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1016 Parkway NB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1016 Parkway NB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (A1016 Parkway SB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A1016 Parkway SB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (A1016 Parkway SB Lane 3)	Infinite Saturation Flow						Inf	Inf

8/4 (A1016 Parkway SB Lane 4)	Infinite Saturation Flow	Inf	Inf
9/1 (A1016 Parkway NB Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A1016 Parkway NB Lane 2)	Infinite Saturation Flow	Inf	Inf
9/3 (A1016 Parkway NB Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A1016 Rainsford Road WB Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A1016 Rainsford Road WB Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 4: 'FB WD PM' (FG4: 'FB WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	56	948	228	1232
	B	0	0	0	0	0
	C	1369	145	0	588	2102
	D	291	81	454	0	826
	Tot.	1660	282	1402	816	4160

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: FB WD PM
Junction: Site 68 - A1016 Parkway/Rainsford Road	
1/1	503
1/2	501
1/3 (with short)	228(In) 0(Out)
1/4 (short)	228
2/1	168
2/2	114
3/1 (short)	457
3/2 (with short)	913(In) 456(Out)
3/3	456
4/1 (short)	291
4/2 (with short)	372(In) 81(Out)
4/3 (with short)	454(In) 226(Out)
4/4 (short)	228
5/1 (with short)	588(In) 294(Out)
5/2 (short)	294
6/1 (short)	72
6/2 (with short)	145(In) 73(Out)
7/1	1045
7/2	456
7/3	601
8/1	673
8/2	577
8/3	76
8/4	76
9/1	748
9/2	456
9/3	456
10/1	294
10/2	522

Lane Saturation Flows

Junction: Site 68 - A1016 Parkway/Rainsford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Parkway SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1016 Parkway SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1016 Parkway SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
1/4 (A1016 Parkway SB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Rainsford Road WB (One way) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Rainsford Road WB (One way) Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1016 Parkway NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1016 Rainsford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1016 Rainsford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1016 Rainsford Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/4 (A1016 Rainsford Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A1016 Parkway NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1016 Parkway NB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1016 Parkway NB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (A1016 Parkway SB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A1016 Parkway SB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (A1016 Parkway SB Lane 3)	Infinite Saturation Flow						Inf	Inf

8/4 (A1016 Parkway SB Lane 4)	Infinite Saturation Flow	Inf	Inf
9/1 (A1016 Parkway NB Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A1016 Parkway NB Lane 2)	Infinite Saturation Flow	Inf	Inf
9/3 (A1016 Parkway NB Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A1016 Rainsford Road WB Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A1016 Rainsford Road WB Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 5: 'FB+CD WD AM' (FG5: 'FB+CD WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	41	1191	204	1436
	B	0	0	0	0	0
	C	1374	160	0	554	2088
	D	212	117	602	0	931
	Tot.	1586	318	1793	758	4455

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: FB+CD WD AM
Junction: Site 68 - A1016 Parkway/Rainsford Road	
1/1	616
1/2	616
1/3 (with short)	204(In) 0(Out)
1/4 (short)	204
2/1	179
2/2	139
3/1 (short)	458
3/2 (with short)	916(In) 458(Out)
3/3	458
4/1 (short)	212
4/2 (with short)	329(In) 117(Out)
4/3 (with short)	602(In) 302(Out)
4/4 (short)	300
5/1 (with short)	554(In) 277(Out)
5/2 (short)	277
6/1 (short)	80
6/2 (with short)	160(In) 80(Out)
7/1	1012
7/2	458
7/3	618
8/1	877
8/2	716
8/3	100
8/4	100
9/1	670
9/2	458
9/3	458
10/1	277
10/2	481

Lane Saturation Flows

Junction: Site 68 - A1016 Parkway/Rainsford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Parkway SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1016 Parkway SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1016 Parkway SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
1/4 (A1016 Parkway SB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Rainsford Road WB (One way) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Rainsford Road WB (One way) Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1016 Parkway NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1016 Rainsford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1016 Rainsford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1016 Rainsford Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/4 (A1016 Rainsford Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A1016 Parkway NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1016 Parkway NB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1016 Parkway NB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (A1016 Parkway SB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A1016 Parkway SB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (A1016 Parkway SB Lane 3)	Infinite Saturation Flow						Inf	Inf

8/4 (A1016 Parkway SB Lane 4)	Infinite Saturation Flow	Inf	Inf
9/1 (A1016 Parkway NB Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A1016 Parkway NB Lane 2)	Infinite Saturation Flow	Inf	Inf
9/3 (A1016 Parkway NB Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A1016 Rainsford Road WB Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A1016 Rainsford Road WB Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 6: 'FB+CD WD PM' (FG6: 'FB+CD WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	56	948	228	1232
	B	0	0	0	0	0
	C	1369	145	0	588	2102
	D	291	81	454	0	826
	Tot.	1660	282	1402	816	4160

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: FB+CD WD PM
Junction: Site 68 - A1016 Parkway/Rainsford Road	
1/1	503
1/2	501
1/3 (with short)	228(In) 0(Out)
1/4 (short)	228
2/1	168
2/2	114
3/1 (short)	457
3/2 (with short)	913(In) 456(Out)
3/3	456
4/1 (short)	291
4/2 (with short)	372(In) 81(Out)
4/3 (with short)	454(In) 226(Out)
4/4 (short)	228
5/1 (with short)	588(In) 294(Out)
5/2 (short)	294
6/1 (short)	72
6/2 (with short)	145(In) 73(Out)
7/1	1045
7/2	456
7/3	601
8/1	673
8/2	577
8/3	76
8/4	76
9/1	748
9/2	456
9/3	456
10/1	294
10/2	522

Lane Saturation Flows

Junction: Site 68 - A1016 Parkway/Rainsford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Parkway SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1016 Parkway SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1016 Parkway SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
1/4 (A1016 Parkway SB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Rainsford Road WB (One way) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Rainsford Road WB (One way) Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1016 Parkway NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1016 Rainsford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1016 Rainsford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1016 Rainsford Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/4 (A1016 Rainsford Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A1016 Parkway NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1016 Parkway NB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1016 Parkway NB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (A1016 Parkway SB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A1016 Parkway SB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (A1016 Parkway SB Lane 3)	Infinite Saturation Flow						Inf	Inf

8/4 (A1016 Parkway SB Lane 4)	Infinite Saturation Flow	Inf	Inf
9/1 (A1016 Parkway NB Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A1016 Parkway NB Lane 2)	Infinite Saturation Flow	Inf	Inf
9/3 (A1016 Parkway NB Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A1016 Rainsford Road WB Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A1016 Rainsford Road WB Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	41	1191	204	1436
	B	0	0	0	0	0
	C	1374	160	0	593	2127
	D	212	117	641	0	970
	Tot.	1586	318	1832	797	4533

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: FB+CD+N2T WD AM
Junction: Site 68 - A1016 Parkway/Rainsford Road	
1/1	616
1/2	616
1/3 (with short)	204(In) 0(Out)
1/4 (short)	204
2/1	179
2/2	139
3/1 (short)	458
3/2 (with short)	916(In) 458(Out)
3/3	458
4/1 (short)	212
4/2 (with short)	329(In) 117(Out)
4/3 (with short)	641(In) 320(Out)
4/4 (short)	321
5/1 (with short)	593(In) 296(Out)
5/2 (short)	297
6/1 (short)	80
6/2 (with short)	160(In) 80(Out)
7/1	1051
7/2	458
7/3	618
8/1	895
8/2	723
8/3	107
8/4	107
9/1	670
9/2	458
9/3	458
10/1	296
10/2	501

Lane Saturation Flows

Junction: Site 68 - A1016 Parkway/Rainsford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Parkway SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1016 Parkway SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1016 Parkway SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
1/4 (A1016 Parkway SB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Rainsford Road WB (One way) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Rainsford Road WB (One way) Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1016 Parkway NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1016 Rainsford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1016 Rainsford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1016 Rainsford Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/4 (A1016 Rainsford Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A1016 Parkway NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1016 Parkway NB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1016 Parkway NB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (A1016 Parkway SB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A1016 Parkway SB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (A1016 Parkway SB Lane 3)	Infinite Saturation Flow						Inf	Inf

8/4 (A1016 Parkway SB Lane 4)	Infinite Saturation Flow	Inf	Inf
9/1 (A1016 Parkway NB Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A1016 Parkway NB Lane 2)	Infinite Saturation Flow	Inf	Inf
9/3 (A1016 Parkway NB Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A1016 Rainsford Road WB Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A1016 Rainsford Road WB Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	56	948	228	1232
	B	0	0	0	0	0
	C	1369	145	0	627	2141
	D	291	81	493	0	865
	Tot.	1660	282	1441	855	4238

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: FB+CD+N2T WD PM
Junction: Site 68 - A1016 Parkway/Rainsford Road	
1/1	503
1/2	501
1/3 (with short)	228(In) 0(Out)
1/4 (short)	228
2/1	168
2/2	114
3/1 (short)	457
3/2 (with short)	913(In) 456(Out)
3/3	456
4/1 (short)	291
4/2 (with short)	372(In) 81(Out)
4/3 (with short)	493(In) 247(Out)
4/4 (short)	246
5/1 (with short)	627(In) 313(Out)
5/2 (short)	314
6/1 (short)	72
6/2 (with short)	145(In) 73(Out)
7/1	1084
7/2	456
7/3	601
8/1	694
8/2	583
8/3	82
8/4	82
9/1	748
9/2	456
9/3	456
10/1	313
10/2	542

Lane Saturation Flows

Junction: Site 68 - A1016 Parkway/Rainsford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Parkway SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1016 Parkway SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1016 Parkway SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
1/4 (A1016 Parkway SB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Rainsford Road WB (One way) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Rainsford Road WB (One way) Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1016 Parkway NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1016 Rainsford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1016 Rainsford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1016 Rainsford Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/4 (A1016 Rainsford Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A1016 Parkway NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1016 Parkway NB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1016 Parkway NB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (A1016 Parkway SB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A1016 Parkway SB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (A1016 Parkway SB Lane 3)	Infinite Saturation Flow						Inf	Inf

8/4 (A1016 Parkway SB Lane 4)	Infinite Saturation Flow	Inf	Inf
9/1 (A1016 Parkway NB Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A1016 Parkway NB Lane 2)	Infinite Saturation Flow	Inf	Inf
9/3 (A1016 Parkway NB Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A1016 Rainsford Road WB Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A1016 Rainsford Road WB Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 9: 'MM2 FB+CD+N2T WD AM' (FG11: 'MM2 FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	41	1191	204	1436
	B	0	0	0	0	0
	C	1374	160	0	593	2127
	D	212	117	641	0	970
	Tot.	1586	318	1832	797	4533

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: MM2 FB+CD+N2T WD AM
Junction: Site 68 - A1016 Parkway/Rainsford Road	
1/1	616
1/2	614
1/3 (with short)	206(In) 2(Out)
1/4 (short)	204
2/1	179
2/2	139
3/1 (short)	458
3/2 (with short)	916(In) 458(Out)
3/3	458
4/1 (short)	212
4/2 (with short)	329(In) 117(Out)
4/3 (with short)	641(In) 320(Out)
4/4 (short)	321
5/1 (with short)	593(In) 296(Out)
5/2 (short)	297
6/1 (short)	80
6/2 (with short)	160(In) 80(Out)
7/1	1051
7/2	458
7/3	618
8/1	895
8/2	721
8/3	108
8/4	108
9/1	670
9/2	458
9/3	458
10/1	296
10/2	501

Lane Saturation Flows

Junction: Site 68 - A1016 Parkway/Rainsford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Parkway SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1016 Parkway SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1016 Parkway SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
1/4 (A1016 Parkway SB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Rainsford Road WB (One way) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Rainsford Road WB (One way) Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1016 Parkway NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1016 Rainsford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1016 Rainsford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1016 Rainsford Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/4 (A1016 Rainsford Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A1016 Parkway NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1016 Parkway NB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1016 Parkway NB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (A1016 Parkway SB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A1016 Parkway SB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (A1016 Parkway SB Lane 3)	Infinite Saturation Flow						Inf	Inf

8/4 (A1016 Parkway SB Lane 4)	Infinite Saturation Flow	Inf	Inf
9/1 (A1016 Parkway NB Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A1016 Parkway NB Lane 2)	Infinite Saturation Flow	Inf	Inf
9/3 (A1016 Parkway NB Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A1016 Rainsford Road WB Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A1016 Rainsford Road WB Lane 2)	Infinite Saturation Flow	Inf	Inf

Scenario 10: 'MM2 FB+CD+N2T WD PM' (FG12: 'MM2 FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	56	948	228	1232
	B	0	0	0	0	0
	C	1369	145	0	627	2141
	D	291	81	493	0	865
	Tot.	1660	282	1441	855	4238

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: MM2 FB+CD+N2T WD PM
Junction: Site 68 - A1016 Parkway/Rainsford Road	
1/1	502
1/2	502
1/3 (with short)	228(In) 0(Out)
1/4 (short)	228
2/1	168
2/2	114
3/1 (short)	465
3/2 (with short)	929(In) 464(Out)
3/3	440
4/1 (short)	291
4/2 (with short)	372(In) 81(Out)
4/3 (with short)	493(In) 247(Out)
4/4 (short)	246
5/1 (with short)	627(In) 313(Out)
5/2 (short)	314
6/1 (short)	72
6/2 (with short)	145(In) 73(Out)
7/1	1092
7/2	464
7/3	585
8/1	693
8/2	584
8/3	82
8/4	82
9/1	756
9/2	464
9/3	440
10/1	313
10/2	542

Full Input Data And Results

Lane Saturation Flows

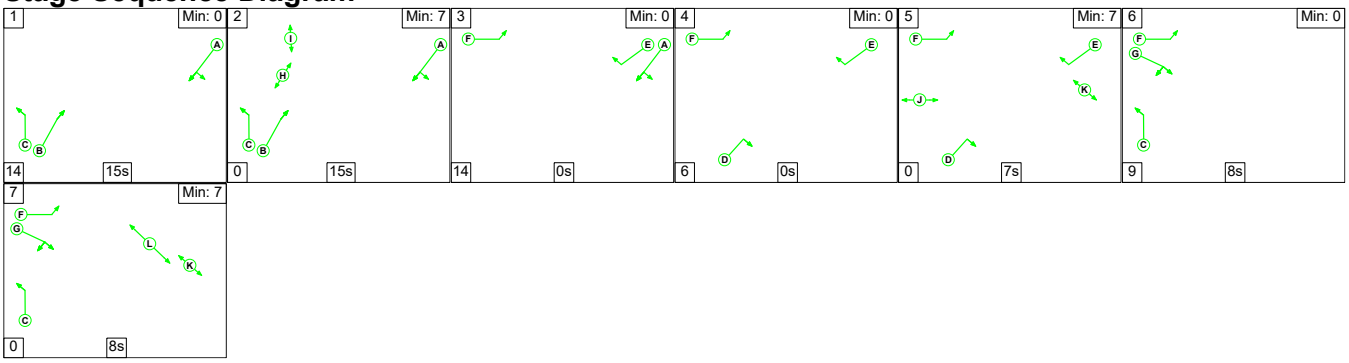
Junction: Site 68 - A1016 Parkway/Rainsford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1016 Parkway SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1016 Parkway SB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
1/3 (A1016 Parkway SB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
1/4 (A1016 Parkway SB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Rainsford Road WB (One way) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Rainsford Road WB (One way) Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A1016 Parkway NB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1016 Rainsford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1016 Rainsford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/3 (A1016 Rainsford Road EB Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/4 (A1016 Rainsford Road EB Lane 4)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (A1016 Parkway NB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (A1016 Parkway NB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (A1016 Parkway NB Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A1016 Parkway NB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/3 (A1016 Parkway NB Lane 3)	Infinite Saturation Flow						Inf	Inf
8/1 (A1016 Parkway SB Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A1016 Parkway SB Lane 2)	Infinite Saturation Flow						Inf	Inf
8/3 (A1016 Parkway SB Lane 3)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

8/4 (A1016 Parkway SB Lane 4)	Infinite Saturation Flow	Inf	Inf
9/1 (A1016 Parkway NB Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (A1016 Parkway NB Lane 2)	Infinite Saturation Flow	Inf	Inf
9/3 (A1016 Parkway NB Lane 3)	Infinite Saturation Flow	Inf	Inf
10/1 (A1016 Rainsford Road WB Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A1016 Rainsford Road WB Lane 2)	Infinite Saturation Flow	Inf	Inf

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

Stage Sequence Diagram

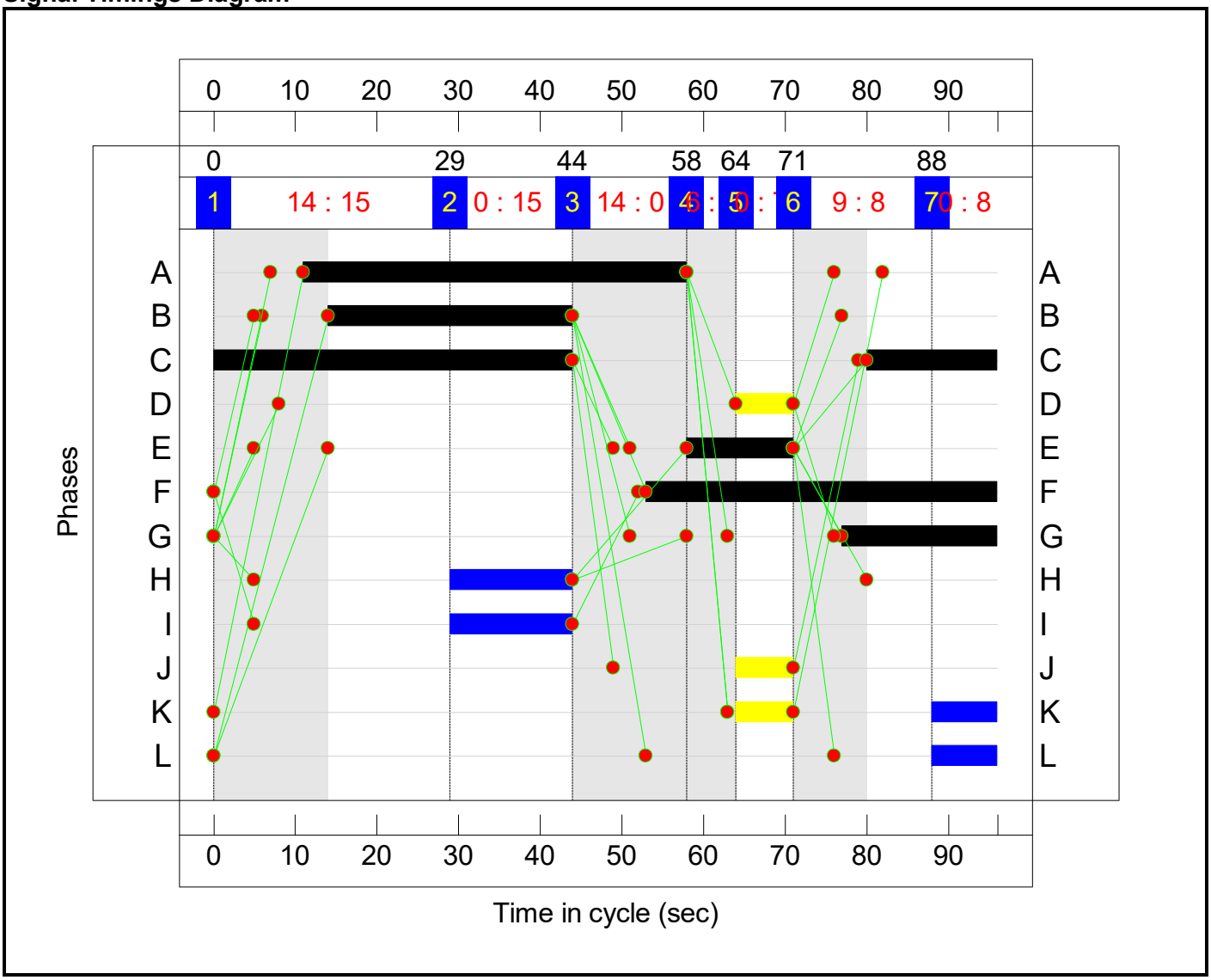


Stage Timings

Stage	1	2	3	4	5	6	7
Duration	15	15	0	0	7	8	8
Change Point	0	29	44	58	64	71	88

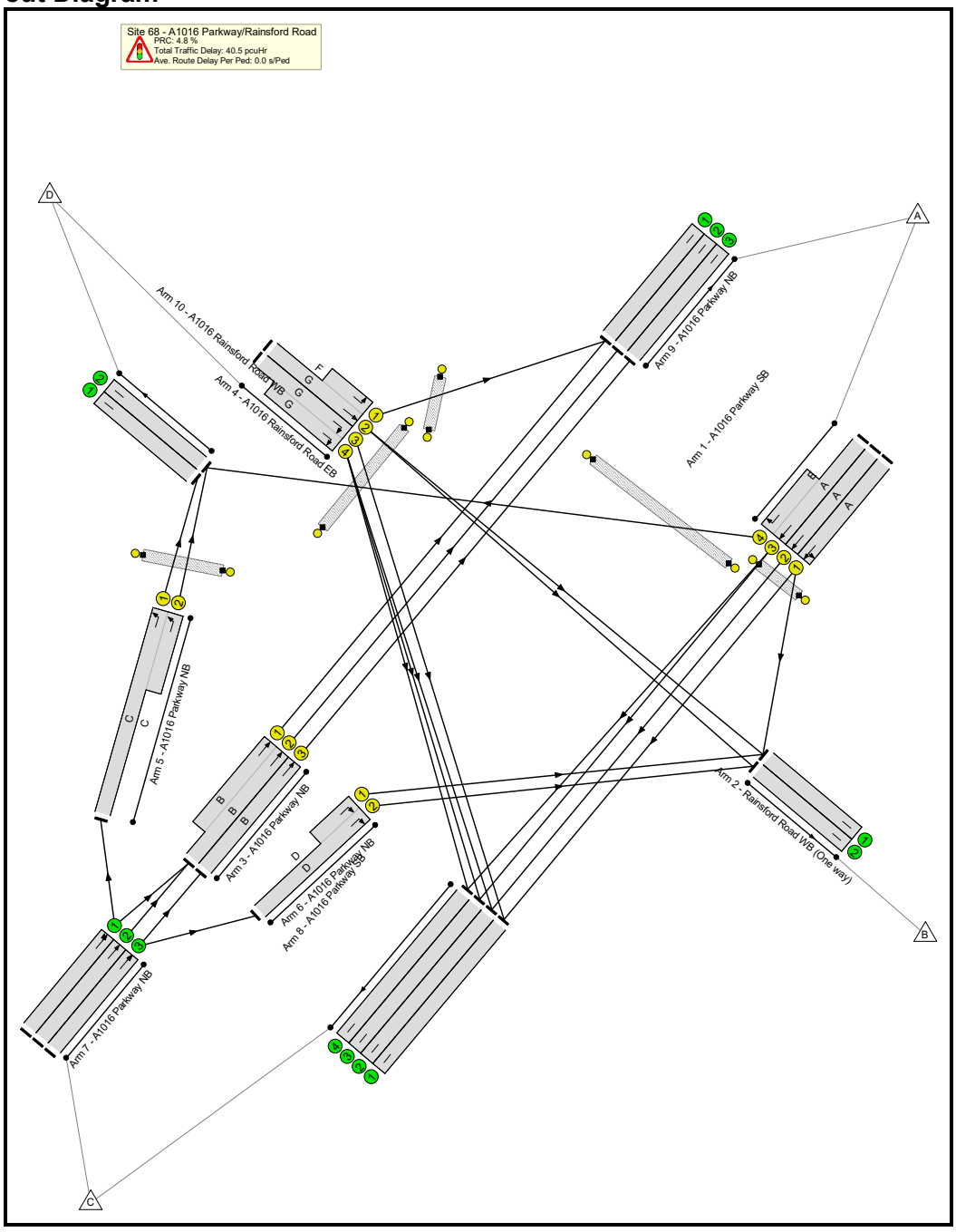
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.9%**
Site 68 - A1016 Parkway/Rainsford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.9%**
1/1	A1016 Parkway SB Left Ahead	U	N/A	N/A	A		1	47	-	596	1800	900	66.2%
1/2	A1016 Parkway SB Ahead	U	N/A	N/A	A		1	47	-	596	1800	900	66.2%
1/3+1/4	A1016 Parkway SB Ahead Right	U	N/A	N/A	A E		1	47:13	-	198	1800:1800	0+263	0.0 : 75.4%
2/1	Rainsford Road WB (One way)	U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%
2/2	Rainsford Road WB (One way)	U	N/A	N/A	-		-	-	-	135	Inf	Inf	0.0%
3/2+3/1	A1016 Parkway NB Ahead	U	N/A	N/A	B		1	30	-	887	1800:1800	517+516	85.9 : 85.9%
3/3	A1016 Parkway NB Ahead	U	N/A	N/A	B		1	30	-	444	1800	581	76.4%
4/2+4/1	A1016 Rainsford Road EB Ahead Left	U	N/A	N/A	G F		1	19:43	-	320	1800:1800	254+460	44.8 : 44.8%
4/3+4/4	A1016 Rainsford Road EB Right	U	N/A	N/A	G		1	19	-	584	1800:1800	375+375	78.1 : 77.6%
5/1+5/2	A1016 Parkway NB Left	U	N/A	N/A	C		1	60	-	537	1800:1800	721+724	37.2 : 37.2%
6/2+6/1	A1016 Parkway NB Right	U	N/A	N/A	D		1	7	-	155	1800:1800	150+150	52.0 : 51.3%
7/1	A1016 Parkway NB Ahead Ahead2	U	N/A	N/A	-		-	-	-	980	Inf	Inf	0.0%
7/2	A1016 Parkway NB Ahead	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
7/3	A1016 Parkway NB Ahead Ahead2	U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%

Full Input Data And Results

8/1	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	850	Inf	Inf	0.0%
8/2	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	693	Inf	Inf	0.0%
8/3	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	97	Inf	Inf	0.0%
8/4	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	97	Inf	Inf	0.0%
9/1	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	649	Inf	Inf	0.0%
9/2	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
9/3	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
10/1	A1016 Rainsford Road WB	U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
10/2	A1016 Rainsford Road WB	U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	15	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	15	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	L		1	8	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		2	15	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**29.6**	**10.9**	**0.0**	**40.5**	**-**	**-**	**-**	**-**
Site 68 - A1016 Parkway/Rainsford Road	**-**	**-**	**0**	**0**	**0**	**29.6**	**10.9**	**0.0**	**40.5**	**-**	**-**	**-**	**-**
1/1	596	596	-	-	-	3.0	1.0	-	3.9	23.8	11.8	1.0	12.7
1/2	596	596	-	-	-	3.0	1.0	-	3.9	23.8	11.8	1.0	12.7
1/3+1/4	198	198	-	-	-	2.2	1.5	-	3.6	66.0	5.1	1.5	6.5
2/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	135	135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	887	887	-	-	-	7.2	2.9	-	10.1	41.1	10.6	2.9	13.5
3/3	444	444	-	-	-	3.6	1.6	-	5.2	42.0	10.6	1.6	12.2
4/2+4/1	320	320	-	-	-	1.9	0.4	-	2.3	26.2	3.3	0.4	3.7
4/3+4/4	584	584	-	-	-	5.8	1.7	-	7.5	46.5	7.3	1.7	9.0
5/1+5/2	537	537	-	-	-	1.1	0.3	-	1.4	9.5	3.1	0.3	3.4
6/2+6/1	155	155	-	-	-	1.8	0.5	-	2.3	54.5	2.0	0.5	2.5
7/1	980	980	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	850	850	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	97	97	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/4	97	97	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 68 - A1016 Parkway/Rainsford Road

PRC for Signalled Lanes (%): 4.8
PRC Over All Lanes (%): 4.8

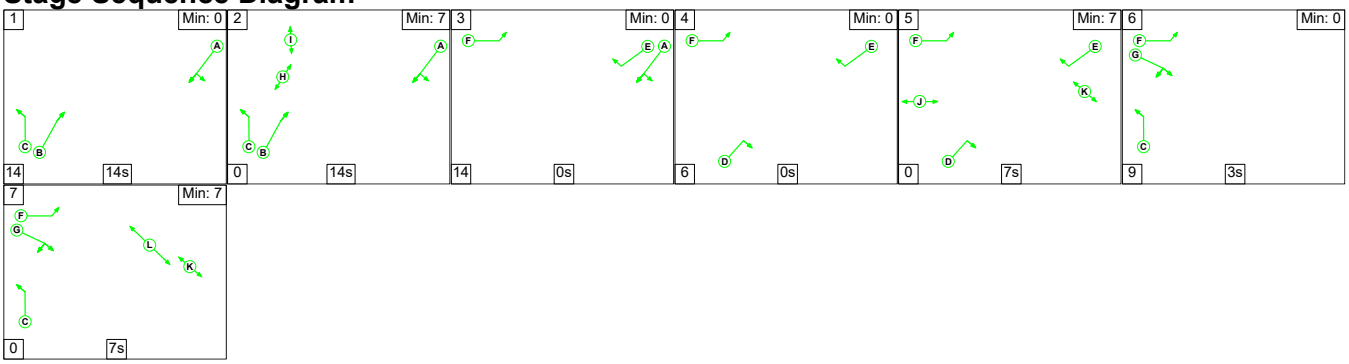
Total Delay for Signalled Lanes (pcuHr): 40.47
Total Delay Over All Lanes(pcuHr): 40.47

Cycle Time (s): 96

Full Input Data And Results

Scenario 2: 'PM Base Peak' (FG2: 'PM Base Peak', Plan 1: 'Network Control Plan 1')

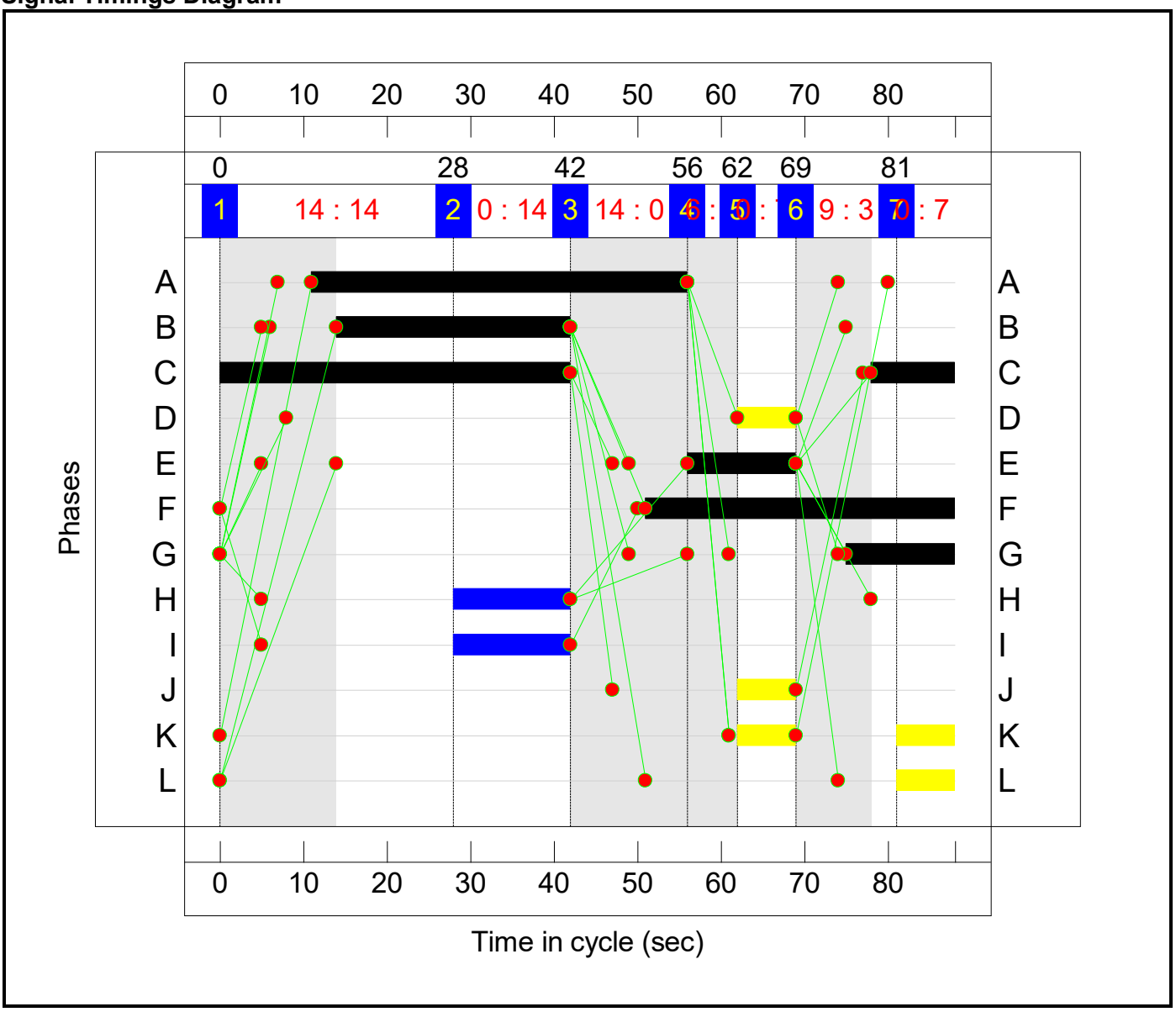
Stage Sequence Diagram



Stage Timings

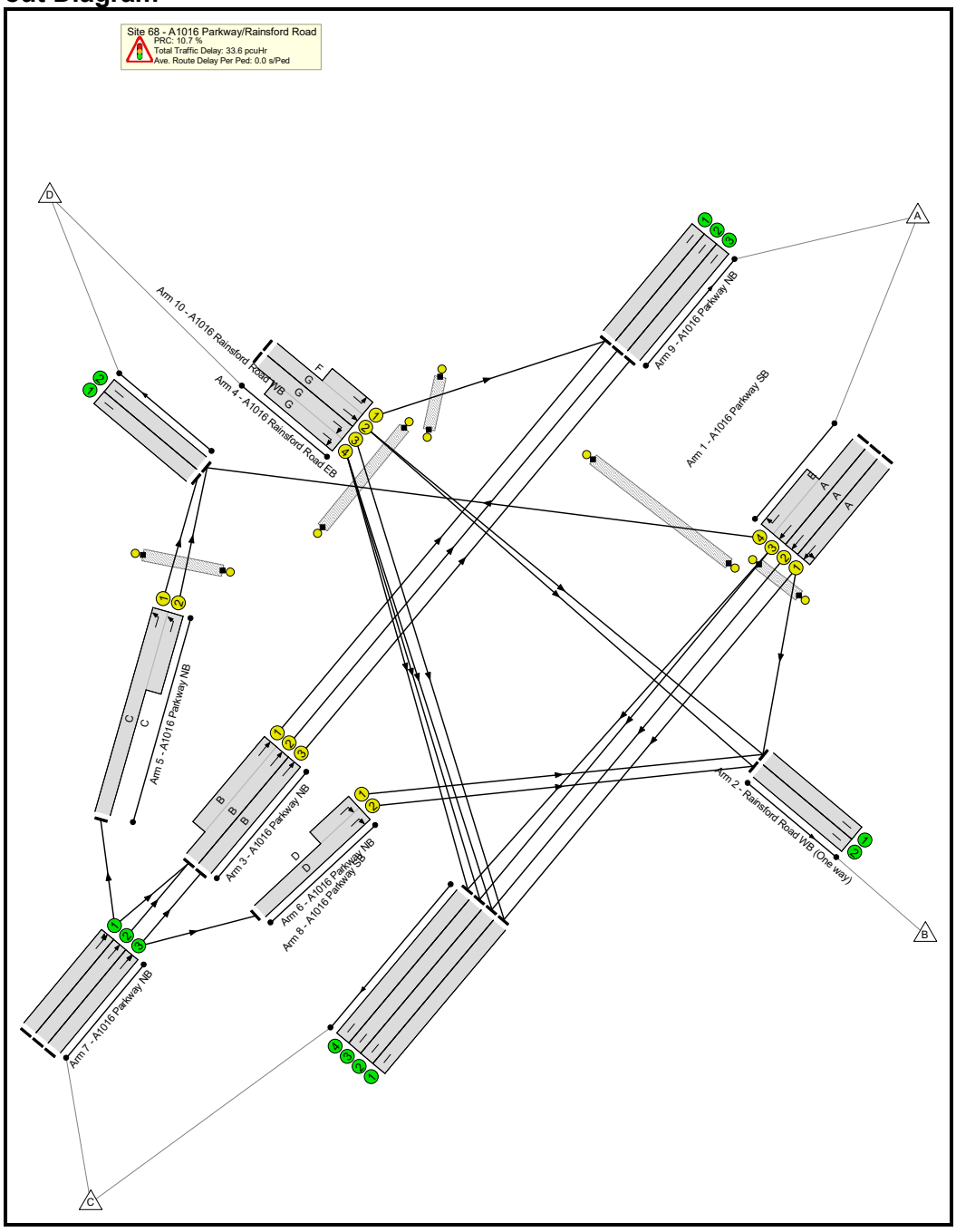
Stage	1	2	3	4	5	6	7
Duration	14	14	0	0	7	3	7
Change Point	0	28	42	56	62	69	81

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.3%**
Site 68 - A1016 Parkway/Rainsford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.3%**
1/1	A1016 Parkway SB Left Ahead	U	N/A	N/A	A		1	45	-	486	1800	941	51.7%
1/2	A1016 Parkway SB Ahead	U	N/A	N/A	A		1	45	-	485	1800	941	51.5%
1/3+1/4	A1016 Parkway SB Ahead Right	U	N/A	N/A	A E		1	45:13	-	221	1800:1800	0+286	0.0 : 77.2%
2/1	Rainsford Road WB (One way)	U	N/A	N/A	-		-	-	-	163	Inf	Inf	0.0%
2/2	Rainsford Road WB (One way)	U	N/A	N/A	-		-	-	-	109	Inf	Inf	0.0%
3/2+3/1	A1016 Parkway NB Ahead	U	N/A	N/A	B		1	28	-	883	1800:1800	542+543	81.3 : 81.3%
3/3	A1016 Parkway NB Ahead	U	N/A	N/A	B		1	28	-	441	1800	593	74.3%
4/2+4/1	A1016 Rainsford Road EB Ahead Left	U	N/A	N/A	G F		1	13:37	-	360	1800:1800	181+653	43.2 : 43.2%
4/3+4/4	A1016 Rainsford Road EB Right	U	N/A	N/A	G		1	13	-	439	1800:1800	286+286	76.8 : 76.5%
5/1+5/2	A1016 Parkway NB Left	U	N/A	N/A	C		1	52	-	569	1800:1800	705+708	40.3 : 40.3%
6/2+6/1	A1016 Parkway NB Right	U	N/A	N/A	D		1	7	-	140	1800:1800	164+164	42.8 : 42.8%
7/1	A1016 Parkway NB Ahead Ahead2	U	N/A	N/A	-		-	-	-	1011	Inf	Inf	0.0%
7/2	A1016 Parkway NB Ahead	U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
7/3	A1016 Parkway NB Ahead Ahead2	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%

Full Input Data And Results

8/1	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	652	Inf	Inf	0.0%
8/2	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
8/3	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	73	Inf	Inf	0.0%
8/4	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	73	Inf	Inf	0.0%
9/1	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	724	Inf	Inf	0.0%
9/2	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
9/3	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
10/1	A1016 Rainsford Road WB	U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
10/2	A1016 Rainsford Road WB	U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	14	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	14	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	L		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		2	14	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**24.6**	**8.9**	**0.0**	**33.6**	**-**	**-**	**-**	**-**
Site 68 - A1016 Parkway/Rainsford Road	**-**	**-**	**0**	**0**	**0**	**24.6**	**8.9**	**0.0**	**33.6**	**-**	**-**	**-**	**-**
1/1	486	486	-	-	-	1.9	0.5	-	2.4	17.7	7.7	0.5	8.2
1/2	485	485	-	-	-	1.8	0.5	-	2.4	17.7	7.7	0.5	8.2
1/3+1/4	221	221	-	-	-	2.2	1.6	-	3.8	61.7	5.2	1.6	6.8
2/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	883	883	-	-	-	6.4	2.1	-	8.6	34.9	9.6	2.1	11.7
3/3	441	441	-	-	-	3.2	1.4	-	4.6	37.8	9.6	1.4	11.0
4/2+4/1	360	360	-	-	-	2.0	0.4	-	2.4	24.0	4.6	0.4	5.0
4/3+4/4	439	439	-	-	-	4.3	1.6	-	5.9	48.6	5.1	1.6	6.7
5/1+5/2	569	569	-	-	-	1.3	0.3	-	1.6	10.4	3.2	0.3	3.6
6/2+6/1	140	140	-	-	-	1.5	0.4	-	1.8	47.4	1.6	0.4	2.0
7/1	1011	1011	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/4	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 68 - A1016 Parkway/Rainsford Road

PRC for Signalled Lanes (%): 10.7
PRC Over All Lanes (%): 10.7

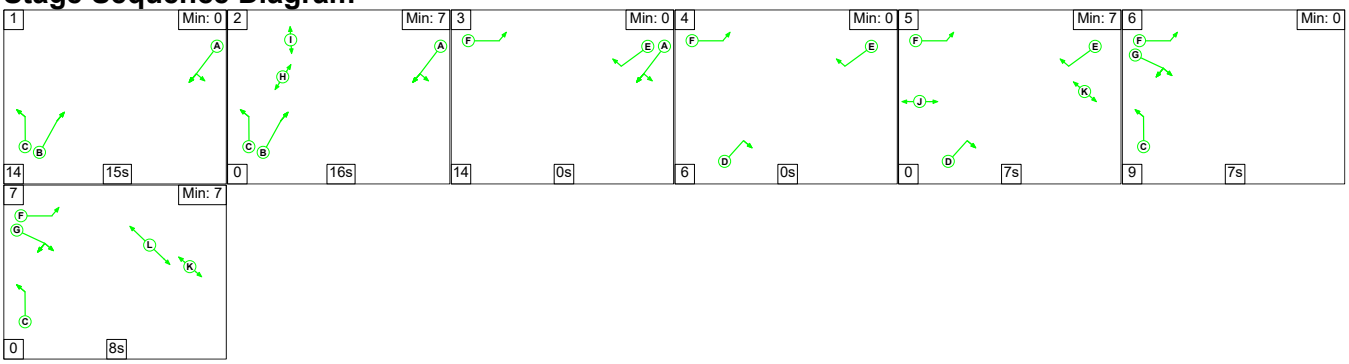
Total Delay for Signalled Lanes (pcuHr): 33.57
Total Delay Over All Lanes(pcuHr): 33.57

Cycle Time (s): 88

Full Input Data And Results

Scenario 3: 'FB WD AM' (FG3: 'FB WD AM', Plan 1: 'Network Control Plan 1')

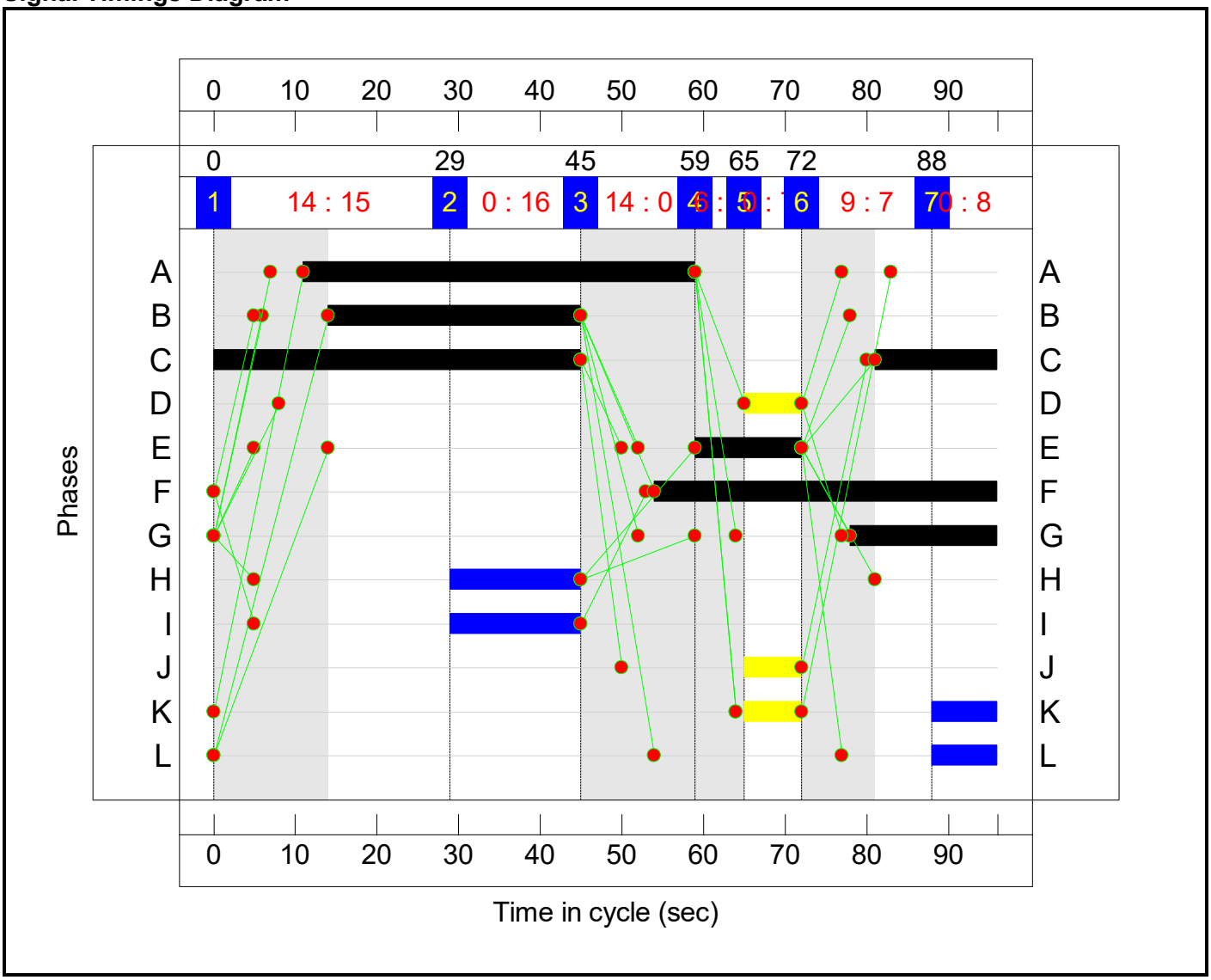
Stage Sequence Diagram



Stage Timings

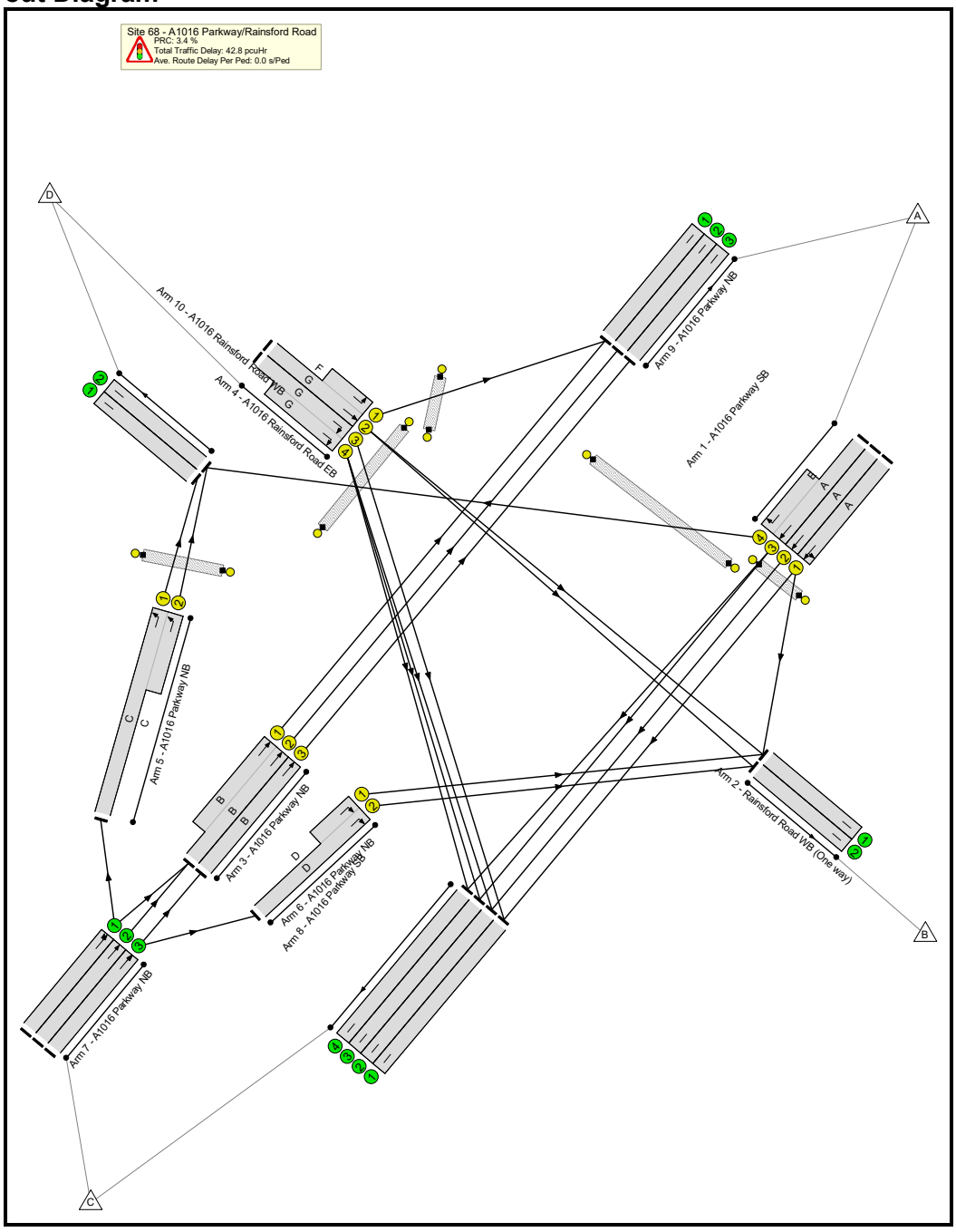
Stage	1	2	3	4	5	6	7
Duration	15	16	0	0	7	7	8
Change Point	0	29	45	59	65	72	88

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.1%**
Site 68 - A1016 Parkway/Rainsford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.1%**
1/1	A1016 Parkway SB Left Ahead	U	N/A	N/A	A		1	48	-	616	1800	919	67.0%
1/2	A1016 Parkway SB Ahead	U	N/A	N/A	A		1	48	-	616	1800	919	67.0%
1/3+1/4	A1016 Parkway SB Ahead Right	U	N/A	N/A	A E		1	48:13	-	204	1800:1800	0+263	0.0 : 77.7%
2/1	Rainsford Road WB (One way)	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
2/2	Rainsford Road WB (One way)	U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
3/2+3/1	A1016 Parkway NB Ahead	U	N/A	N/A	B		1	31	-	916	1800:1800	526+526	87.1 : 87.1%
3/3	A1016 Parkway NB Ahead	U	N/A	N/A	B		1	31	-	458	1800	600	76.3%
4/2+4/1	A1016 Rainsford Road EB Ahead Left	U	N/A	N/A	G F		1	18:42	-	329	1800:1800	248+448	47.3 : 47.3%
4/3+4/4	A1016 Rainsford Road EB Right	U	N/A	N/A	G		1	18	-	602	1800:1800	356+356	84.8 : 84.2%
5/1+5/2	A1016 Parkway NB Left	U	N/A	N/A	C		1	60	-	554	1800:1800	723+723	38.3 : 38.3%
6/2+6/1	A1016 Parkway NB Right	U	N/A	N/A	D		1	7	-	160	1800:1800	150+150	53.3 : 53.3%
7/1	A1016 Parkway NB Ahead Ahead2	U	N/A	N/A	-		-	-	-	1012	Inf	Inf	0.0%
7/2	A1016 Parkway NB Ahead	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
7/3	A1016 Parkway NB Ahead Ahead2	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%

Full Input Data And Results

8/1	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	877	Inf	Inf	0.0%
8/2	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%
8/3	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	100	Inf	Inf	0.0%
8/4	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	100	Inf	Inf	0.0%
9/1	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
9/2	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
9/3	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
10/1	A1016 Rainsford Road WB	U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
10/2	A1016 Rainsford Road WB	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	16	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	16	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	L		1	8	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		2	15	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**30.4**	**12.4**	**0.0**	**42.8**	**-**	**-**	**-**	**-**
Site 68 - A1016 Parkway/Rainsford Road	**-**	**-**	**0**	**0**	**0**	**30.4**	**12.4**	**0.0**	**42.8**	**-**	**-**	**-**	**-**
1/1	616	616	-	-	-	3.0	1.0	-	4.0	23.4	12.1	1.0	13.2
1/2	616	616	-	-	-	3.0	1.0	-	4.0	23.4	12.1	1.0	13.2
1/3+1/4	204	204	-	-	-	2.2	1.7	-	3.9	68.6	5.2	1.7	6.9
2/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	916	916	-	-	-	7.3	3.2	-	10.5	41.3	10.8	3.2	14.0
3/3	458	458	-	-	-	3.6	1.6	-	5.2	41.0	10.8	1.6	12.4
4/2+4/1	329	329	-	-	-	2.1	0.4	-	2.5	27.3	3.5	0.4	4.0
4/3+4/4	602	602	-	-	-	6.2	2.6	-	8.8	52.6	7.7	2.6	10.3
5/1+5/2	554	554	-	-	-	1.2	0.3	-	1.5	9.6	3.2	0.3	3.5
6/2+6/1	160	160	-	-	-	1.9	0.6	-	2.4	55.0	2.0	0.6	2.6
7/1	1012	1012	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/4	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

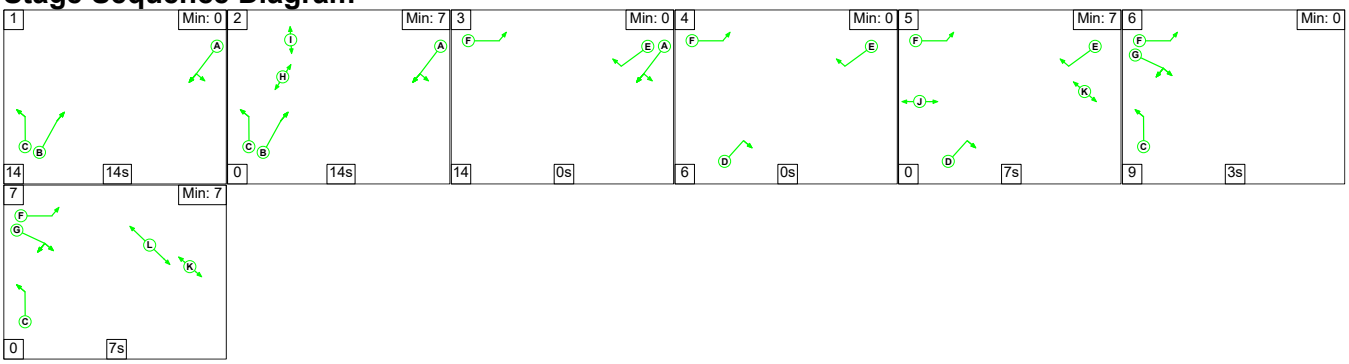
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 68 - A1016 Parkway/Rainsford Road	PRC for Signalled Lanes (%):	3.4	Total Delay for Signalled Lanes (pcuHr):	42.83	Cycle Time (s): 96
	PRC Over All Lanes (%):	3.4	Total Delay Over All Lanes(pcuHr):	42.83	

Full Input Data And Results

Scenario 4: 'FB WD PM' (FG4: 'FB WD PM', Plan 1: 'Network Control Plan 1')

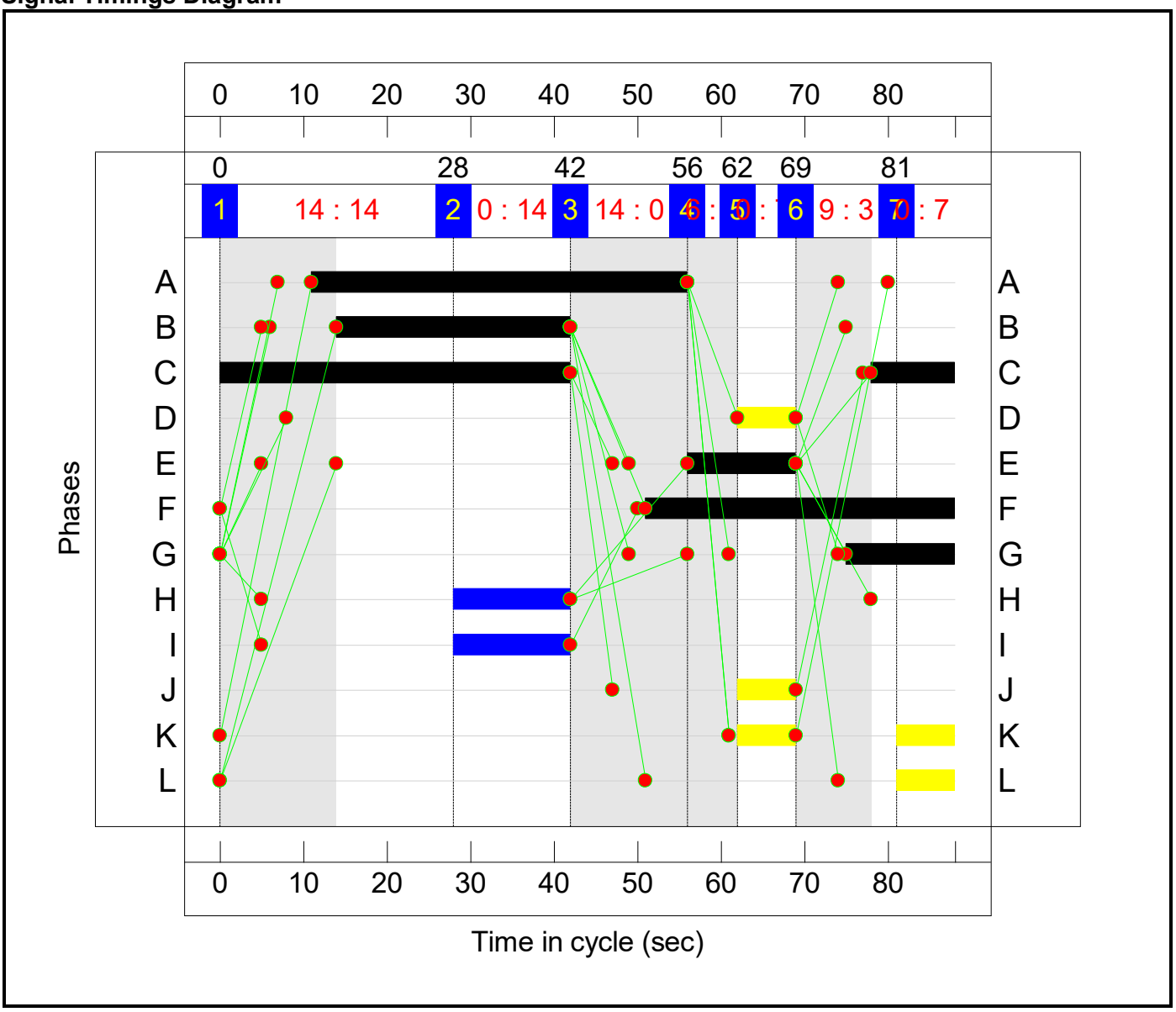
Stage Sequence Diagram



Stage Timings

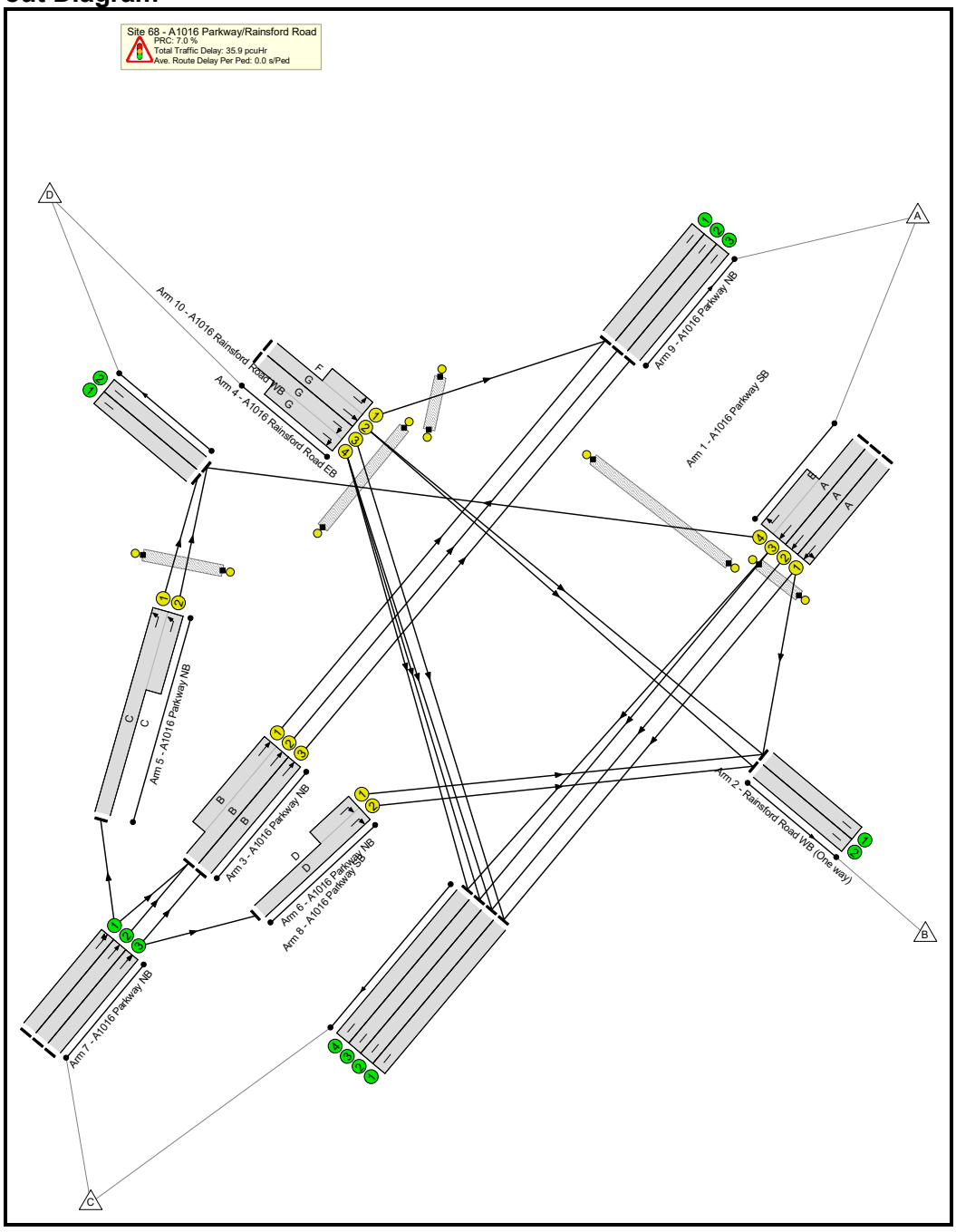
Stage	1	2	3	4	5	6	7
Duration	14	14	0	0	7	3	7
Change Point	0	28	42	56	62	69	81

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.1%**
Site 68 - A1016 Parkway/Rainsford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.1%**
1/1	A1016 Parkway SB Left Ahead	U	N/A	N/A	A		1	45	-	503	1800	941	53.5%
1/2	A1016 Parkway SB Ahead	U	N/A	N/A	A		1	45	-	501	1800	941	53.2%
1/3+1/4	A1016 Parkway SB Ahead Right	U	N/A	N/A	A E		1	45:13	-	228	1800:1800	0+286	0.0 : 79.6%
2/1	Rainsford Road WB (One way)	U	N/A	N/A	-		-	-	-	168	Inf	Inf	0.0%
2/2	Rainsford Road WB (One way)	U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
3/2+3/1	A1016 Parkway NB Ahead	U	N/A	N/A	B		1	28	-	913	1800:1800	542+543	84.1 : 84.1%
3/3	A1016 Parkway NB Ahead	U	N/A	N/A	B		1	28	-	456	1800	593	76.9%
4/2+4/1	A1016 Rainsford Road EB Ahead Left	U	N/A	N/A	G F		1	13:37	-	372	1800:1800	182+653	44.6 : 44.6%
4/3+4/4	A1016 Rainsford Road EB Right	U	N/A	N/A	G		1	13	-	454	1800:1800	286+286	78.9 : 79.6%
5/1+5/2	A1016 Parkway NB Left	U	N/A	N/A	C		1	52	-	588	1800:1800	707+707	41.6 : 41.6%
6/2+6/1	A1016 Parkway NB Right	U	N/A	N/A	D		1	7	-	145	1800:1800	164+164	44.6 : 44.0%
7/1	A1016 Parkway NB Ahead Ahead2	U	N/A	N/A	-		-	-	-	1045	Inf	Inf	0.0%
7/2	A1016 Parkway NB Ahead	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
7/3	A1016 Parkway NB Ahead Ahead2	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%

Full Input Data And Results

8/1	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
8/2	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
8/3	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	76	Inf	Inf	0.0%
8/4	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	76	Inf	Inf	0.0%
9/1	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
9/2	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
9/3	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
10/1	A1016 Rainsford Road WB	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
10/2	A1016 Rainsford Road WB	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	14	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	14	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	L		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		2	14	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**25.7**	**10.2**	**0.0**	**35.9**	**-**	**-**	**-**	**-**
Site 68 - A1016 Parkway/Rainsford Road	**-**	**-**	**0**	**0**	**0**	**25.7**	**10.2**	**0.0**	**35.9**	**-**	**-**	**-**	**-**
1/1	503	503	-	-	-	1.9	0.6	-	2.5	18.0	8.1	0.6	8.7
1/2	501	501	-	-	-	1.9	0.6	-	2.5	18.0	8.1	0.6	8.6
1/3+1/4	228	228	-	-	-	2.3	1.8	-	4.1	64.6	5.3	1.8	7.2
2/1	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	913	913	-	-	-	6.7	2.6	-	9.3	36.6	10.0	2.6	12.6
3/3	456	456	-	-	-	3.4	1.6	-	5.0	39.3	10.0	1.6	11.6
4/2+4/1	372	372	-	-	-	2.1	0.4	-	2.5	24.2	4.8	0.4	5.2
4/3+4/4	454	454	-	-	-	4.5	1.9	-	6.3	50.3	5.3	1.9	7.2
5/1+5/2	588	588	-	-	-	1.4	0.4	-	1.7	10.5	3.3	0.4	3.7
6/2+6/1	145	145	-	-	-	1.5	0.4	-	1.9	47.8	1.7	0.4	2.1
7/1	1045	1045	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	76	76	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/4	76	76	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 68 - A1016 Parkway/Rainsford Road

PRC for Signalled Lanes (%): 7.0
PRC Over All Lanes (%): 7.0

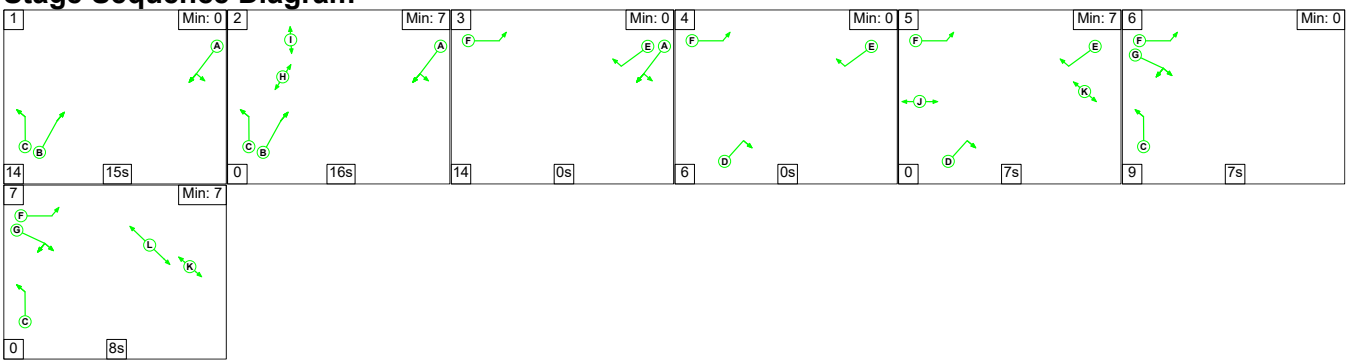
Total Delay for Signalled Lanes (pcuHr): 35.87
Total Delay Over All Lanes(pcuHr): 35.87

Cycle Time (s): 88

Full Input Data And Results

Scenario 5: 'FB+CD WD AM' (FG5: 'FB+CD WD AM', Plan 1: 'Network Control Plan 1')

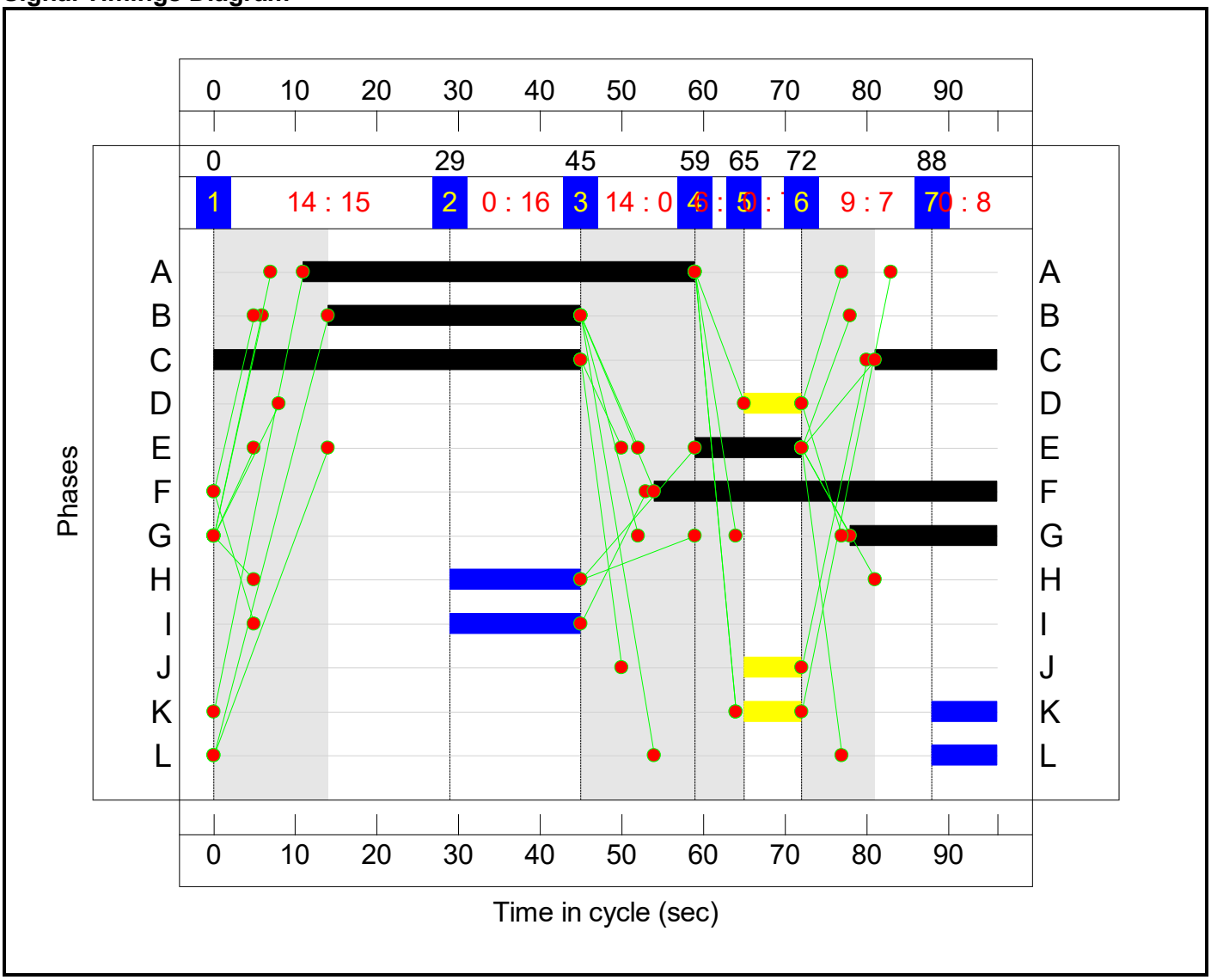
Stage Sequence Diagram



Stage Timings

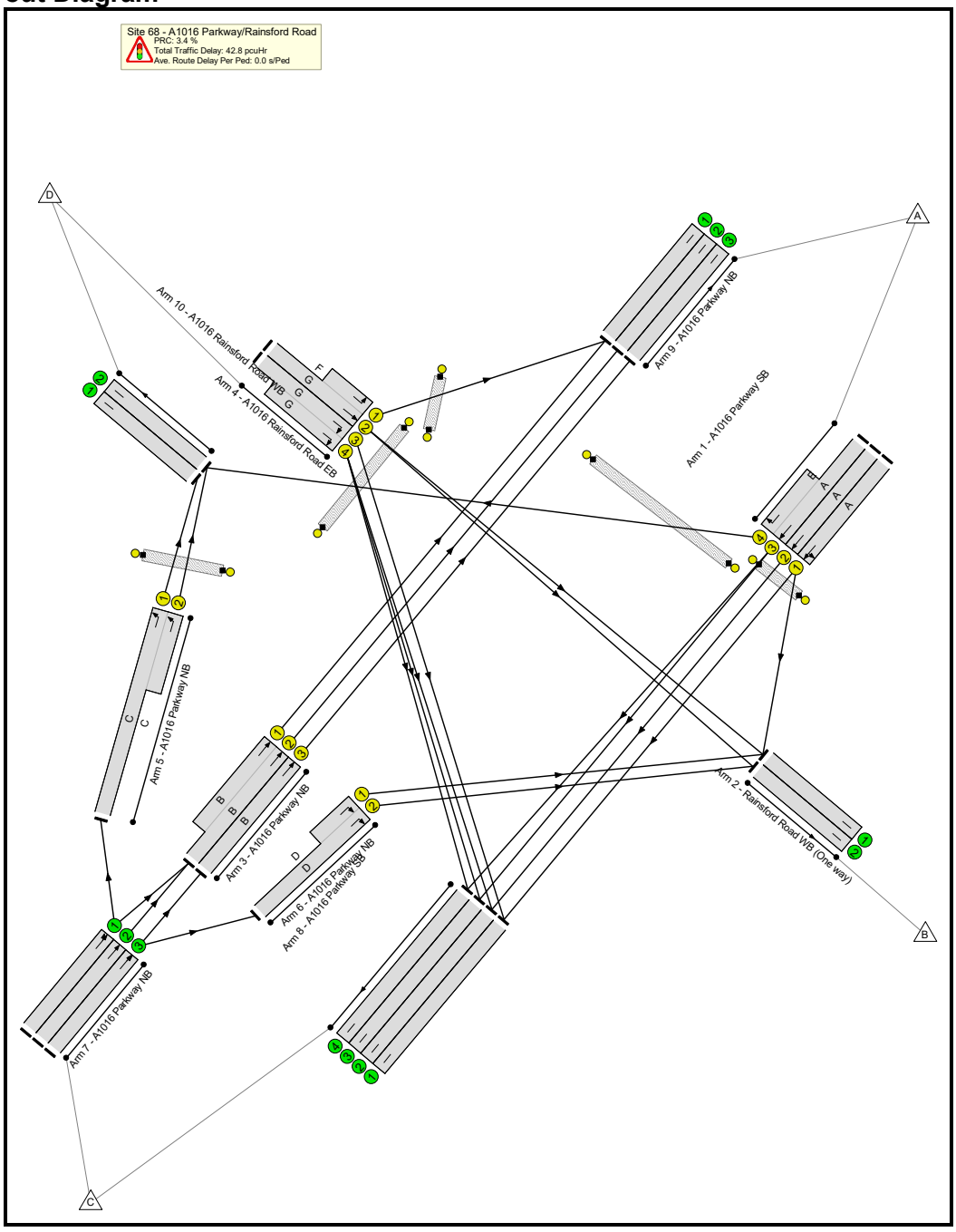
Stage	1	2	3	4	5	6	7
Duration	15	16	0	0	7	7	8
Change Point	0	29	45	59	65	72	88

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.1%**
Site 68 - A1016 Parkway/Rainsford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.1%**
1/1	A1016 Parkway SB Left Ahead	U	N/A	N/A	A		1	48	-	616	1800	919	67.0%
1/2	A1016 Parkway SB Ahead	U	N/A	N/A	A		1	48	-	616	1800	919	67.0%
1/3+1/4	A1016 Parkway SB Ahead Right	U	N/A	N/A	A E		1	48:13	-	204	1800:1800	0+263	0.0 : 77.7%
2/1	Rainsford Road WB (One way)	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
2/2	Rainsford Road WB (One way)	U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
3/2+3/1	A1016 Parkway NB Ahead	U	N/A	N/A	B		1	31	-	916	1800:1800	526+526	87.1 : 87.1%
3/3	A1016 Parkway NB Ahead	U	N/A	N/A	B		1	31	-	458	1800	600	76.3%
4/2+4/1	A1016 Rainsford Road EB Ahead Left	U	N/A	N/A	G F		1	18:42	-	329	1800:1800	248+448	47.3 : 47.3%
4/3+4/4	A1016 Rainsford Road EB Right	U	N/A	N/A	G		1	18	-	602	1800:1800	356+356	84.8 : 84.2%
5/1+5/2	A1016 Parkway NB Left	U	N/A	N/A	C		1	60	-	554	1800:1800	723+723	38.3 : 38.3%
6/2+6/1	A1016 Parkway NB Right	U	N/A	N/A	D		1	7	-	160	1800:1800	150+150	53.3 : 53.3%
7/1	A1016 Parkway NB Ahead Ahead2	U	N/A	N/A	-		-	-	-	1012	Inf	Inf	0.0%
7/2	A1016 Parkway NB Ahead	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
7/3	A1016 Parkway NB Ahead Ahead2	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%

Full Input Data And Results

8/1	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	877	Inf	Inf	0.0%
8/2	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%
8/3	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	100	Inf	Inf	0.0%
8/4	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	100	Inf	Inf	0.0%
9/1	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
9/2	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
9/3	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
10/1	A1016 Rainsford Road WB	U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
10/2	A1016 Rainsford Road WB	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	16	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	16	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	L		1	8	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		2	15	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**30.4**	**12.4**	**0.0**	**42.8**	**-**	**-**	**-**	**-**
Site 68 - A1016 Parkway/Rainsford Road	**-**	**-**	**0**	**0**	**0**	**30.4**	**12.4**	**0.0**	**42.8**	**-**	**-**	**-**	**-**
1/1	616	616	-	-	-	3.0	1.0	-	4.0	23.4	12.1	1.0	13.2
1/2	616	616	-	-	-	3.0	1.0	-	4.0	23.4	12.1	1.0	13.2
1/3+1/4	204	204	-	-	-	2.2	1.7	-	3.9	68.6	5.2	1.7	6.9
2/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	916	916	-	-	-	7.3	3.2	-	10.5	41.3	10.8	3.2	14.0
3/3	458	458	-	-	-	3.6	1.6	-	5.2	41.0	10.8	1.6	12.4
4/2+4/1	329	329	-	-	-	2.1	0.4	-	2.5	27.3	3.5	0.4	4.0
4/3+4/4	602	602	-	-	-	6.2	2.6	-	8.8	52.6	7.7	2.6	10.3
5/1+5/2	554	554	-	-	-	1.2	0.3	-	1.5	9.6	3.2	0.3	3.5
6/2+6/1	160	160	-	-	-	1.9	0.6	-	2.4	55.0	2.0	0.6	2.6
7/1	1012	1012	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/4	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

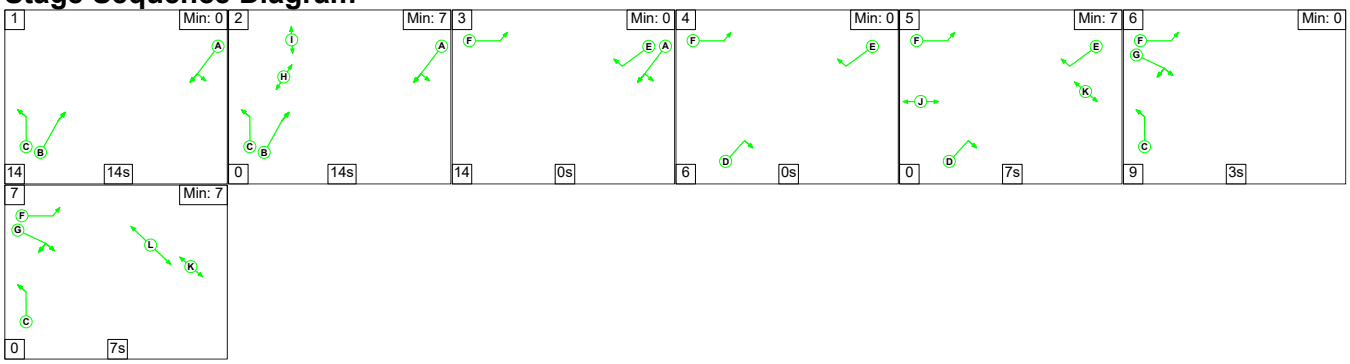
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 68 - A1016 Parkway/Rainsford Road	PRC for Signalled Lanes (%):	3.4	Total Delay for Signalled Lanes (pcuHr):	42.83	Cycle Time (s): 96
	PRC Over All Lanes (%):	3.4	Total Delay Over All Lanes(pcuHr):	42.83	

Full Input Data And Results

Scenario 6: 'FB+CD WD PM' (FG6: 'FB+CD WD PM', Plan 1: 'Network Control Plan 1')

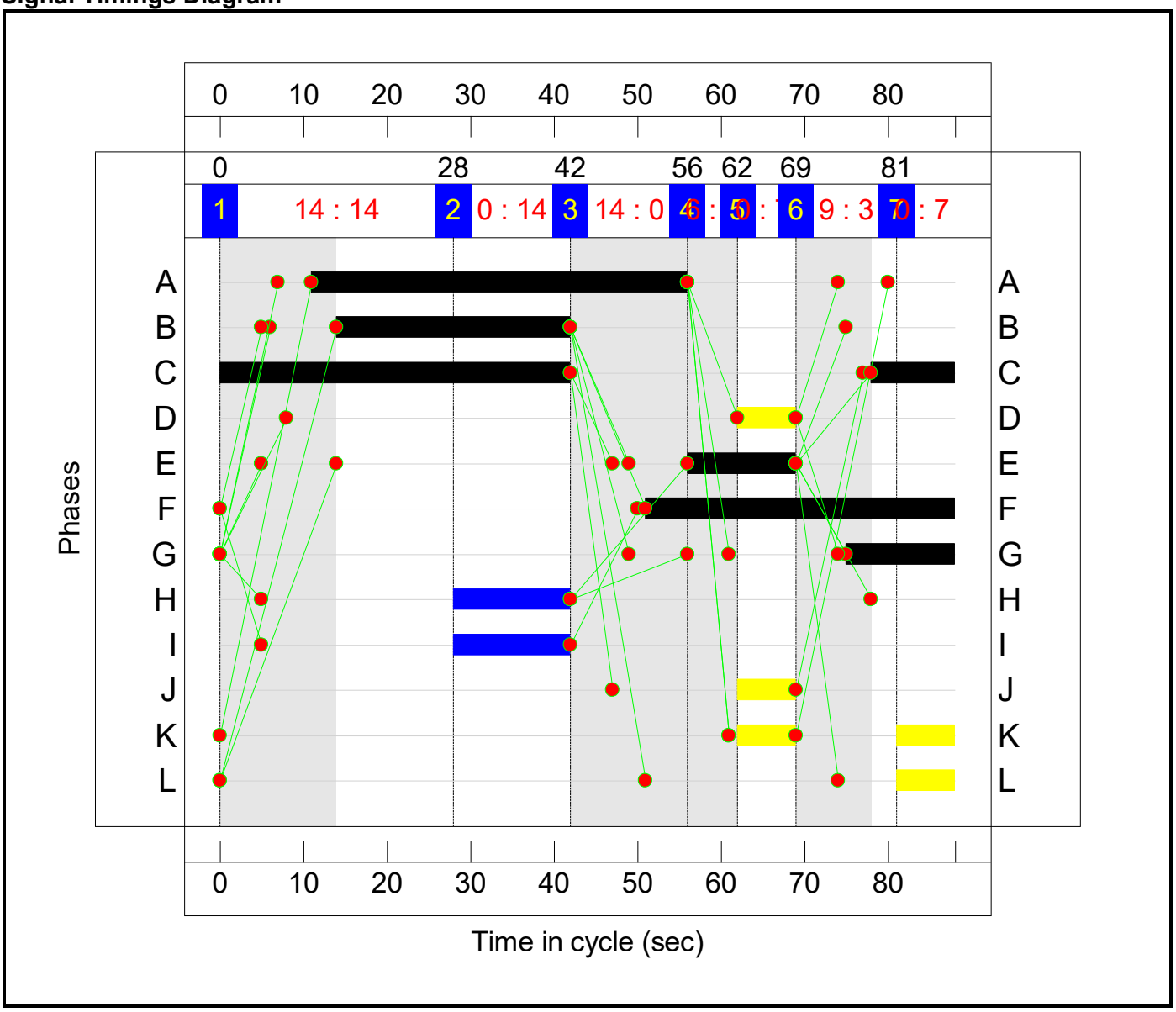
Stage Sequence Diagram



Stage Timings

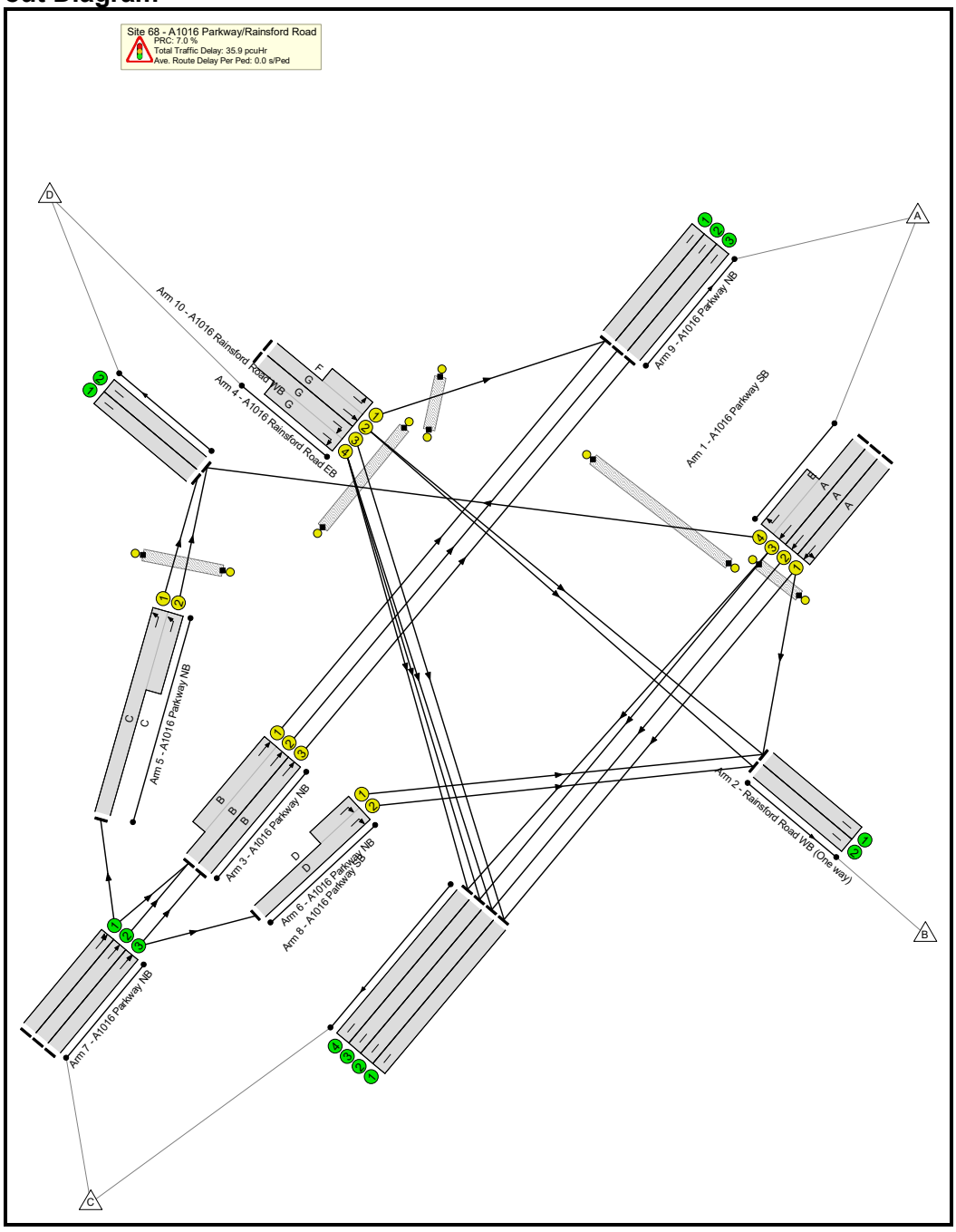
Stage	1	2	3	4	5	6	7
Duration	14	14	0	0	7	3	7
Change Point	0	28	42	56	62	69	81

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.1%**
Site 68 - A1016 Parkway/Rainsford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.1%**
1/1	A1016 Parkway SB Left Ahead	U	N/A	N/A	A		1	45	-	503	1800	941	53.5%
1/2	A1016 Parkway SB Ahead	U	N/A	N/A	A		1	45	-	501	1800	941	53.2%
1/3+1/4	A1016 Parkway SB Ahead Right	U	N/A	N/A	A E		1	45:13	-	228	1800:1800	0+286	0.0 : 79.6%
2/1	Rainsford Road WB (One way)	U	N/A	N/A	-		-	-	-	168	Inf	Inf	0.0%
2/2	Rainsford Road WB (One way)	U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
3/2+3/1	A1016 Parkway NB Ahead	U	N/A	N/A	B		1	28	-	913	1800:1800	542+543	84.1 : 84.1%
3/3	A1016 Parkway NB Ahead	U	N/A	N/A	B		1	28	-	456	1800	593	76.9%
4/2+4/1	A1016 Rainsford Road EB Ahead Left	U	N/A	N/A	G F		1	13:37	-	372	1800:1800	182+653	44.6 : 44.6%
4/3+4/4	A1016 Rainsford Road EB Right	U	N/A	N/A	G		1	13	-	454	1800:1800	286+286	78.9 : 79.6%
5/1+5/2	A1016 Parkway NB Left	U	N/A	N/A	C		1	52	-	588	1800:1800	707+707	41.6 : 41.6%
6/2+6/1	A1016 Parkway NB Right	U	N/A	N/A	D		1	7	-	145	1800:1800	164+164	44.6 : 44.0%
7/1	A1016 Parkway NB Ahead Ahead2	U	N/A	N/A	-		-	-	-	1045	Inf	Inf	0.0%
7/2	A1016 Parkway NB Ahead	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
7/3	A1016 Parkway NB Ahead Ahead2	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%

Full Input Data And Results

8/1	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
8/2	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
8/3	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	76	Inf	Inf	0.0%
8/4	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	76	Inf	Inf	0.0%
9/1	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
9/2	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
9/3	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
10/1	A1016 Rainsford Road WB	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
10/2	A1016 Rainsford Road WB	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	14	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	14	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	L		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		2	14	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**25.7**	**10.2**	**0.0**	**35.9**	**-**	**-**	**-**	**-**
Site 68 - A1016 Parkway/Rainsford Road	**-**	**-**	**0**	**0**	**0**	**25.7**	**10.2**	**0.0**	**35.9**	**-**	**-**	**-**	**-**
1/1	503	503	-	-	-	1.9	0.6	-	2.5	18.0	8.1	0.6	8.7
1/2	501	501	-	-	-	1.9	0.6	-	2.5	18.0	8.1	0.6	8.6
1/3+1/4	228	228	-	-	-	2.3	1.8	-	4.1	64.6	5.3	1.8	7.2
2/1	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	913	913	-	-	-	6.7	2.6	-	9.3	36.6	10.0	2.6	12.6
3/3	456	456	-	-	-	3.4	1.6	-	5.0	39.3	10.0	1.6	11.6
4/2+4/1	372	372	-	-	-	2.1	0.4	-	2.5	24.2	4.8	0.4	5.2
4/3+4/4	454	454	-	-	-	4.5	1.9	-	6.3	50.3	5.3	1.9	7.2
5/1+5/2	588	588	-	-	-	1.4	0.4	-	1.7	10.5	3.3	0.4	3.7
6/2+6/1	145	145	-	-	-	1.5	0.4	-	1.9	47.8	1.7	0.4	2.1
7/1	1045	1045	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	76	76	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/4	76	76	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 68 - A1016 Parkway/Rainsford Road

PRC for Signalled Lanes (%): 7.0
PRC Over All Lanes (%): 7.0

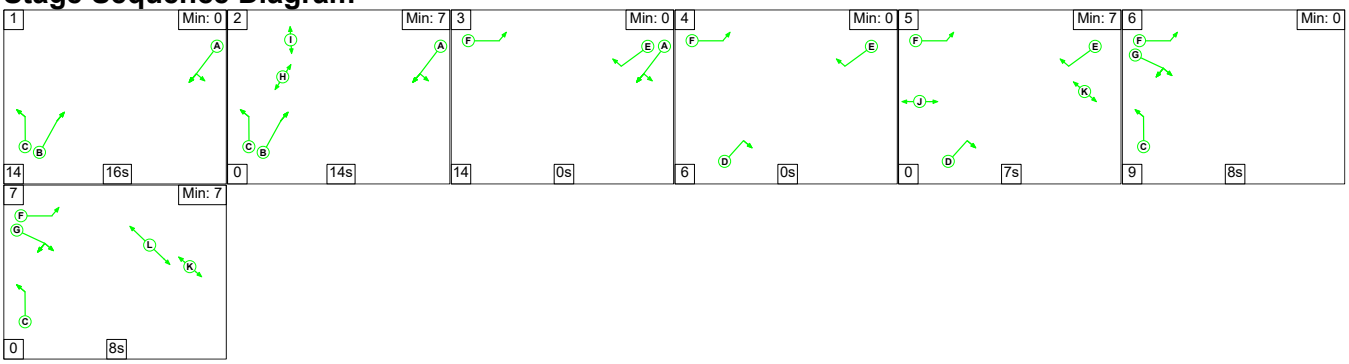
Total Delay for Signalled Lanes (pcuHr): 35.87
Total Delay Over All Lanes(pcuHr): 35.87

Cycle Time (s): 88

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

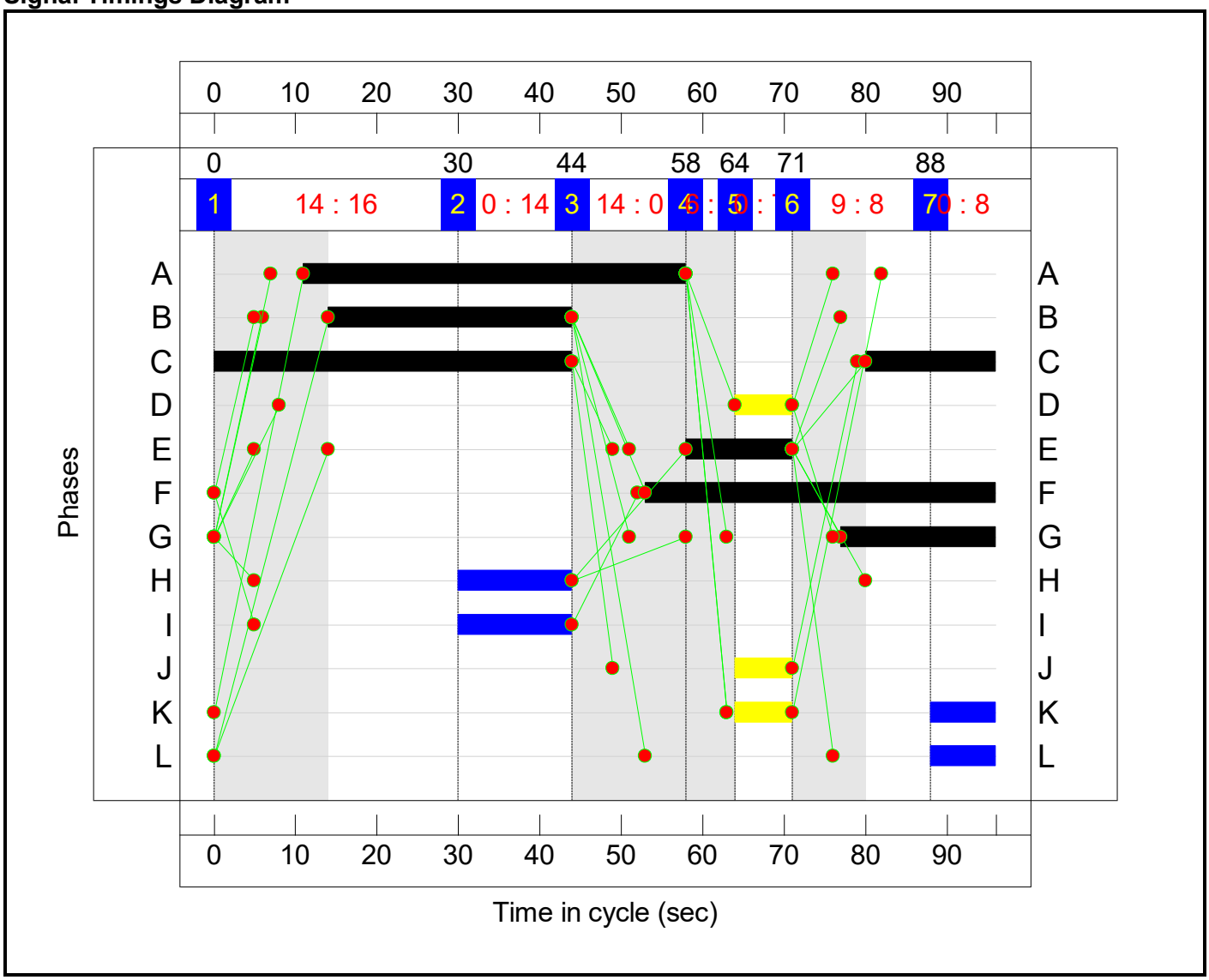
Stage Sequence Diagram



Stage Timings

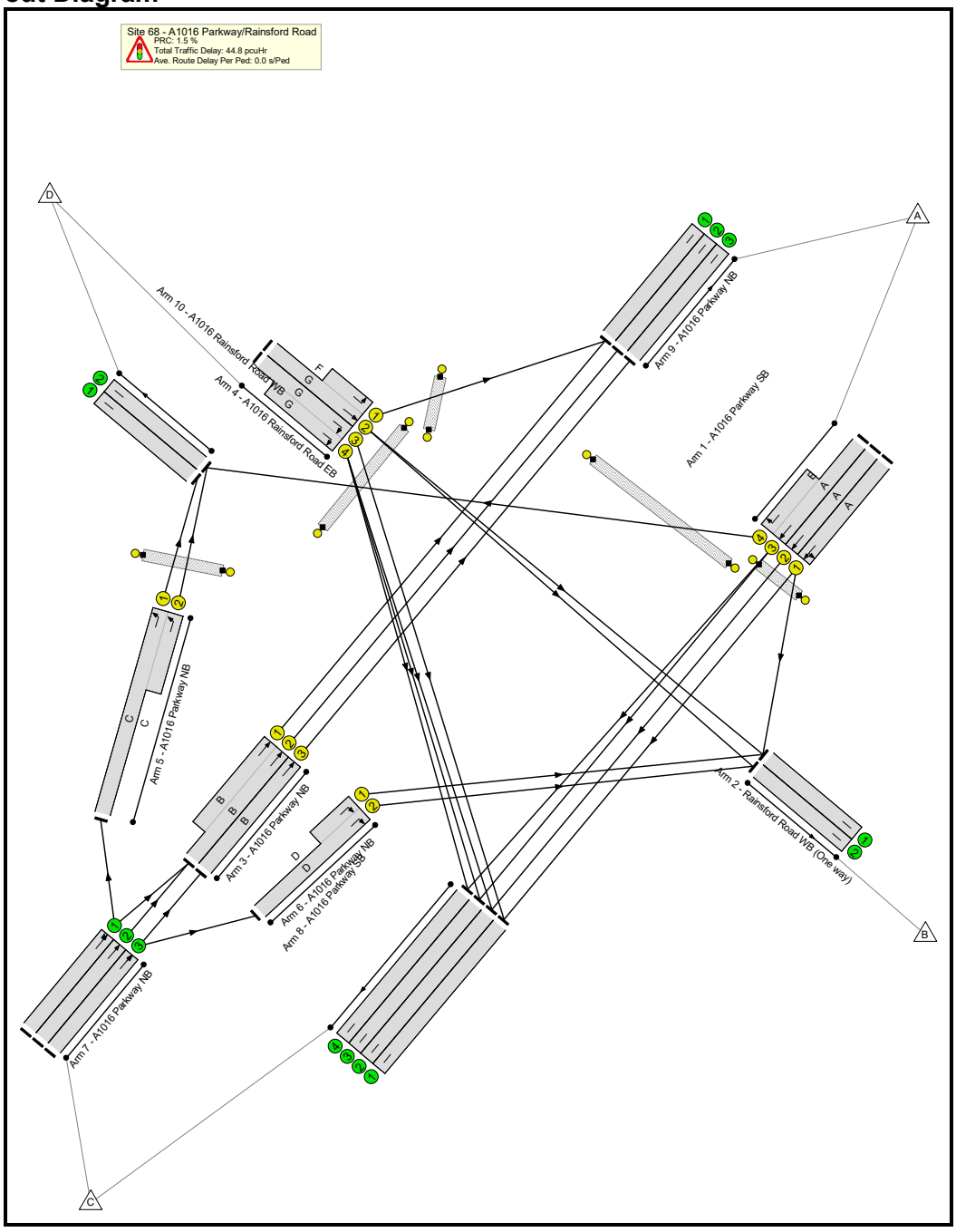
Stage	1	2	3	4	5	6	7
Duration	16	14	0	0	7	8	8
Change Point	0	30	44	58	64	71	88

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.7%**
Site 68 - A1016 Parkway/Rainsford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.7%**
1/1	A1016 Parkway SB Left Ahead	U	N/A	N/A	A		1	47	-	616	1800	900	68.4%
1/2	A1016 Parkway SB Ahead	U	N/A	N/A	A		1	47	-	616	1800	900	68.4%
1/3+1/4	A1016 Parkway SB Ahead Right	U	N/A	N/A	A E		1	47:13	-	204	1800:1800	0+263	0.0 : 77.7%
2/1	Rainsford Road WB (One way)	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
2/2	Rainsford Road WB (One way)	U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
3/2+3/1	A1016 Parkway NB Ahead	U	N/A	N/A	B		1	30	-	916	1800:1800	517+517	88.7 : 88.7%
3/3	A1016 Parkway NB Ahead	U	N/A	N/A	B		1	30	-	458	1800	581	78.8%
4/2+4/1	A1016 Rainsford Road EB Ahead Left	U	N/A	N/A	G F		1	19:43	-	329	1800:1800	254+461	46.0 : 46.0%
4/3+4/4	A1016 Rainsford Road EB Right	U	N/A	N/A	G		1	19	-	641	1800:1800	375+375	85.3 : 85.6%
5/1+5/2	A1016 Parkway NB Left	U	N/A	N/A	C		1	60	-	593	1800:1800	721+724	41.0 : 41.0%
6/2+6/1	A1016 Parkway NB Right	U	N/A	N/A	D		1	7	-	160	1800:1800	150+150	53.3 : 53.3%
7/1	A1016 Parkway NB Ahead Ahead2	U	N/A	N/A	-		-	-	-	1051	Inf	Inf	0.0%
7/2	A1016 Parkway NB Ahead	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
7/3	A1016 Parkway NB Ahead Ahead2	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%

Full Input Data And Results

8/1	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	895	Inf	Inf	0.0%
8/2	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
8/3	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	107	Inf	Inf	0.0%
8/4	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	107	Inf	Inf	0.0%
9/1	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
9/2	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
9/3	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
10/1	A1016 Rainsford Road WB	U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
10/2	A1016 Rainsford Road WB	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	14	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	14	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	L		1	8	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		2	15	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**31.4**	**13.4**	**0.0**	**44.8**	**-**	**-**	**-**	**-**
Site 68 - A1016 Parkway/Rainsford Road	**-**	**-**	**0**	**0**	**0**	**31.4**	**13.4**	**0.0**	**44.8**	**-**	**-**	**-**	**-**
1/1	616	616	-	-	-	3.1	1.1	-	4.2	24.5	12.3	1.1	13.4
1/2	616	616	-	-	-	3.1	1.1	-	4.2	24.5	12.3	1.1	13.4
1/3+1/4	204	204	-	-	-	2.2	1.7	-	3.9	68.6	5.2	1.7	6.9
2/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	916	916	-	-	-	7.5	3.7	-	11.2	44.0	11.1	3.7	14.7
3/3	458	458	-	-	-	3.8	1.8	-	5.6	43.7	11.1	1.8	12.9
4/2+4/1	329	329	-	-	-	2.0	0.4	-	2.4	26.4	3.4	0.4	3.8
4/3+4/4	641	641	-	-	-	6.5	2.8	-	9.3	52.3	8.2	2.8	11.0
5/1+5/2	593	593	-	-	-	1.3	0.3	-	1.6	9.8	3.4	0.3	3.7
6/2+6/1	160	160	-	-	-	1.9	0.6	-	2.4	55.0	2.0	0.6	2.6
7/1	1051	1051	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	895	895	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/4	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 68 - A1016 Parkway/Rainsford Road

PRC for Signalled Lanes (%): 1.5
PRC Over All Lanes (%): 1.5

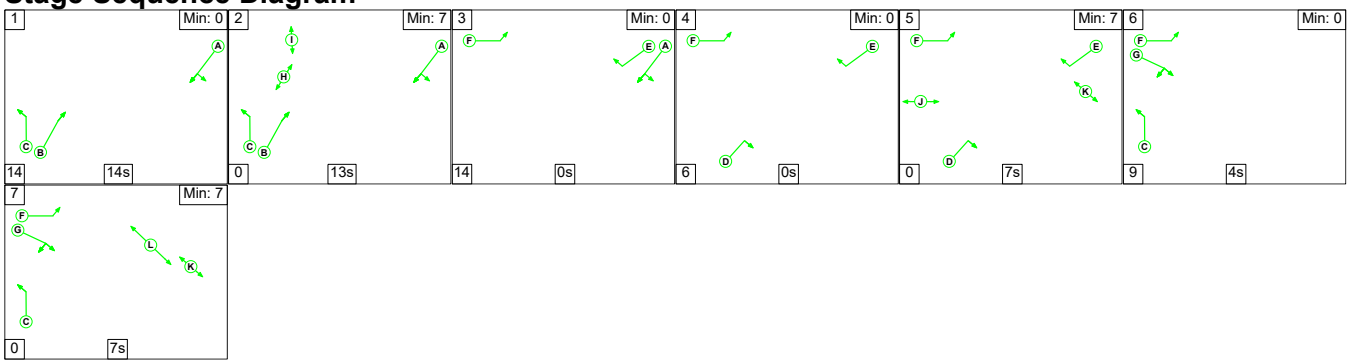
Total Delay for Signalled Lanes (pcuHr): 44.81
Total Delay Over All Lanes(pcuHr): 44.81

Cycle Time (s): 96

Full Input Data And Results

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

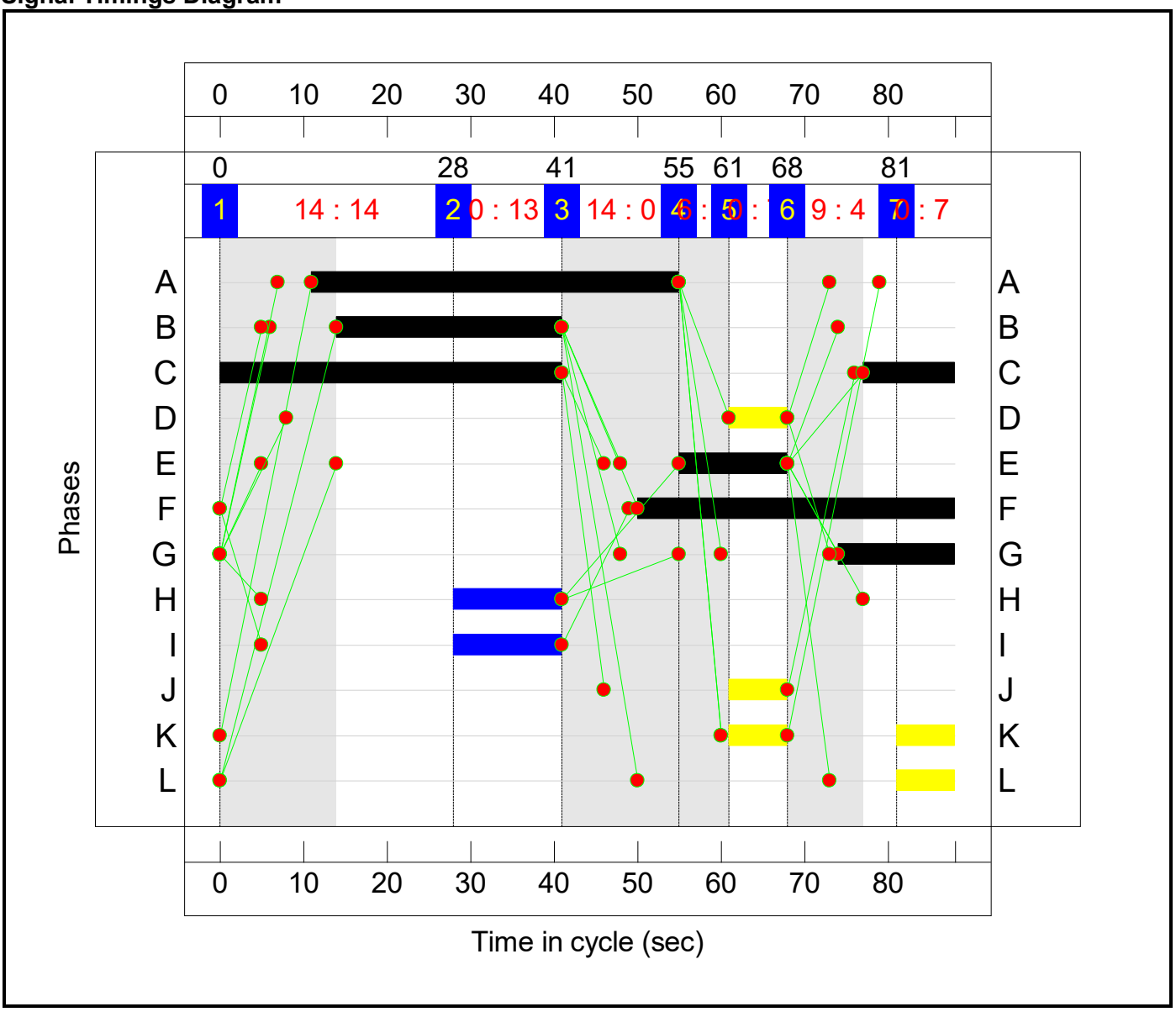
Stage Sequence Diagram



Stage Timings

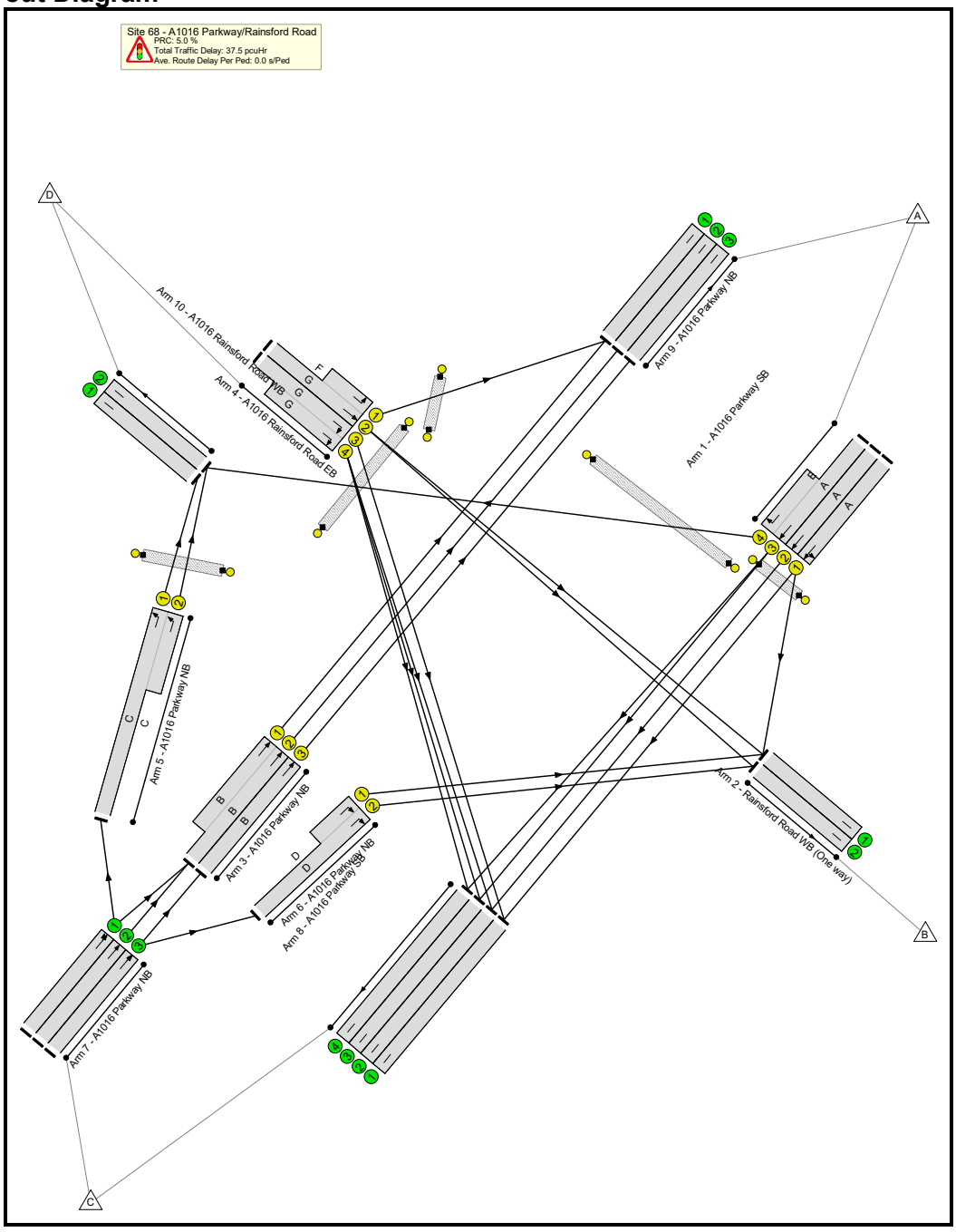
Stage	1	2	3	4	5	6	7
Duration	14	13	0	0	7	4	7
Change Point	0	28	41	55	61	68	81

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.7%**
Site 68 - A1016 Parkway/Rainsford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.7%**
1/1	A1016 Parkway SB Left Ahead	U	N/A	N/A	A		1	44	-	503	1800	920	54.6%
1/2	A1016 Parkway SB Ahead	U	N/A	N/A	A		1	44	-	501	1800	920	54.4%
1/3+1/4	A1016 Parkway SB Ahead Right	U	N/A	N/A	A E		1	44:13	-	228	1800:1800	0+286	0.0 : 79.6%
2/1	Rainsford Road WB (One way)	U	N/A	N/A	-		-	-	-	168	Inf	Inf	0.0%
2/2	Rainsford Road WB (One way)	U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
3/2+3/1	A1016 Parkway NB Ahead	U	N/A	N/A	B		1	27	-	913	1800:1800	532+533	85.7 : 85.7%
3/3	A1016 Parkway NB Ahead	U	N/A	N/A	B		1	27	-	456	1800	573	79.6%
4/2+4/1	A1016 Rainsford Road EB Ahead Left	U	N/A	N/A	G F		1	14:38	-	372	1800:1800	186+669	43.5 : 43.5%
4/3+4/4	A1016 Rainsford Road EB Right	U	N/A	N/A	G		1	14	-	493	1800:1800	307+307	80.5 : 80.2%
5/1+5/2	A1016 Parkway NB Left	U	N/A	N/A	C		1	52	-	627	1800:1800	705+708	44.4 : 44.4%
6/2+6/1	A1016 Parkway NB Right	U	N/A	N/A	D		1	7	-	145	1800:1800	164+164	44.6 : 44.0%
7/1	A1016 Parkway NB Ahead Ahead2	U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
7/2	A1016 Parkway NB Ahead	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
7/3	A1016 Parkway NB Ahead Ahead2	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%

Full Input Data And Results

8/1	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
8/2	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
8/3	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%
8/4	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%
9/1	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
9/2	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
9/3	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
10/1	A1016 Rainsford Road WB	U	N/A	N/A	-		-	-	-	313	Inf	Inf	0.0%
10/2	A1016 Rainsford Road WB	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	13	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	13	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	L		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		2	14	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**26.6**	**11.0**	**0.0**	**37.5**	**-**	**-**	**-**	**-**
Site 68 - A1016 Parkway/Rainsford Road	**-**	**-**	**0**	**0**	**0**	**26.6**	**11.0**	**0.0**	**37.5**	**-**	**-**	**-**	**-**
1/1	503	503	-	-	-	2.0	0.6	-	2.6	18.9	8.2	0.6	8.8
1/2	501	501	-	-	-	2.0	0.6	-	2.6	18.8	8.2	0.6	8.8
1/3+1/4	228	228	-	-	-	2.3	1.8	-	4.1	64.6	5.3	1.8	7.2
2/1	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	913	913	-	-	-	7.0	2.9	-	9.8	38.8	10.2	2.9	13.0
3/3	456	456	-	-	-	3.5	1.9	-	5.4	42.3	10.1	1.9	12.0
4/2+4/1	372	372	-	-	-	2.0	0.4	-	2.4	23.4	4.7	0.4	5.1
4/3+4/4	493	493	-	-	-	4.8	2.0	-	6.8	49.5	5.8	2.0	7.7
5/1+5/2	627	627	-	-	-	1.5	0.4	-	1.9	10.7	3.7	0.4	4.1
6/2+6/1	145	145	-	-	-	1.5	0.4	-	1.9	47.8	1.7	0.4	2.1
7/1	1084	1084	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/4	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 68 - A1016 Parkway/Rainsford Road

PRC for Signalled Lanes (%): 5.0
PRC Over All Lanes (%): 5.0

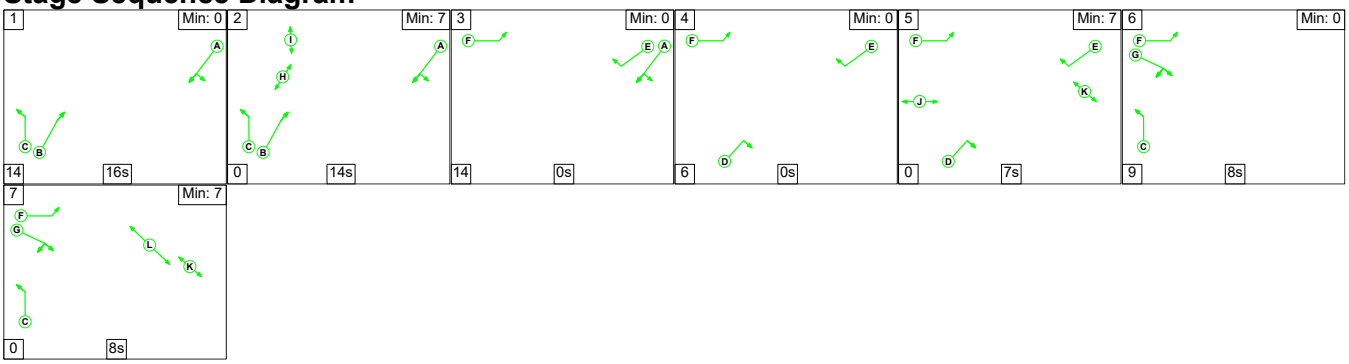
Total Delay for Signalled Lanes (pcuHr): 37.55
Total Delay Over All Lanes(pcuHr): 37.55

Cycle Time (s): 88

Full Input Data And Results

Scenario 9: 'MM2 FB+CD+N2T WD AM' (FG11: 'MM2 FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

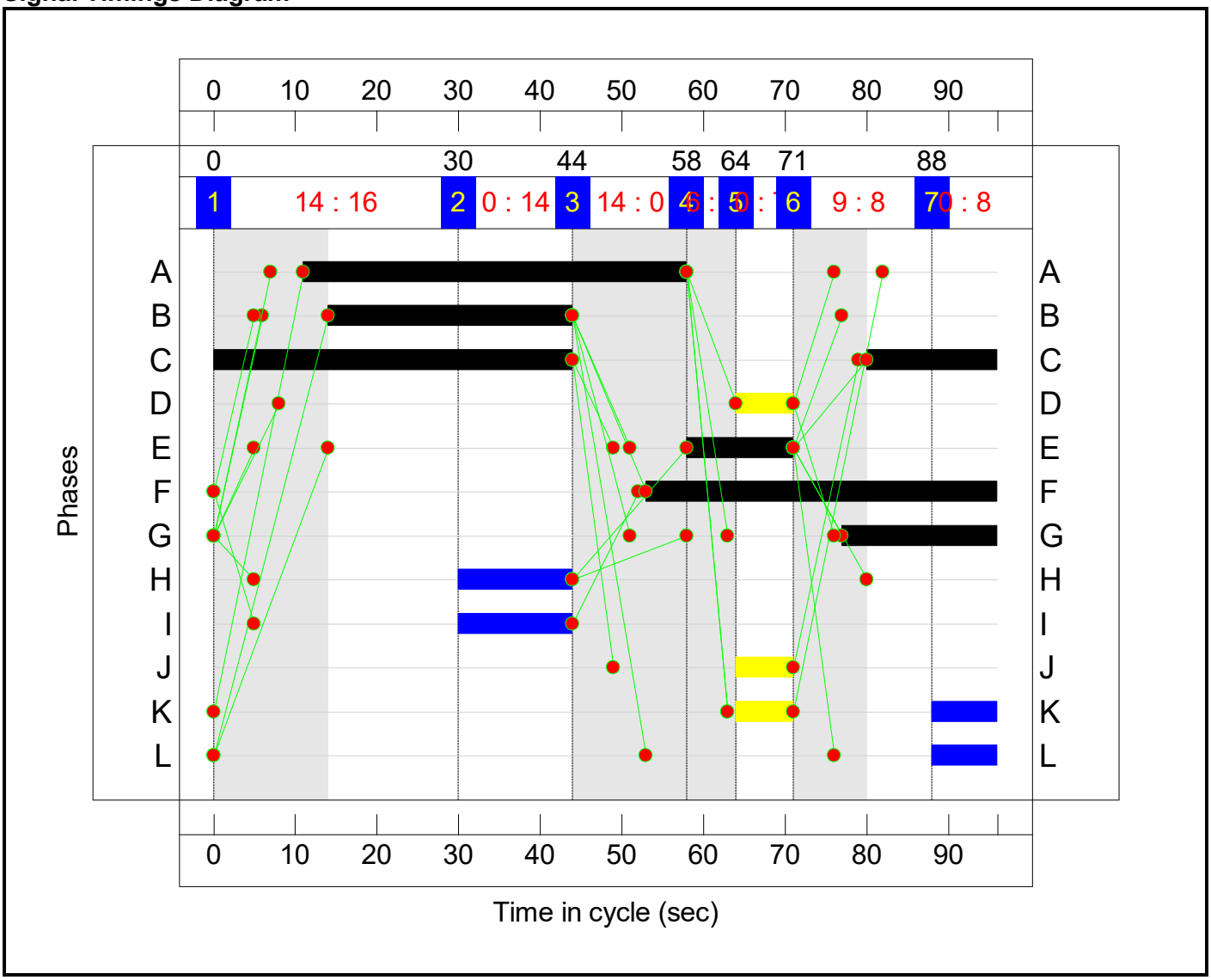
Stage Sequence Diagram



Stage Timings

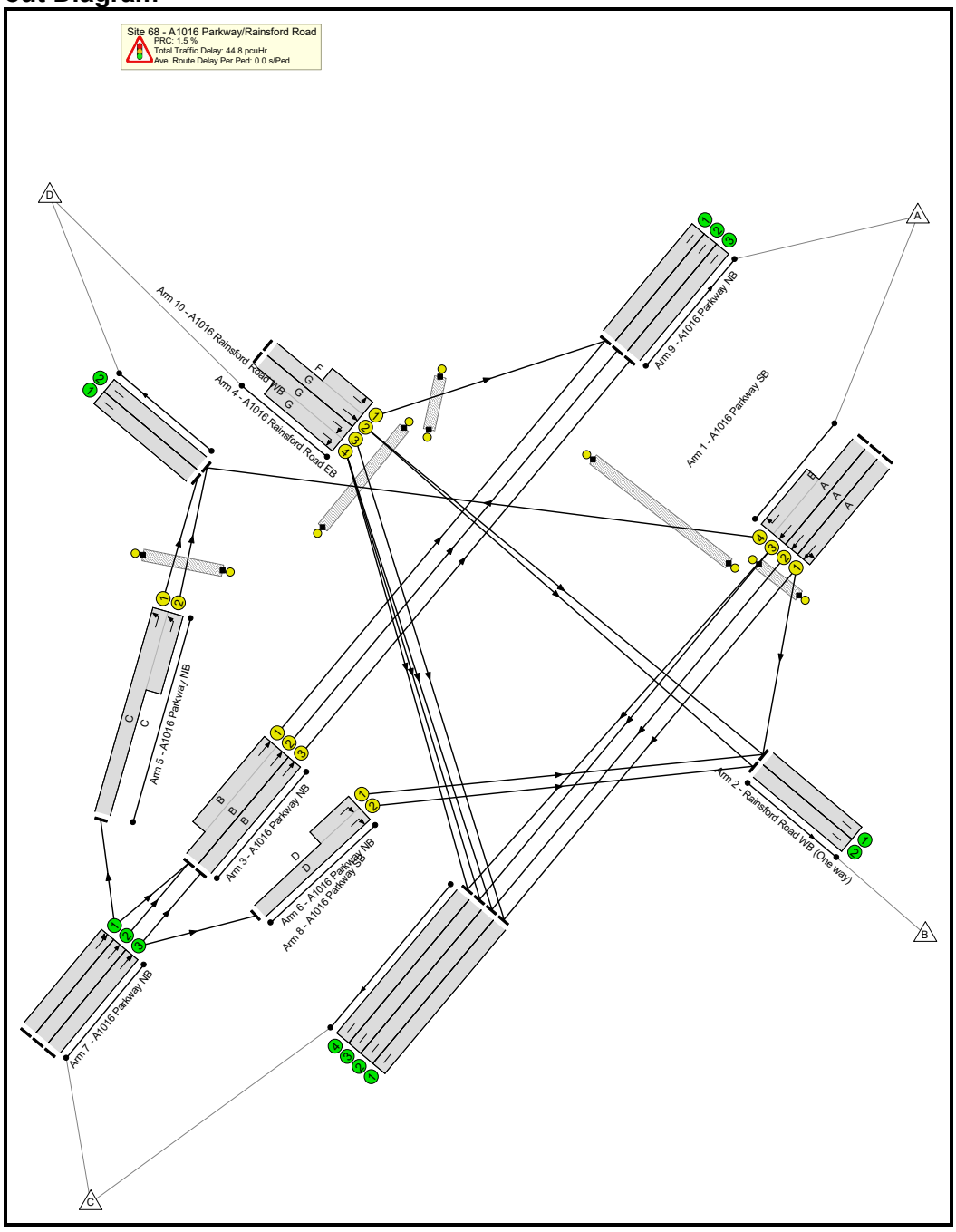
Stage	1	2	3	4	5	6	7
Duration	16	14	0	0	7	8	8
Change Point	0	30	44	58	64	71	88

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.7%**
Site 68 - A1016 Parkway/Rainsford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.7%**
1/1	A1016 Parkway SB Left Ahead	U	N/A	N/A	A		1	47	-	616	1800	900	68.4%
1/2	A1016 Parkway SB Ahead	U	N/A	N/A	A		1	47	-	614	1800	900	68.2%
1/3+1/4	A1016 Parkway SB Ahead Right	U	N/A	N/A	A E		1	47:13	-	206	1800:1800	3+263	77.7 : 77.7%
2/1	Rainsford Road WB (One way)	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
2/2	Rainsford Road WB (One way)	U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
3/2+3/1	A1016 Parkway NB Ahead	U	N/A	N/A	B		1	30	-	916	1800:1800	517+517	88.7 : 88.7%
3/3	A1016 Parkway NB Ahead	U	N/A	N/A	B		1	30	-	458	1800	581	78.8%
4/2+4/1	A1016 Rainsford Road EB Ahead Left	U	N/A	N/A	G F		1	19:43	-	329	1800:1800	254+461	46.0 : 46.0%
4/3+4/4	A1016 Rainsford Road EB Right	U	N/A	N/A	G		1	19	-	641	1800:1800	375+375	85.3 : 85.6%
5/1+5/2	A1016 Parkway NB Left	U	N/A	N/A	C		1	60	-	593	1800:1800	721+724	41.0 : 41.0%
6/2+6/1	A1016 Parkway NB Right	U	N/A	N/A	D		1	7	-	160	1800:1800	150+150	53.3 : 53.3%
7/1	A1016 Parkway NB Ahead Ahead2	U	N/A	N/A	-		-	-	-	1051	Inf	Inf	0.0%
7/2	A1016 Parkway NB Ahead	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
7/3	A1016 Parkway NB Ahead Ahead2	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%

Full Input Data And Results

8/1	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	895	Inf	Inf	0.0%
8/2	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
8/3	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	108	Inf	Inf	0.0%
8/4	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	108	Inf	Inf	0.0%
9/1	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
9/2	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
9/3	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
10/1	A1016 Rainsford Road WB	U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
10/2	A1016 Rainsford Road WB	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	14	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	14	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	L		1	8	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		2	15	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**31.4**	**13.4**	**0.0**	**44.8**	**-**	**-**	**-**	**-**
Site 68 - A1016 Parkway/Rainsford Road	**-**	**-**	**0**	**0**	**0**	**31.4**	**13.4**	**0.0**	**44.8**	**-**	**-**	**-**	**-**
1/1	616	616	-	-	-	3.1	1.1	-	4.2	24.5	12.3	1.1	13.4
1/2	614	614	-	-	-	3.1	1.1	-	4.2	24.5	12.3	1.1	13.3
1/3+1/4	206	206	-	-	-	2.2	1.7	-	3.9	68.1	5.2	1.7	6.9
2/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	916	916	-	-	-	7.5	3.7	-	11.2	44.0	11.1	3.7	14.7
3/3	458	458	-	-	-	3.8	1.8	-	5.6	43.7	11.1	1.8	12.9
4/2+4/1	329	329	-	-	-	2.0	0.4	-	2.4	26.4	3.4	0.4	3.8
4/3+4/4	641	641	-	-	-	6.5	2.8	-	9.3	52.3	8.2	2.8	11.0
5/1+5/2	593	593	-	-	-	1.3	0.3	-	1.6	9.8	3.4	0.3	3.7
6/2+6/1	160	160	-	-	-	1.9	0.6	-	2.4	55.0	2.0	0.6	2.6
7/1	1051	1051	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	895	895	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	108	108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/4	108	108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 68 - A1016 Parkway/Rainsford Road

PRC for Signalled Lanes (%): 1.5
PRC Over All Lanes (%): 1.5

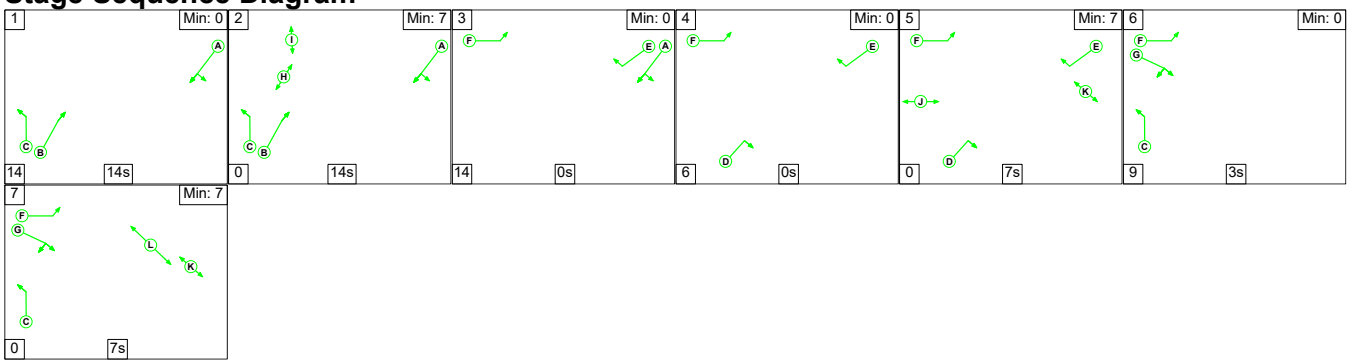
Total Delay for Signalled Lanes (pcuHr): 44.79
Total Delay Over All Lanes(pcuHr): 44.79

Cycle Time (s): 96

Full Input Data And Results

Scenario 10: 'MM2 FB+CD+N2T WD PM' (FG12: 'MM2 FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

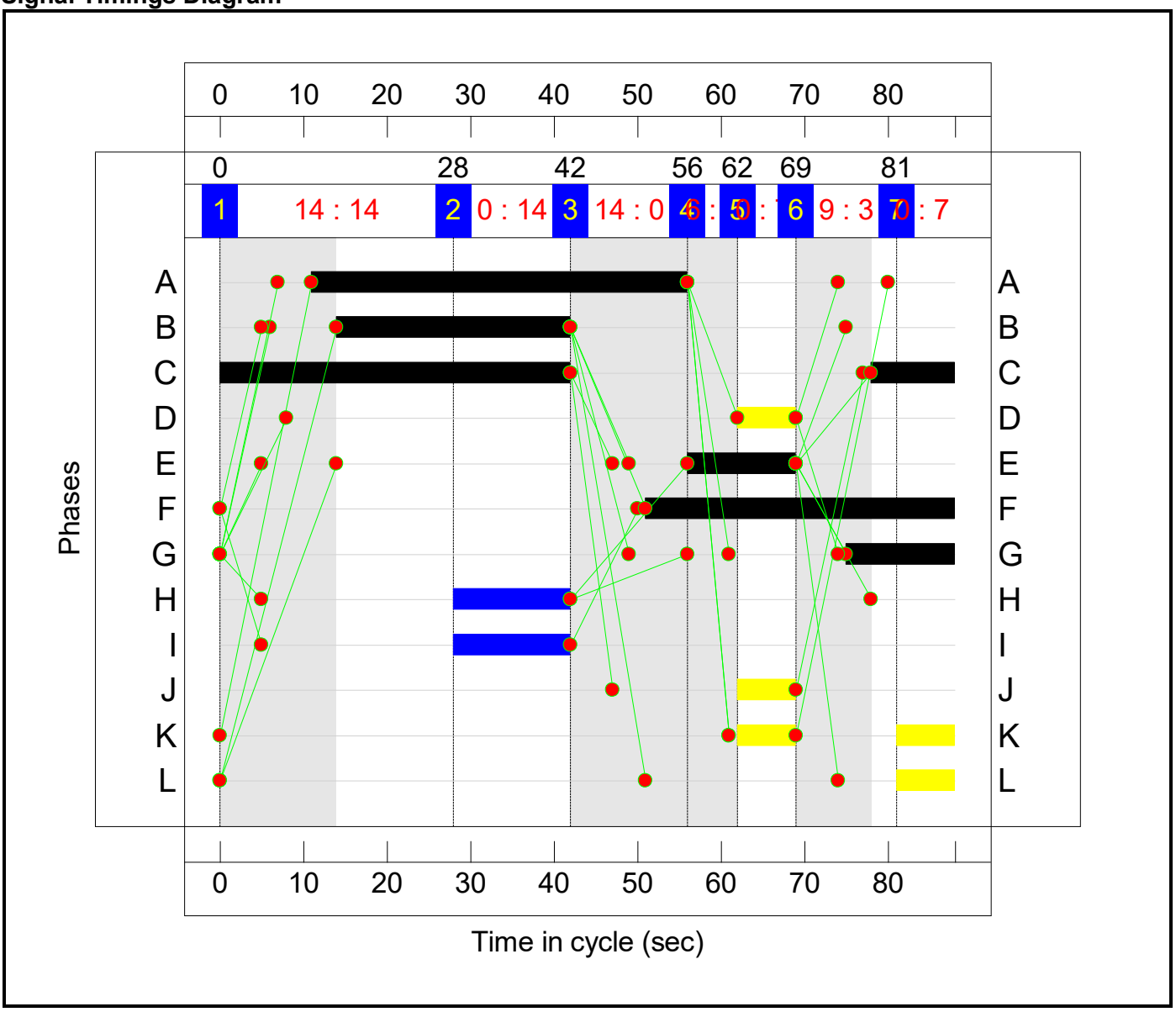
Stage Sequence Diagram



Stage Timings

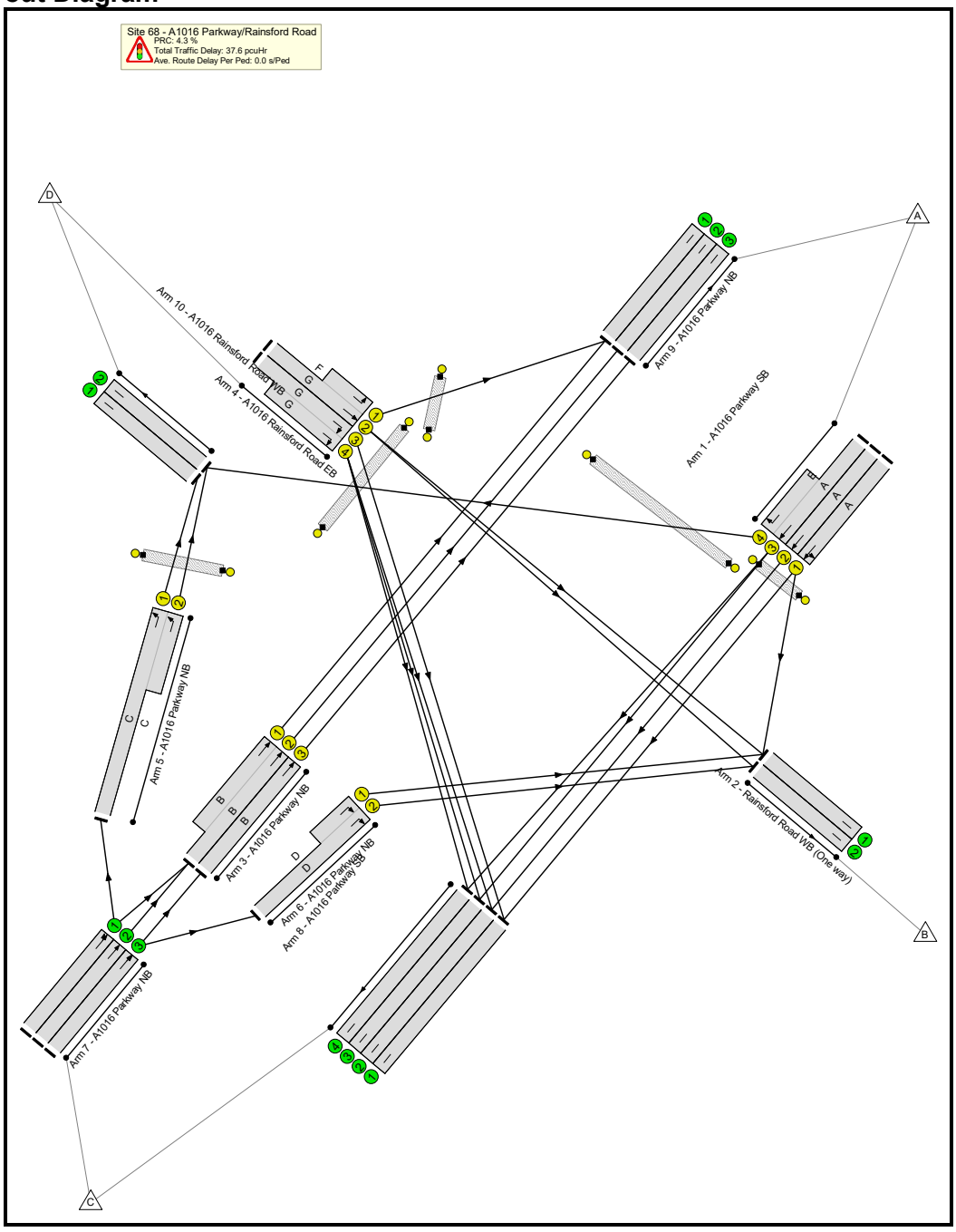
Stage	1	2	3	4	5	6	7
Duration	14	14	0	0	7	3	7
Change Point	0	28	42	56	62	69	81

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.3%**
Site 68 - A1016 Parkway/Rainsford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.3%**
1/1	A1016 Parkway SB Left Ahead	U	N/A	N/A	A		1	45	-	502	1800	941	53.4%
1/2	A1016 Parkway SB Ahead	U	N/A	N/A	A		1	45	-	502	1800	941	53.4%
1/3+1/4	A1016 Parkway SB Ahead Right	U	N/A	N/A	A E		1	45:13	-	228	1800:1800	0+286	0.0 : 79.6%
2/1	Rainsford Road WB (One way)	U	N/A	N/A	-		-	-	-	168	Inf	Inf	0.0%
2/2	Rainsford Road WB (One way)	U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
3/2+3/1	A1016 Parkway NB Ahead	U	N/A	N/A	B		1	28	-	929	1800:1800	542+543	85.6 : 85.6%
3/3	A1016 Parkway NB Ahead	U	N/A	N/A	B		1	28	-	440	1800	593	74.2%
4/2+4/1	A1016 Rainsford Road EB Ahead Left	U	N/A	N/A	G F		1	13:37	-	372	1800:1800	182+653	44.6 : 44.6%
4/3+4/4	A1016 Rainsford Road EB Right	U	N/A	N/A	G		1	13	-	493	1800:1800	286+286	86.3 : 85.9%
5/1+5/2	A1016 Parkway NB Left	U	N/A	N/A	C		1	52	-	627	1800:1800	705+708	44.4 : 44.4%
6/2+6/1	A1016 Parkway NB Right	U	N/A	N/A	D		1	7	-	145	1800:1800	164+164	44.6 : 44.0%
7/1	A1016 Parkway NB Ahead Ahead2	U	N/A	N/A	-		-	-	-	1092	Inf	Inf	0.0%
7/2	A1016 Parkway NB Ahead	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
7/3	A1016 Parkway NB Ahead Ahead2	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%

Full Input Data And Results

8/1	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	693	Inf	Inf	0.0%
8/2	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
8/3	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%
8/4	A1016 Parkway SB	U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%
9/1	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
9/2	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
9/3	A1016 Parkway NB	U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
10/1	A1016 Rainsford Road WB	U	N/A	N/A	-		-	-	-	313	Inf	Inf	0.0%
10/2	A1016 Rainsford Road WB	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	14	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	14	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	L		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		2	14	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**26.3**	**11.3**	**0.0**	**37.6**	**-**	**-**	**-**	**-**
Site 68 - A1016 Parkway/Rainsford Road	**-**	**-**	**0**	**0**	**0**	**26.3**	**11.3**	**0.0**	**37.6**	**-**	**-**	**-**	**-**
1/1	502	502	-	-	-	1.9	0.6	-	2.5	18.0	8.1	0.6	8.7
1/2	502	502	-	-	-	1.9	0.6	-	2.5	18.0	8.1	0.6	8.7
1/3+1/4	228	228	-	-	-	2.3	1.8	-	4.1	64.6	5.3	1.8	7.2
2/1	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	929	929	-	-	-	6.9	2.9	-	9.7	37.7	10.2	2.9	13.1
3/3	440	440	-	-	-	3.2	1.4	-	4.6	37.7	9.5	1.4	10.9
4/2+4/1	372	372	-	-	-	2.1	0.4	-	2.5	24.2	4.8	0.4	5.2
4/3+4/4	493	493	-	-	-	4.9	2.9	-	7.8	57.1	5.8	2.9	8.7
5/1+5/2	627	627	-	-	-	1.5	0.4	-	1.9	10.7	3.7	0.4	4.1
6/2+6/1	145	145	-	-	-	1.5	0.4	-	1.9	47.8	1.7	0.4	2.1
7/1	1092	1092	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/4	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Site 68 - A1016 Parkway/Rainsford Road

PRC for Signalled Lanes (%): 4.3
PRC Over All Lanes (%): 4.3

Total Delay for Signalled Lanes (pcuHr): 37.58
Total Delay Over All Lanes(pcuHr): 37.58

Cycle Time (s): 88

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 69 (four_arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 14/03/2025 12:34:10

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Arm 1	D1	0.0	0.00	0.00	A	18.18	C	D2	0.0	14.99	0.02	B	28.12	D
Arm 2		5.7	18.90	0.87	C				1.4	6.87	0.57	A		
Arm 3		4.5	22.97	0.83	C				14.0	54.45	0.99	F		
Arm 4		1.6	10.22	0.61	B				2.4	14.14	0.71	B		
	FB WD													
Arm 1	D3	0.0	0.00	0.00	A	21.66	C	D4	0.0	16.35	0.02	C	37.76	E
Arm 2		7.2	22.89	0.90	C				1.5	7.28	0.60	A		
Arm 3		5.6	27.65	0.86	D				20.2	76.39	1.03	F		
Arm 4		1.8	11.08	0.64	B				2.8	16.36	0.75	C		
	FB+CD WD													
Arm 1	D5	0.0	0.00	0.00	A	21.66	C	D6	0.0	16.35	0.02	C	37.76	E
Arm 2		7.2	22.89	0.90	C				1.5	7.28	0.60	A		
Arm 3		5.6	27.65	0.86	D				20.2	76.39	1.03	F		
Arm 4		1.8	11.08	0.64	B				2.8	16.36	0.75	C		
	FB+CD+N2T WD													
Arm 1	D7	0.0	0.00	0.00	A	25.68	D	D8	0.0	17.63	0.02	C	48.33	E
Arm 2		9.4	28.28	0.93	D				1.7	8.02	0.63	A		
Arm 3		6.4	31.94	0.88	D				26.4	102.71	1.05	F		
Arm 4		2.2	12.80	0.68	B				3.6	20.01	0.80	C		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

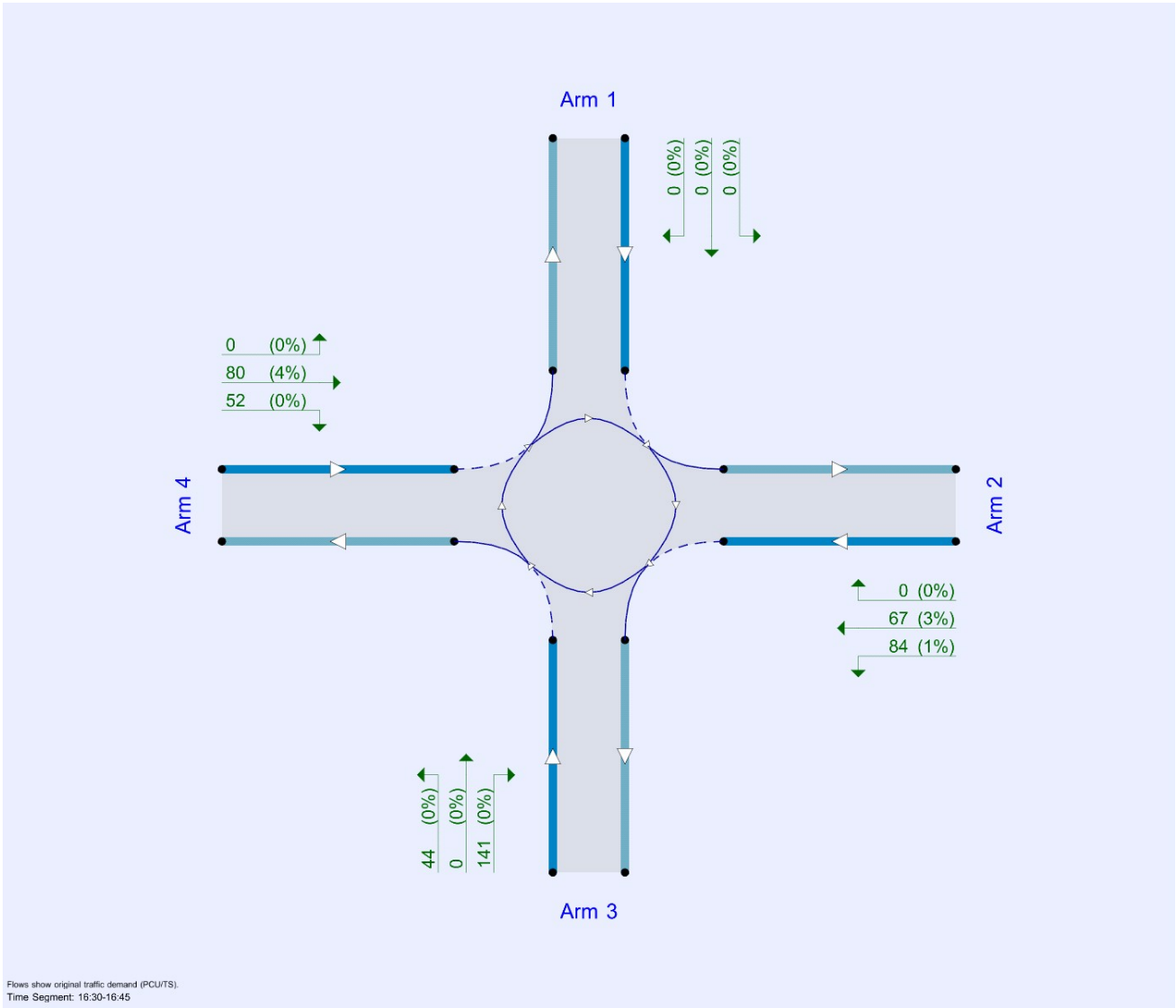
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	18.18	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Farm Access/Unamed Road (N)	
2	A1060 Roxwell Road (E)	
3	Lordship Road (S)	
4	A1060 Roxwell Road (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	2.90	3.00	3.0	11.1	24.3	73.0	
2	3.50	4.60	11.9	30.0	24.3	17.5	
3	2.80	5.90	2.2	14.7	24.3	24.5	
4	3.20	5.60	4.0	30.0	24.3	39.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.405	183.839
2	0.618	349.088
3	0.523	255.095
4	0.555	300.112

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	140.90	84.00
	3	0.00	92.40	0.00	57.00
	4	0.00	75.40	33.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	161.90	101.80
	3	0.00	110.10	0.00	54.80
	4	0.00	73.20	55.40	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	154.70	67.70
	3	1.00	122.00	0.00	51.00
	4	0.00	79.80	48.50	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	210.10	60.30
	3	0.00	122.90	1.00	61.90
	4	0.00	83.30	59.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	190.70	72.40
	3	0.00	106.00	0.00	35.00
	4	0.00	62.10	47.40	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	151.00	57.70
	3	0.00	120.40	0.00	46.50
	4	0.00	56.80	51.20	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	2
	3	0	0	0	0
	4	0	3	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	4
	3	0	1	0	4
	4	0	6	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	2	5
	3	0	0	0	0
	4	0	3	2	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	1	0	2
	4	0	4	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	9
	3	0	0	0	0
	4	0	5	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	6
	3	0	0	0	2
	4	0	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.00	0.00	0.0	A	0.00	0.00
2	0.87	18.90	5.7	C	242.20	1453.20
3	0.83	22.97	4.5	C	163.67	982.00
4	0.61	10.22	1.6	B	120.85	725.10

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	198.62	103.44	0.000	0.00	0.00	0.0	0.0	0.000	A
2	224.90	224.90	32.76	328.82	0.684	222.77	165.85	0.0	2.1	8.441	A
3	149.40	149.40	83.20	211.60	0.706	147.12	172.33	0.0	2.3	13.522	B
4	108.40	108.40	90.99	249.63	0.434	107.63	139.33	0.0	0.8	6.423	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	237.05	87.88	0.000	0.00	0.00	0.0	0.0	0.000	A
2	263.70	263.70	55.13	314.99	0.837	261.10	181.92	2.1	4.7	16.275	C
3	164.90	164.90	100.77	202.41	0.815	163.20	215.46	2.3	4.0	22.386	C
4	128.60	128.60	108.85	239.72	0.536	128.20	155.11	0.8	1.2	8.303	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	250.15	82.57	0.000	0.00	0.98	0.0	0.0	0.000	A
2	222.40	222.40	48.53	319.07	0.697	224.69	201.61	4.7	2.4	10.023	B
3	174.00	174.00	68.78	219.14	0.794	174.08	204.44	4.0	3.9	20.016	C
4	128.30	128.30	122.90	231.93	0.553	128.23	119.96	1.2	1.2	8.880	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	265.60	76.32	0.000	0.00	0.02	0.0	0.0	0.000	A
2	270.40	270.40	59.79	312.11	0.866	267.17	205.81	2.4	5.7	18.903	C
3	185.80	185.80	59.78	223.84	0.830	185.21	267.18	3.9	4.5	22.973	C
4	142.30	142.30	123.66	231.51	0.615	141.96	121.32	1.2	1.6	10.224	B

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	217.78	95.68	0.000	0.00	0.00	0.0	0.0	0.000	A
2	263.10	263.10	47.70	319.59	0.823	263.67	170.07	5.7	5.1	16.823	C
3	141.00	141.00	72.26	217.32	0.649	143.59	239.11	4.5	1.9	12.602	B
4	109.50	109.50	107.56	240.44	0.455	110.22	108.29	1.6	0.9	7.146	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	227.84	91.60	0.000	0.00	0.00	0.0	0.0	0.000	A
2	208.70	208.70	51.16	317.45	0.657	211.80	176.68	5.1	2.0	8.882	A
3	166.90	166.90	58.55	224.49	0.743	166.06	204.41	1.9	2.8	15.257	C
4	108.00	108.00	119.86	233.62	0.462	107.99	104.76	0.9	0.9	7.435	A

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	28.12	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	2.00	83.90	67.40
	3	0.00	140.80	0.00	44.00
	4	0.00	80.30	52.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	104.10	60.20
	3	0.00	144.40	1.00	35.00
	4	0.00	88.50	42.90	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	95.00	57.30
	3	1.00	179.20	1.00	41.50
	4	0.00	79.90	40.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	1.00	0.00
	2	0.00	1.00	112.90	64.80
	3	1.00	144.40	0.00	43.00
	4	0.00	91.80	61.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	101.60	59.90
	3	0.00	176.10	0.00	42.40
	4	0.00	81.40	54.40	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	93.00	56.90
	3	0.00	155.60	0.00	43.00
	4	0.00	77.10	37.00	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	3
	3	0	0	0	0
	4	0	4	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	3
	3	0	0	0	0
	4	0	4	2	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	0	0	3
	4	0	1	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	3
	3	0	0	0	0
	4	0	2	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	1	0	0
	4	0	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	0	0	0
	4	0	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.02	14.99	0.0	B	0.17	1.00
2	0.57	6.87	1.4	A	160.00	960.00
3	0.99	54.45	14.0	F	198.90	1193.40
4	0.71	14.14	2.4	B	131.05	786.30

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	270.10	74.50	0.000	0.00	0.00	0.0	0.0	0.000	A
2	153.30	153.30	51.43	317.28	0.483	152.36	218.67	0.0	0.9	5.536	A
3	184.80	184.80	68.97	219.04	0.844	180.17	134.81	0.0	4.6	21.160	C
4	132.30	132.30	139.26	222.86	0.594	130.84	109.88	0.0	1.5	9.861	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	276.73	71.81	0.000	0.00	0.00	0.0	0.0	0.000	A
2	164.30	164.30	43.95	321.91	0.510	164.19	232.78	0.9	1.0	5.809	A
3	180.40	180.40	60.24	223.60	0.807	180.62	147.90	4.6	4.4	21.196	C
4	131.40	131.40	145.39	219.45	0.599	131.34	95.48	1.5	1.5	10.529	B

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	292.36	65.49	0.000	0.00	0.94	0.0	0.0	0.000	A
2	152.30	152.30	40.97	323.75	0.470	152.45	251.39	1.0	0.9	5.292	A
3	222.70	222.70	57.34	225.12	0.989	213.08	136.07	4.4	14.0	51.811	F
4	119.90	119.90	173.34	203.95	0.588	119.95	97.09	1.5	1.5	10.816	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1.00	1.00	303.41	61.01	0.016	0.98	1.03	0.0	0.0	14.990	B
2	178.70	178.70	61.60	311.00	0.575	178.25	242.80	0.9	1.4	6.872	A
3	188.40	188.40	65.64	220.78	0.853	195.59	174.21	14.0	6.8	40.510	E
4	152.80	152.80	152.53	215.49	0.709	151.91	108.70	1.5	2.4	14.137	B

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	306.68	59.69	0.000	0.02	0.04	0.0	0.0	0.000	A
2	161.50	161.50	54.55	315.35	0.512	161.78	252.15	1.4	1.1	5.909	A
3	218.50	218.50	60.00	223.73	0.977	211.94	156.33	6.8	13.4	54.449	F
4	135.80	135.80	170.59	205.47	0.661	136.13	101.35	2.4	2.0	13.055	B

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	274.27	72.81	0.000	0.00	0.00	0.0	0.0	0.000	A
2	149.90	149.90	37.41	325.95	0.460	150.10	236.86	1.1	0.9	5.160	A
3	198.60	198.60	56.97	225.31	0.881	203.04	130.55	13.4	9.0	44.477	E
4	114.10	114.10	159.38	211.69	0.539	114.89	100.63	2.0	1.2	9.626	A

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	21.66	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	145.66	86.84
	3	0.00	95.52	0.00	58.93
	4	0.00	77.95	34.11	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	167.37	105.24
	3	0.00	113.82	0.00	56.65
	4	0.00	75.67	57.27	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	159.93	69.99
	3	1.03	126.12	0.00	52.72
	4	0.00	82.50	50.14	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	217.20	62.34
	3	0.00	127.05	1.03	63.99
	4	0.00	86.11	60.99	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	197.14	74.85
	3	0.00	109.58	0.00	36.18
	4	0.00	64.20	49.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	156.10	59.65
	3	0.00	124.47	0.00	48.07
	4	0.00	58.72	52.93	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	2
	3	0	0	0	0
	4	0	3	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	4
	3	0	1	0	4
	4	0	6	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	2	5
	3	0	0	0	0
	4	0	3	2	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	1	0	2
	4	0	4	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	9
	3	0	0	0	0
	4	0	5	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	6
	3	0	0	0	2
	4	0	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.00	0.00	0.0	A	0.00	0.00
2	0.90	22.89	7.2	C	250.38	1502.29
3	0.86	27.65	5.6	D	169.20	1015.17
4	0.64	11.08	1.8	B	124.93	749.59

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	205.14	100.79	0.000	0.00	0.00	0.0	0.0	0.000	A
2	232.50	232.50	33.86	328.15	0.709	230.12	171.28	0.0	2.4	9.099	A
3	154.45	154.45	85.95	210.16	0.735	151.84	178.03	0.0	2.6	14.840	B
4	112.06	112.06	93.91	248.01	0.452	111.23	143.88	0.0	0.8	6.665	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	244.67	84.79	0.000	0.00	0.00	0.0	0.0	0.000	A
2	272.61	272.61	56.97	313.85	0.869	269.17	187.70	2.4	5.8	19.189	C
3	170.47	170.47	103.88	200.79	0.849	168.21	222.26	2.6	4.9	26.351	D
4	132.94	132.94	112.18	237.88	0.559	132.49	159.91	0.8	1.3	8.781	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	258.56	79.17	0.000	0.00	1.01	0.0	0.0	0.000	A
2	229.91	229.91	50.17	318.06	0.723	232.94	208.39	5.8	2.8	11.224	B
3	179.88	179.88	71.38	217.78	0.826	179.97	211.73	4.9	4.8	23.828	C
4	132.63	132.63	127.03	229.64	0.578	132.54	124.32	1.3	1.4	9.478	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	274.43	72.74	0.000	0.00	0.03	0.0	0.0	0.000	A
2	279.53	279.53	61.78	310.88	0.899	275.11	212.65	2.8	7.2	22.885	C
3	192.08	192.08	61.58	222.90	0.862	191.29	275.32	4.8	5.6	27.647	D
4	147.11	147.11	127.75	229.24	0.642	146.71	125.12	1.4	1.8	11.079	B

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	225.69	92.48	0.000	0.00	0.00	0.0	0.0	0.000	A
2	271.99	271.99	49.36	318.56	0.854	272.68	176.33	7.2	6.5	20.700	C
3	145.76	145.76	74.66	216.06	0.675	149.16	247.38	5.6	2.2	14.070	B
4	113.20	113.20	111.66	238.16	0.475	114.03	112.16	1.8	0.9	7.502	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	235.43	88.53	0.000	0.00	0.00	0.0	0.0	0.000	A
2	215.75	215.75	52.88	316.38	0.682	220.02	182.55	6.5	2.2	9.866	A
3	172.54	172.54	60.82	223.30	0.773	171.52	212.08	2.2	3.2	17.115	C
4	111.65	111.65	123.80	231.43	0.482	111.63	108.54	0.9	1.0	7.796	A

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	37.76	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	2.07	86.86	69.78
	3	0.00	145.76	0.00	45.55
	4	0.00	83.13	53.83	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	107.77	62.32
	3	0.00	149.49	1.04	36.23
	4	0.00	91.62	44.41	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	98.35	59.32
	3	1.04	185.52	1.04	42.96
	4	0.00	82.72	41.41	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	1.04	0.00
	2	0.00	1.04	116.88	67.08
	3	1.04	149.49	0.00	44.52
	4	0.00	95.04	63.15	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	105.18	62.01
	3	0.00	182.31	0.00	43.89
	4	0.00	84.27	56.32	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	96.28	58.91
	3	0.00	161.08	0.00	44.52
	4	0.00	79.82	38.30	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	3
	3	0	0	0	0
	4	0	4	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	3
	3	0	0	0	0
	4	0	4	2	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	0	0	3
	4	0	1	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	3
	3	0	0	0	0
	4	0	2	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	1	0	0
	4	0	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	0	0	0
	4	0	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.02	16.35	0.0	C	0.17	1.04
2	0.60	7.28	1.5	A	165.64	993.83
3	1.03	76.39	20.2	F	205.91	1235.46
4	0.75	16.36	2.8	C	135.67	814.01

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	278.77	70.99	0.000	0.00	0.00	0.0	0.0	0.000	A
2	158.70	158.70	53.19	316.19	0.502	157.69	225.57	0.0	1.0	5.755	A
3	191.31	191.31	71.39	217.77	0.878	185.55	139.49	0.0	5.8	24.712	C
4	136.96	136.96	143.43	220.54	0.621	135.34	113.51	0.0	1.6	10.618	B

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	286.40	67.90	0.000	0.00	0.00	0.0	0.0	0.000	A
2	170.09	170.09	45.50	320.95	0.530	169.97	240.90	1.0	1.1	6.066	A
3	186.76	186.76	62.37	222.49	0.839	186.95	153.10	5.8	5.6	25.754	D
4	136.03	136.03	150.44	216.65	0.628	135.95	98.88	1.6	1.7	11.488	B

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	299.28	62.68	0.000	0.00	0.95	0.0	0.0	0.000	A
2	157.67	157.67	42.40	322.87	0.488	157.83	256.88	1.1	1.0	5.496	A
3	230.55	230.55	59.37	224.06	1.029	216.40	140.86	5.6	19.7	66.754	F
4	124.13	124.13	176.03	202.46	0.613	124.20	99.74	1.7	1.6	11.615	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1.04	1.04	315.66	56.05	0.018	1.02	1.07	0.0	0.0	16.348	C
2	185.00	185.00	63.67	309.71	0.597	184.49	253.01	1.0	1.5	7.281	A
3	195.04	195.04	67.94	219.58	0.888	204.57	180.22	19.7	10.2	63.552	F
4	158.18	158.18	159.74	211.49	0.748	157.00	112.78	1.6	2.8	16.362	C

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	314.90	56.36	0.000	0.02	0.05	0.0	0.0	0.000	A
2	167.19	167.19	56.53	314.13	0.532	167.51	258.39	1.5	1.2	6.192	A
3	226.20	226.20	62.13	222.62	1.016	216.17	161.91	10.2	20.2	76.389	F
4	140.59	140.59	173.88	203.65	0.690	141.08	104.41	2.8	2.3	14.514	B

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	285.07	68.44	0.000	0.00	0.00	0.0	0.0	0.000	A
2	155.18	155.18	38.79	325.10	0.477	155.41	246.29	1.2	0.9	5.346	A
3	205.60	205.60	58.98	224.26	0.917	211.31	135.22	20.2	14.5	72.468	F
4	118.12	118.12	166.01	208.01	0.568	119.06	104.28	2.3	1.4	10.501	B

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	21.66	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	145.66	86.84
	3	0.00	95.52	0.00	58.93
	4	0.00	77.95	34.11	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	167.37	105.24
	3	0.00	113.82	0.00	56.65
	4	0.00	75.67	57.27	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	159.93	69.99
	3	1.03	126.12	0.00	52.72
	4	0.00	82.50	50.14	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	217.20	62.34
	3	0.00	127.05	1.03	63.99
	4	0.00	86.11	60.99	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	197.14	74.85
	3	0.00	109.58	0.00	36.18
	4	0.00	64.20	49.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	156.10	59.65
	3	0.00	124.47	0.00	48.07
	4	0.00	58.72	52.93	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	2
	3	0	0	0	0
	4	0	3	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	4
	3	0	1	0	4
	4	0	6	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	2	5
	3	0	0	0	0
	4	0	3	2	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	1	0	2
	4	0	4	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	9
	3	0	0	0	0
	4	0	5	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	6
	3	0	0	0	2
	4	0	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.00	0.00	0.0	A	0.00	0.00
2	0.90	22.89	7.2	C	250.38	1502.29
3	0.86	27.65	5.6	D	169.20	1015.17
4	0.64	11.08	1.8	B	124.93	749.59

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	205.14	100.79	0.000	0.00	0.00	0.0	0.0	0.000	A
2	232.50	232.50	33.86	328.15	0.709	230.12	171.28	0.0	2.4	9.099	A
3	154.45	154.45	85.95	210.16	0.735	151.84	178.03	0.0	2.6	14.840	B
4	112.06	112.06	93.91	248.01	0.452	111.23	143.88	0.0	0.8	6.665	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	244.67	84.79	0.000	0.00	0.00	0.0	0.0	0.000	A
2	272.61	272.61	56.97	313.85	0.869	269.17	187.70	2.4	5.8	19.189	C
3	170.47	170.47	103.88	200.79	0.849	168.21	222.26	2.6	4.9	26.351	D
4	132.94	132.94	112.18	237.88	0.559	132.49	159.91	0.8	1.3	8.781	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	258.56	79.17	0.000	0.00	1.01	0.0	0.0	0.000	A
2	229.91	229.91	50.17	318.06	0.723	232.94	208.39	5.8	2.8	11.224	B
3	179.88	179.88	71.38	217.78	0.826	179.97	211.73	4.9	4.8	23.828	C
4	132.63	132.63	127.03	229.64	0.578	132.54	124.32	1.3	1.4	9.478	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	274.43	72.74	0.000	0.00	0.03	0.0	0.0	0.000	A
2	279.53	279.53	61.78	310.88	0.899	275.11	212.65	2.8	7.2	22.885	C
3	192.08	192.08	61.58	222.90	0.862	191.29	275.32	4.8	5.6	27.647	D
4	147.11	147.11	127.75	229.24	0.642	146.71	125.12	1.4	1.8	11.079	B

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	225.69	92.48	0.000	0.00	0.00	0.0	0.0	0.000	A
2	271.99	271.99	49.36	318.56	0.854	272.68	176.33	7.2	6.5	20.700	C
3	145.76	145.76	74.66	216.06	0.675	149.16	247.38	5.6	2.2	14.070	B
4	113.20	113.20	111.66	238.16	0.475	114.03	112.16	1.8	0.9	7.502	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	235.43	88.53	0.000	0.00	0.00	0.0	0.0	0.000	A
2	215.75	215.75	52.88	316.38	0.682	220.02	182.55	6.5	2.2	9.866	A
3	172.54	172.54	60.82	223.30	0.773	171.52	212.08	2.2	3.2	17.115	C
4	111.65	111.65	123.80	231.43	0.482	111.63	108.54	0.9	1.0	7.796	A

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	37.76	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	2.07	86.86	69.78
	3	0.00	145.76	0.00	45.55
	4	0.00	83.13	53.83	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	107.77	62.32
	3	0.00	149.49	1.04	36.23
	4	0.00	91.62	44.41	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	98.35	59.32
	3	1.04	185.52	1.04	42.96
	4	0.00	82.72	41.41	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	1.04	0.00
	2	0.00	1.04	116.88	67.08
	3	1.04	149.49	0.00	44.52
	4	0.00	95.04	63.15	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	105.18	62.01
	3	0.00	182.31	0.00	43.89
	4	0.00	84.27	56.32	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	96.28	58.91
	3	0.00	161.08	0.00	44.52
	4	0.00	79.82	38.30	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	3
	3	0	0	0	0
	4	0	4	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	3
	3	0	0	0	0
	4	0	4	2	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	0	0	3
	4	0	1	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	3
	3	0	0	0	0
	4	0	2	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	1	0	0
	4	0	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	0	0	0
	4	0	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.02	16.35	0.0	C	0.17	1.04
2	0.60	7.28	1.5	A	165.64	993.83
3	1.03	76.39	20.2	F	205.91	1235.46
4	0.75	16.36	2.8	C	135.67	814.01

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	278.77	70.99	0.000	0.00	0.00	0.0	0.0	0.000	A
2	158.70	158.70	53.19	316.19	0.502	157.69	225.57	0.0	1.0	5.755	A
3	191.31	191.31	71.39	217.77	0.878	185.55	139.49	0.0	5.8	24.712	C
4	136.96	136.96	143.43	220.54	0.621	135.34	113.51	0.0	1.6	10.618	B

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	286.40	67.90	0.000	0.00	0.00	0.0	0.0	0.000	A
2	170.09	170.09	45.50	320.95	0.530	169.97	240.90	1.0	1.1	6.066	A
3	186.76	186.76	62.37	222.49	0.839	186.95	153.10	5.8	5.6	25.754	D
4	136.03	136.03	150.44	216.65	0.628	135.95	98.88	1.6	1.7	11.488	B

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	299.28	62.68	0.000	0.00	0.95	0.0	0.0	0.000	A
2	157.67	157.67	42.40	322.87	0.488	157.83	256.88	1.1	1.0	5.496	A
3	230.55	230.55	59.37	224.06	1.029	216.40	140.86	5.6	19.7	66.754	F
4	124.13	124.13	176.03	202.46	0.613	124.20	99.74	1.7	1.6	11.615	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1.04	1.04	315.66	56.05	0.018	1.02	1.07	0.0	0.0	16.348	C
2	185.00	185.00	63.67	309.71	0.597	184.49	253.01	1.0	1.5	7.281	A
3	195.04	195.04	67.94	219.58	0.888	204.57	180.22	19.7	10.2	63.552	F
4	158.18	158.18	159.74	211.49	0.748	157.00	112.78	1.6	2.8	16.362	C

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	314.90	56.36	0.000	0.02	0.05	0.0	0.0	0.000	A
2	167.19	167.19	56.53	314.13	0.532	167.51	258.39	1.5	1.2	6.192	A
3	226.20	226.20	62.13	222.62	1.016	216.17	161.91	10.2	20.2	76.389	F
4	140.59	140.59	173.88	203.65	0.690	141.08	104.41	2.8	2.3	14.514	B

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	285.07	68.44	0.000	0.00	0.00	0.0	0.0	0.000	A
2	155.18	155.18	38.79	325.10	0.477	155.41	246.29	1.2	0.9	5.346	A
3	205.60	205.60	58.98	224.26	0.917	211.31	135.22	20.2	14.5	72.468	F
4	118.12	118.12	166.01	208.01	0.568	119.06	104.28	2.3	1.4	10.501	B

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	25.68	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	145.66	96.63
	3	0.00	95.52	0.00	58.93
	4	0.00	87.73	34.11	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	167.37	115.03
	3	0.00	113.82	0.00	56.65
	4	0.00	85.46	57.27	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	159.93	79.77
	3	1.03	126.12	0.00	52.72
	4	0.00	92.28	50.14	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	217.20	72.12
	3	0.00	127.05	1.03	63.99
	4	0.00	95.90	60.99	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	197.14	84.63
	3	0.00	109.58	0.00	36.18
	4	0.00	73.99	49.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	156.10	69.44
	3	0.00	124.47	0.00	48.07
	4	0.00	68.51	52.93	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	6
	3	0	0	0	0
	4	0	7	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	7
	3	0	1	0	4
	4	0	10	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	2	9
	3	0	0	0	0
	4	0	6	2	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	7
	3	0	1	0	2
	4	0	8	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	13
	3	0	0	0	0
	4	0	10	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	11
	3	0	0	0	2
	4	0	9	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.00	0.00	0.0	A	0.00	0.00
2	0.93	28.28	9.4	D	260.17	1561.01
3	0.88	31.94	6.4	D	169.20	1015.17
4	0.68	12.80	2.2	B	134.72	808.32

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	214.62	96.96	0.000	0.00	0.00	0.0	0.0	0.000	A
2	242.28	242.28	33.84	328.16	0.738	239.51	180.79	0.0	2.8	10.148	B
3	154.45	154.45	95.52	205.16	0.753	151.62	177.83	0.0	2.8	16.062	C
4	121.85	121.85	93.77	248.09	0.491	120.85	153.36	0.0	1.0	7.362	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	254.06	80.99	0.000	0.00	0.00	0.0	0.0	0.000	A
2	282.40	282.40	56.93	313.88	0.900	277.79	197.13	2.8	7.4	23.205	C
3	170.47	170.47	113.13	195.95	0.870	167.78	221.59	2.8	5.5	29.831	D
4	142.73	142.73	111.88	238.04	0.600	142.18	169.02	1.0	1.5	9.881	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	268.29	75.23	0.000	0.00	1.00	0.0	0.0	0.000	A
2	239.70	239.70	50.17	318.06	0.754	243.74	218.12	7.4	3.3	13.246	B
3	179.88	179.88	81.67	212.40	0.847	179.97	212.24	5.5	5.4	27.621	D
4	142.42	142.42	127.00	229.65	0.620	142.29	134.63	1.5	1.7	10.784	B

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	284.03	68.86	0.000	0.00	0.03	0.0	0.0	0.000	A
2	289.32	289.32	61.73	310.91	0.931	283.25	222.29	3.3	9.4	28.283	D
3	192.08	192.08	70.89	218.03	0.881	191.12	274.09	5.4	6.4	31.936	D
4	156.89	156.89	127.67	229.28	0.684	156.39	134.35	1.7	2.2	12.797	B

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	236.09	88.27	0.000	0.00	0.00	0.0	0.0	0.000	A
2	281.78	281.78	49.42	318.52	0.885	282.38	186.67	9.4	8.8	26.941	D
3	145.76	145.76	84.33	211.01	0.691	149.81	247.47	6.4	2.3	15.569	C
4	122.99	122.99	112.08	237.93	0.517	124.01	122.06	2.2	1.2	8.434	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	245.11	84.61	0.000	0.00	0.00	0.0	0.0	0.000	A
2	225.54	225.54	52.88	316.39	0.713	231.69	192.23	8.8	2.7	11.687	B
3	172.54	172.54	71.26	217.84	0.792	171.37	213.30	2.3	3.5	18.956	C
4	121.44	121.44	123.69	231.49	0.525	121.42	118.94	1.2	1.2	8.728	A

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	48.33	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	2.07	86.86	79.56
	3	0.00	145.76	0.00	45.55
	4	0.00	92.92	53.83	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	107.77	72.11
	3	0.00	149.49	1.04	36.23
	4	0.00	101.41	44.41	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	98.35	69.11
	3	1.04	185.52	1.04	42.96
	4	0.00	92.50	41.41	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	1.04	0.00
	2	0.00	1.04	116.88	76.87
	3	1.04	149.49	0.00	44.52
	4	0.00	104.82	63.15	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	105.18	71.80
	3	0.00	182.31	0.00	43.89
	4	0.00	94.06	56.32	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	0.00	0.00	0.00
	2	0.00	0.00	96.28	68.69
	3	0.00	161.08	0.00	44.52
	4	0.00	89.60	38.30	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	8
	3	0	0	0	0
	4	0	8	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	9
	3	0	0	0	0
	4	0	7	2	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	7
	3	0	0	0	3
	4	0	5	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	8
	3	0	0	0	0
	4	0	6	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	7
	3	0	1	0	0
	4	0	4	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	7
	3	0	0	0	0
	4	0	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.02	17.63	0.0	C	0.17	1.04
2	0.63	8.02	1.7	A	175.43	1052.56
3	1.05	102.71	26.4	F	205.91	1235.46
4	0.80	20.01	3.6	C	145.46	872.73

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	287.55	67.43	0.000	0.00	0.00	0.0	0.0	0.000	A
2	168.49	168.49	53.10	316.25	0.533	167.32	234.45	0.0	1.2	6.246	A
3	191.31	191.31	81.07	212.71	0.899	184.72	139.36	0.0	6.6	27.697	D
4	146.75	146.75	142.79	220.89	0.664	144.76	122.99	0.0	2.0	12.094	B

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	296.05	63.99	0.000	0.00	0.00	0.0	0.0	0.000	A
2	179.88	179.88	45.50	320.95	0.560	179.74	250.55	1.2	1.3	6.614	A
3	186.76	186.76	72.15	217.37	0.859	186.89	153.09	6.6	6.5	30.060	D
4	145.82	145.82	150.35	216.70	0.673	145.70	108.69	2.0	2.1	13.357	B

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	306.56	59.74	0.000	0.00	0.93	0.0	0.0	0.000	A
2	167.45	167.45	42.39	322.87	0.519	167.64	264.17	1.3	1.1	5.969	A
3	230.55	230.55	69.17	218.93	1.053	213.29	140.86	6.5	23.7	78.457	F
4	133.91	133.91	173.49	203.86	0.657	134.00	108.96	2.1	2.0	13.361	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1.04	1.04	325.51	52.06	0.020	1.02	1.07	0.0	0.0	17.630	C
2	194.78	194.78	63.53	309.80	0.629	194.19	263.00	1.1	1.7	8.023	A
3	195.04	195.04	77.68	214.48	0.909	205.00	180.03	23.7	13.8	85.046	F
4	167.97	167.97	160.23	211.22	0.795	166.35	122.45	2.0	3.6	20.013	C

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	322.60	53.25	0.000	0.02	0.07	0.0	0.0	0.000	A
2	176.98	176.98	56.59	314.09	0.563	177.35	266.03	1.7	1.3	6.778	A
3	226.20	226.20	71.94	217.49	1.040	213.53	162.00	13.8	26.4	98.190	F
4	150.37	150.37	171.63	204.89	0.734	151.04	113.83	3.6	3.0	17.351	C

17:45 - 18:00

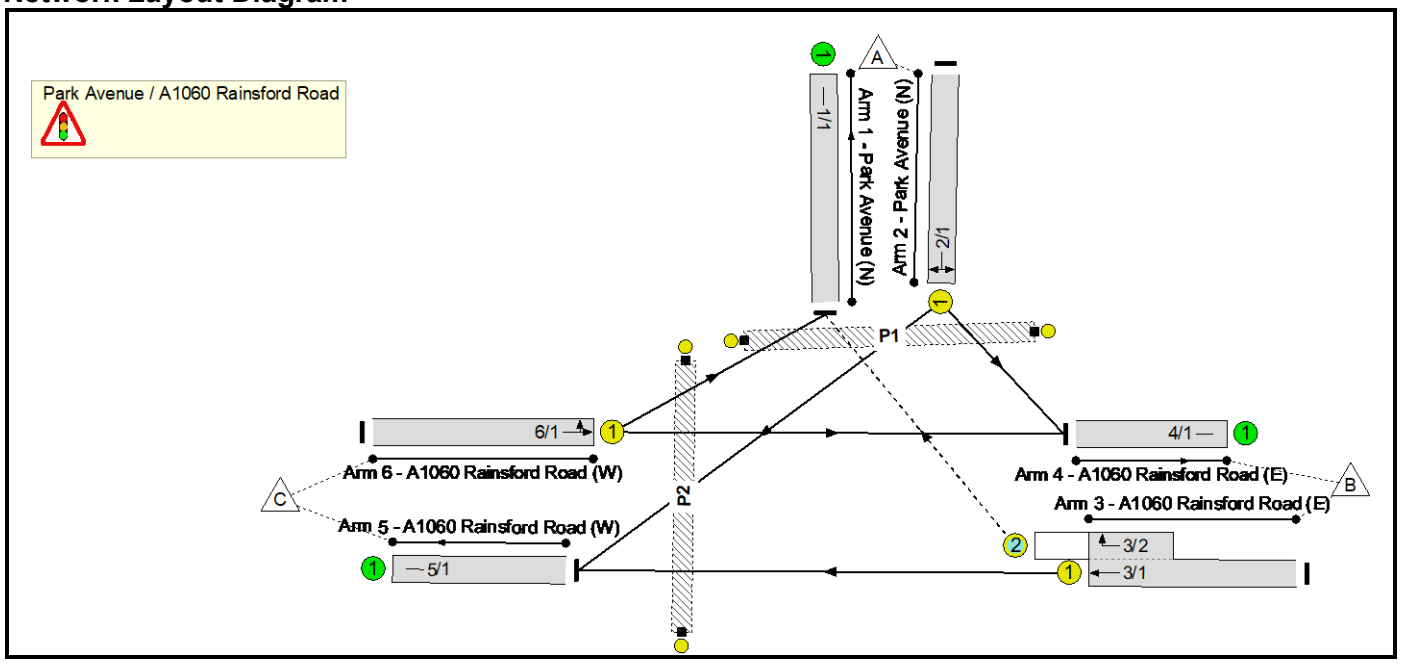
Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0.00	0.00	294.76	64.51	0.000	0.00	0.00	0.0	0.0	0.000	A
2	164.97	164.97	38.90	325.03	0.508	165.24	255.86	1.3	1.1	5.804	A
3	205.60	205.60	68.79	219.13	0.938	210.61	135.35	26.4	21.4	102.706	F
4	127.91	127.91	165.60	208.24	0.614	129.16	113.80	3.0	1.7	12.197	B

Full Input Data And Results

User and Project Details

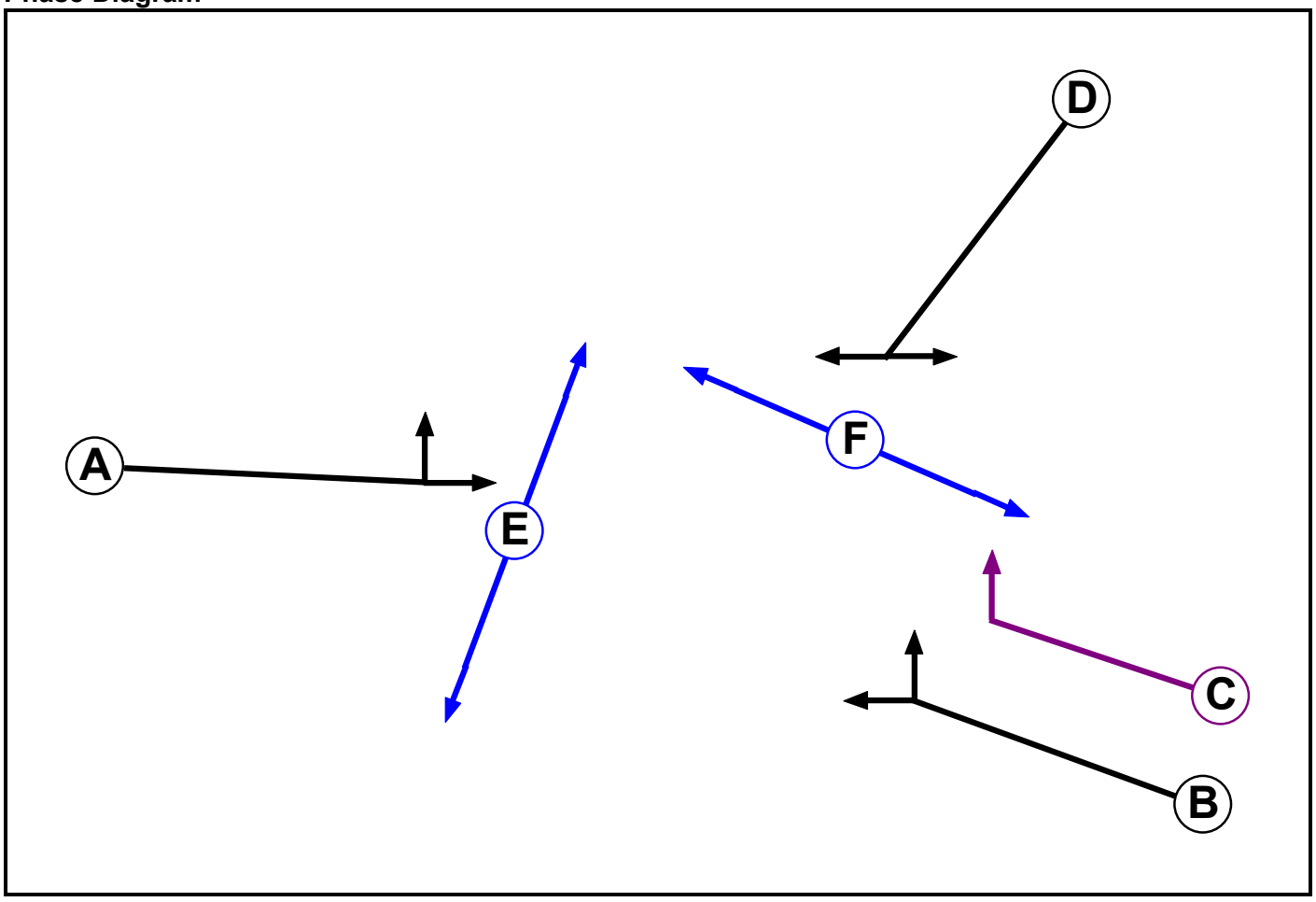
Project:	
Title:	
Location:	
Additional detail:	
File name:	Site 70_DM.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Ind. Arrow	B	-9999	4
D	Traffic		-9999	7
E	Pedestrian		-9999	9
F	Pedestrian		-9999	7

Full Input Data And Results

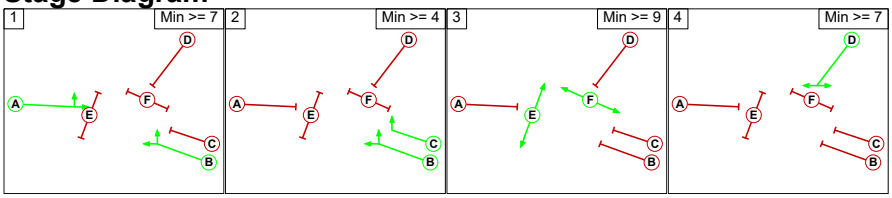
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		-	5	5	9	9
	B	-		-	5	9	9
	C	6	-		5	-	9
	D	5	5	5		9	9
	E	11	11	-	11		-
	F	9	9	9	9	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		5	9	5
	2	6		9	5
	3	11	X		11
	4	5	5	9	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Park Avenue / A1060 Rainsford Road											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
3/2 (A1060 Rainsford Road (E))	1/1 (Right)	1439	0	6/1	1.09	All	3.00	-	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: Park Avenue / A1060 Rainsford Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Park Avenue (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (Park Avenue (N))	U	D	2	3	60.0	User	1926	-	-	-	-	-
3/1 (A1060 Rainsford Road (E))	U	B	2	3	60.0	User	1931	-	-	-	-	-
3/2 (A1060 Rainsford Road (E))	O	B C	2	3	4.7	User	1800	-	-	-	-	-
4/1 (A1060 Rainsford Road (E))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (A1060 Rainsford Road (W))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A1060 Rainsford Road (W))	U	A	2	3	60.0	User	1851	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Base Peak'	07:30	08:30	01:00	
2: 'PM Base Peak'	16:45	17:45	01:00	
3: 'FB WD AM '	07:30	08:30	01:00	
4: 'FB WD PM '	16:45	17:45	01:00	
5: 'FB+CD WD AM '	07:30	08:30	01:00	
6: 'FB+CD WD PM '	16:45	17:45	01:00	
7: 'FB+CD+N2T WD AM'	07:30	08:30	01:00	
8: 'FB+CD+N2T WD PM'	16:45	17:45	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	238	64	302
	B	132	0	549	681
	C	19	643	0	662
	Tot.	151	881	613	1645

Traffic Lane Flows

Lane	Scenario 1: AM Base Peak
Junction: Park Avenue / A1060 Rainsford Road	
1/1	151
2/1	302
3/1 (with short)	681(In) 549(Out)
3/2 (short)	132
4/1	881
5/1	613
6/1	662

Lane Saturation Flows

Junction: Park Avenue / A1060 Rainsford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Park Avenue (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Park Avenue (N) Lane 1)	This lane uses a directly entered Saturation Flow						1926	1926
3/1 (A1060 Rainsford Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1931	1931
3/2 (A1060 Rainsford Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1060 Rainsford Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A1060 Rainsford Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1060 Rainsford Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	147	45	192
	B	128	0	662	790
	C	40	629	0	669
	Tot.	168	776	707	1651

Traffic Lane Flows

Lane	Scenario 2: PM Base Peak
Junction: Park Avenue / A1060 Rainsford Road	
1/1	168
2/1	192
3/1 (with short)	790(In) 662(Out)
3/2 (short)	128
4/1	776
5/1	707
6/1	669

Lane Saturation Flows

Junction: Park Avenue / A1060 Rainsford Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Avenue (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Park Avenue (N) Lane 1)	This lane uses a directly entered Saturation Flow						1926	1926
3/1 (A1060 Rainsford Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1931	1931
3/2 (A1060 Rainsford Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1060 Rainsford Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A1060 Rainsford Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1060 Rainsford Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851

Full Input Data And Results

Scenario 3: 'FB WD AM ' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan AM')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	246	66	312
	B	136	0	567	703
	C	19	664	0	683
	Tot.	155	910	633	1698

Traffic Lane Flows

Lane	Scenario 3: FB WD AM
Junction: Park Avenue / A1060 Rainsford Road	
1/1	155
2/1	312
3/1 (with short)	703(In) 567(Out)
3/2 (short)	136
4/1	910
5/1	633
6/1	683

Lane Saturation Flows

Junction: Park Avenue / A1060 Rainsford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Park Avenue (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Park Avenue (N) Lane 1)	This lane uses a directly entered Saturation Flow						1926	1926
3/1 (A1060 Rainsford Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1931	1931
3/2 (A1060 Rainsford Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1060 Rainsford Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A1060 Rainsford Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1060 Rainsford Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851

Full Input Data And Results

Scenario 4: 'FB WD PM ' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan AM')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	152	46	198
	B	132	0	685	817
	C	41	650	0	691
	Tot.	173	802	731	1706

Traffic Lane Flows

Lane	Scenario 4: FB WD PM
Junction: Park Avenue / A1060 Rainsford Road	
1/1	173
2/1	198
3/1 (with short)	817(In) 685(Out)
3/2 (short)	132
4/1	802
5/1	731
6/1	691

Lane Saturation Flows

Junction: Park Avenue / A1060 Rainsford Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Avenue (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Park Avenue (N) Lane 1)	This lane uses a directly entered Saturation Flow						1926	1926
3/1 (A1060 Rainsford Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1931	1931
3/2 (A1060 Rainsford Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1060 Rainsford Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A1060 Rainsford Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1060 Rainsford Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851

Full Input Data And Results

Scenario 5: 'FB+CD WD AM ' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan AM')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	246	66	312
	B	136	0	567	703
	C	19	664	0	683
	Tot.	155	910	633	1698

Traffic Lane Flows

Lane	Scenario 5: FB+CD WD AM
Junction: Park Avenue / A1060 Rainsford Road	
1/1	155
2/1	312
3/1 (with short)	703(In) 567(Out)
3/2 (short)	136
4/1	910
5/1	633
6/1	683

Lane Saturation Flows

Junction: Park Avenue / A1060 Rainsford Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Avenue (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Park Avenue (N) Lane 1)	This lane uses a directly entered Saturation Flow						1926	1926
3/1 (A1060 Rainsford Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1931	1931
3/2 (A1060 Rainsford Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1060 Rainsford Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A1060 Rainsford Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1060 Rainsford Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851

Full Input Data And Results

Scenario 6: 'FB+CD WD PM ' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan AM')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	152	46	198
	B	132	0	685	817
	C	41	650	0	691
	Tot.	173	802	731	1706

Traffic Lane Flows

Lane	Scenario 6: FB+CD WD PM
Junction: Park Avenue / A1060 Rainsford Road	
1/1	173
2/1	198
3/1 (with short)	817(In) 685(Out)
3/2 (short)	132
4/1	802
5/1	731
6/1	691

Lane Saturation Flows

Junction: Park Avenue / A1060 Rainsford Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Avenue (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Park Avenue (N) Lane 1)	This lane uses a directly entered Saturation Flow						1926	1926
3/1 (A1060 Rainsford Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1931	1931
3/2 (A1060 Rainsford Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1060 Rainsford Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A1060 Rainsford Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1060 Rainsford Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan AM')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	246	66	312
	B	136	0	606	742
	C	19	703	0	722
	Tot.	155	949	672	1776

Traffic Lane Flows

Lane	Scenario 7: FB+CD+N2T WD AM
Junction: Park Avenue / A1060 Rainsford Road	
1/1	155
2/1	312
3/1 (with short)	742(In) 606(Out)
3/2 (short)	136
4/1	949
5/1	672
6/1	722

Lane Saturation Flows

Junction: Park Avenue / A1060 Rainsford Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Avenue (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Park Avenue (N) Lane 1)	This lane uses a directly entered Saturation Flow						1926	1926
3/1 (A1060 Rainsford Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1931	1931
3/2 (A1060 Rainsford Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1060 Rainsford Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A1060 Rainsford Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1060 Rainsford Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851

Full Input Data And Results

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan AM')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	152	46	198
	B	132	0	724	856
	C	41	689	0	730
	Tot.	173	841	770	1784

Traffic Lane Flows

Lane	Scenario 8: FB+CD+N2T WD PM
Junction: Park Avenue / A1060 Rainsford Road	
1/1	173
2/1	198
3/1 (with short)	856(In) 724(Out)
3/2 (short)	132
4/1	841
5/1	770
6/1	730

Lane Saturation Flows

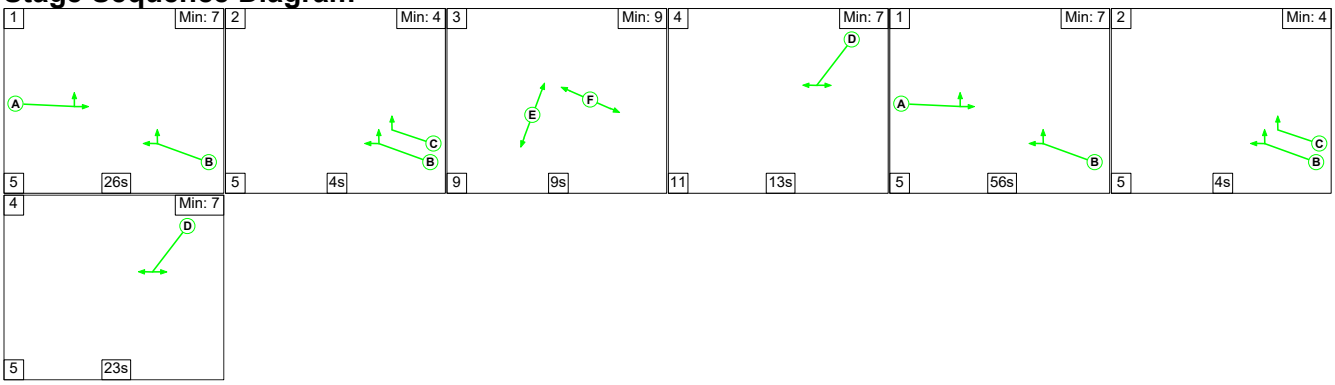
Junction: Park Avenue / A1060 Rainsford Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park Avenue (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Park Avenue (N) Lane 1)	This lane uses a directly entered Saturation Flow						1926	1926
3/1 (A1060 Rainsford Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1931	1931
3/2 (A1060 Rainsford Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A1060 Rainsford Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A1060 Rainsford Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A1060 Rainsford Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1851	1851

Full Input Data And Results

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

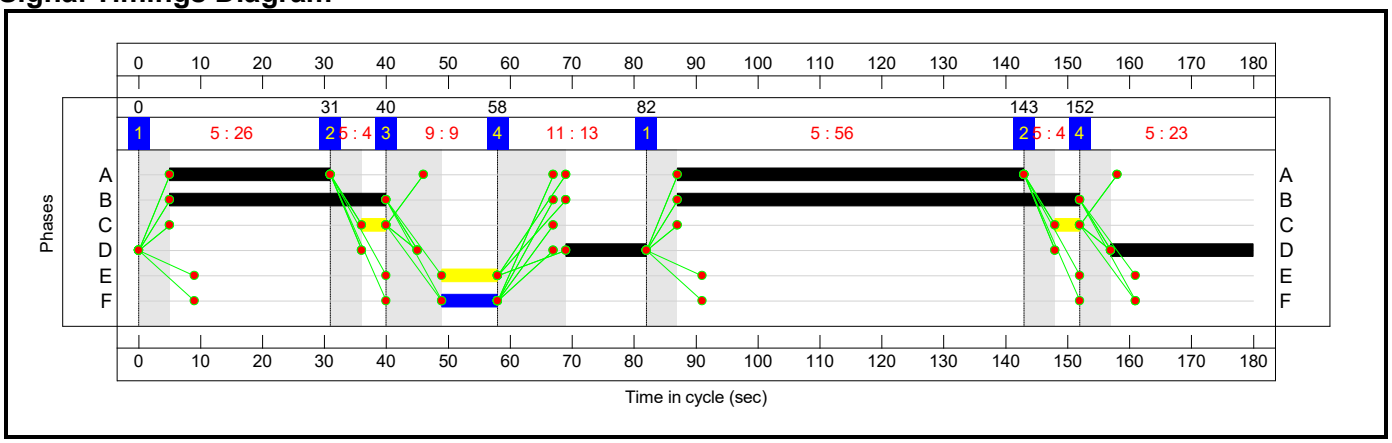
Stage Sequence Diagram



Stage Timings

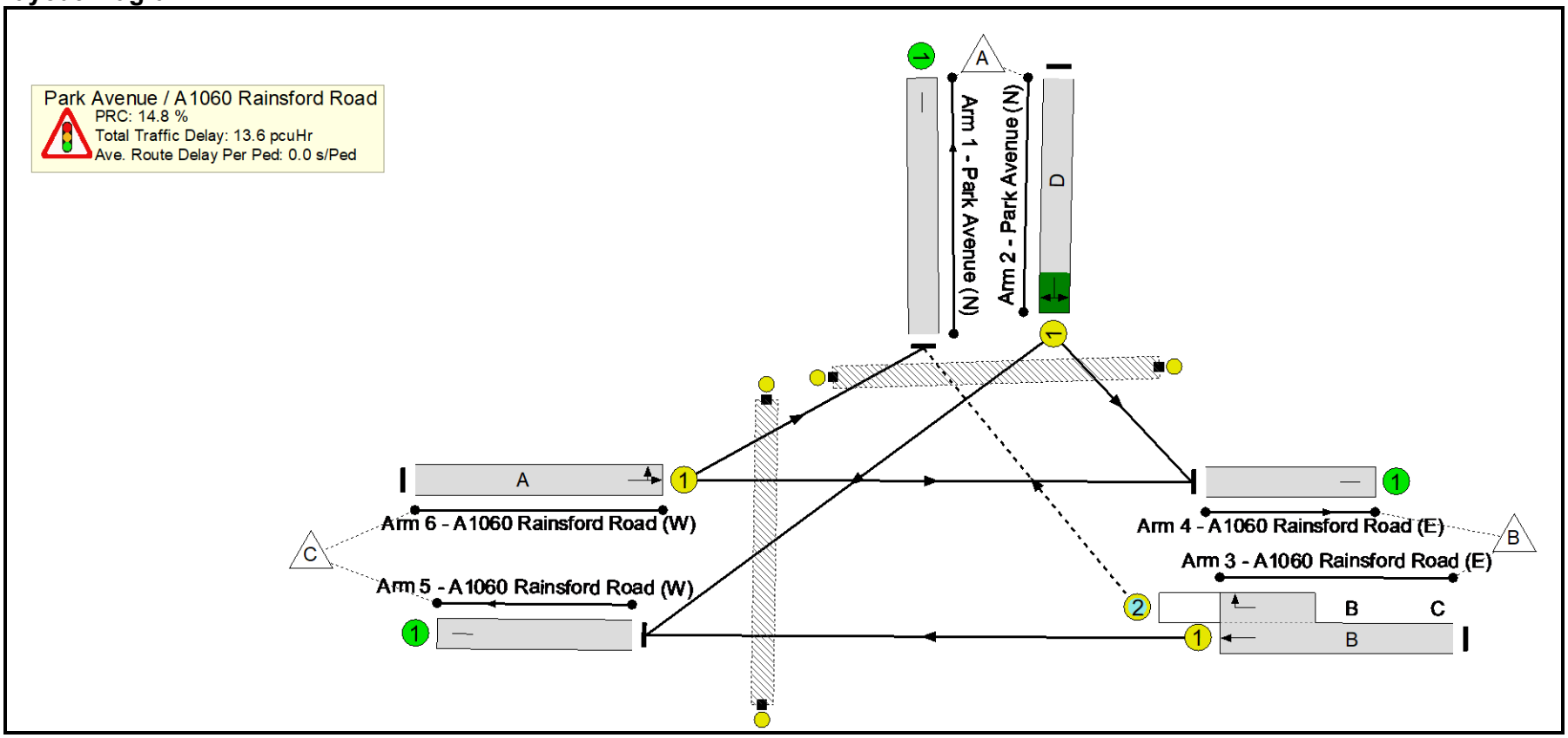
Stage	1	2	3	4	1	2	4
Duration	26	4	9	13	56	4	23
Change Point	0	31	40	58	82	143	152

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.4%**
Park Avenue / A1060 Rainsford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.4%**
1/1	Park Avenue (N)	U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
2/1	Park Avenue (N) Left Right	U	N/A	N/A	D		2	36	-	302	1926	385	78.4%
3/1+3/2	A1060 Rainsford Road (E) Right Ahead	U+O	N/A	N/A	B	C	2	100	8	681	1931:1800	927+223	59.2 : 59.2%
4/1	A1060 Rainsford Road (E)	U	N/A	N/A	-		-	-	-	881	Inf	Inf	0.0%
5/1	A1060 Rainsford Road (W)	U	N/A	N/A	-		-	-	-	613	Inf	Inf	0.0%
6/1	A1060 Rainsford Road (W) Left Ahead	U	N/A	N/A	A		2	82	-	662	1851	864	76.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%

Full Input Data And Results

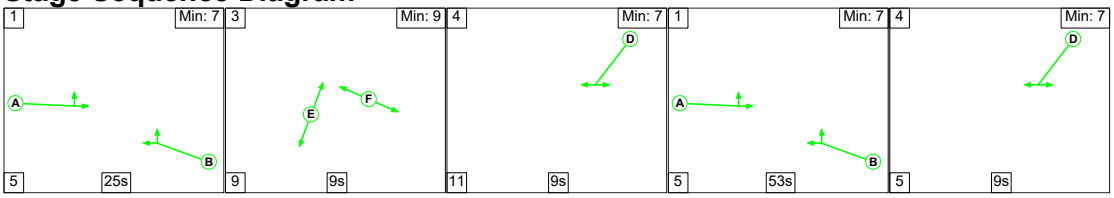
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**91**	**37**	**4**	**8.9**	**4.1**	**0.7**	**13.6**	**-**	**-**	**-**	**-**
Park Avenue / A1060 Rainsford Road	**-**	**-**	**91**	**37**	**4**	**8.9**	**4.1**	**0.7**	**13.6**	**-**	**-**	**-**	**-**
1/1	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	302	302	-	-	-	2.9	1.7	-	4.6	55.0	7.4	1.7	9.1
3/1+3/2	681	681	91	37	4	2.3	0.7	0.7	3.7	19.4	11.4	0.7	12.1
4/1	881	881	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	662	662	-	-	-	3.7	1.6	-	5.4	29.1	15.6	1.6	17.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 14.8 Total Delay for Signalled Lanes (pcuHr): 13.63 Cycle Time (s): 180
PRC Over All Lanes (%): 14.8 Total Delay Over All Lanes(pcuHr): 13.63

Full Input Data And Results

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

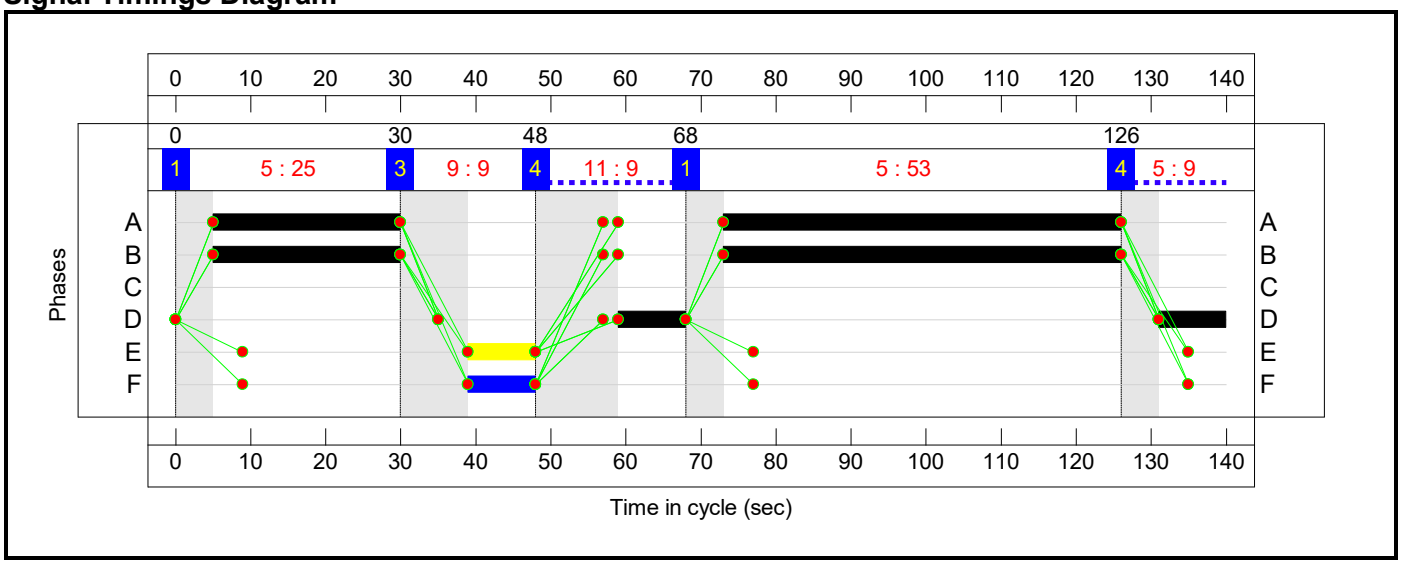
Stage Sequence Diagram



Stage Timings

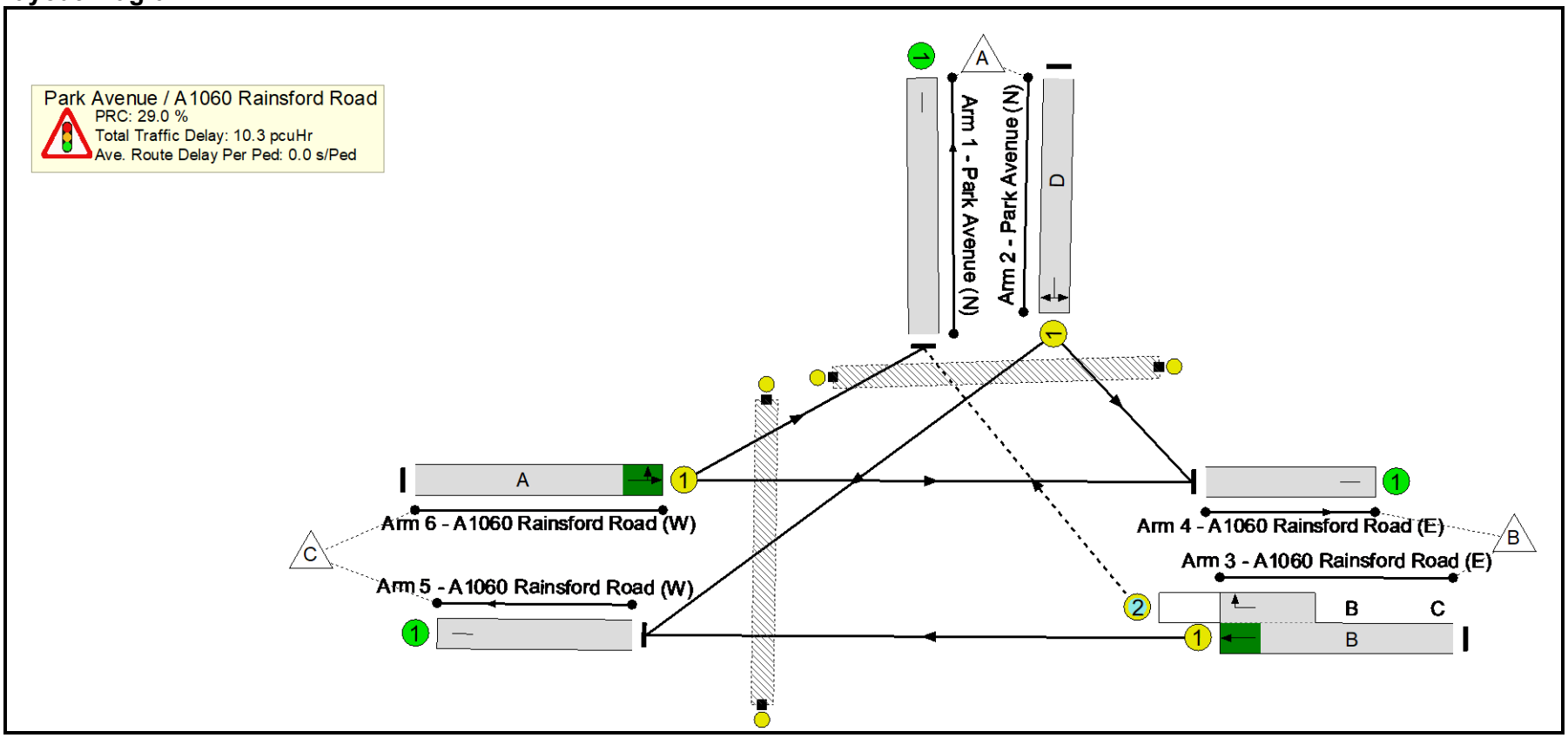
Stage	1	3	4	1	4
Duration	25	9	9	53	9
Change Point	0	30	48	68	126

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.8%**
Park Avenue / A1060 Rainsford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.8%**
1/1	Park Avenue (N)	U	N/A	N/A	-		-	-	-	168	Inf	Inf	0.0%
2/1	Park Avenue (N) Left Right	U	N/A	N/A	D		2	18	-	192	1926	275	69.8%
3/1+3/2	A1060 Rainsford Road (E) Right Ahead	U+O	N/A	N/A	B	C	2	78	0	790	1931:1800	958+185	69.1 : 69.1%
4/1	A1060 Rainsford Road (E)	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
5/1	A1060 Rainsford Road (W)	U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
6/1	A1060 Rainsford Road (W) Left Ahead	U	N/A	N/A	A		2	78	-	669	1851	1005	66.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%

Full Input Data And Results

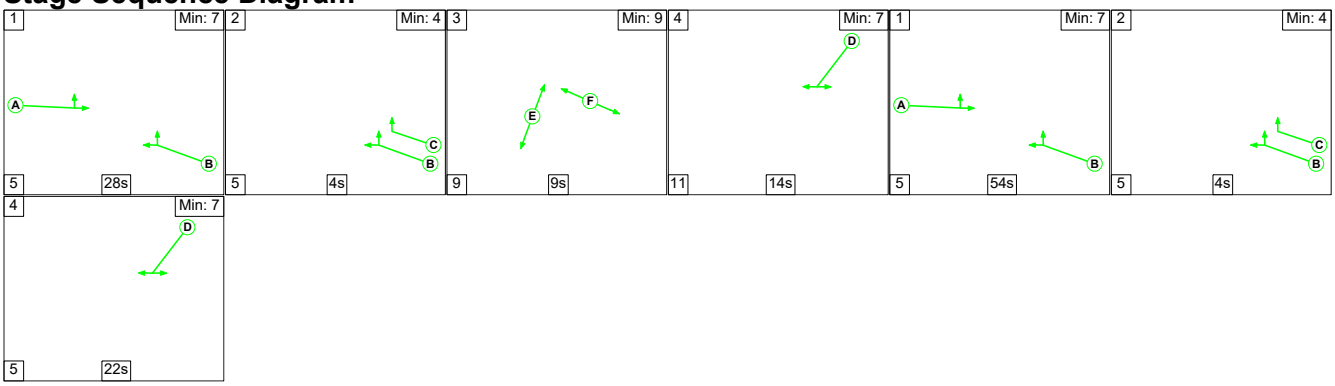
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**126**	**0**	**2**	**6.6**	**3.2**	**0.5**	**10.3**	**-**	**-**	**-**	**-**
Park Avenue / A1060 Rainsford Road	**-**	**-**	**126**	**0**	**2**	**6.6**	**3.2**	**0.5**	**10.3**	**-**	**-**	**-**	**-**
1/1	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	192	192	-	-	-	1.5	1.1	-	2.6	49.7	3.6	1.1	4.8
3/1+3/2	790	790	126	0	2	2.6	1.1	0.5	4.2	19.2	14.0	1.1	15.1
4/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	669	669	-	-	-	2.4	1.0	-	3.4	18.4	12.6	1.0	13.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 29.0 Total Delay for Signalled Lanes (pcuHr): 10.28 Cycle Time (s): 140
PRC Over All Lanes (%): 29.0 Total Delay Over All Lanes(pcuHr): 10.28

Full Input Data And Results

Scenario 3: 'FB WD AM ' (FG3: 'FB WD AM ', Plan 1: 'Network Control Plan AM')

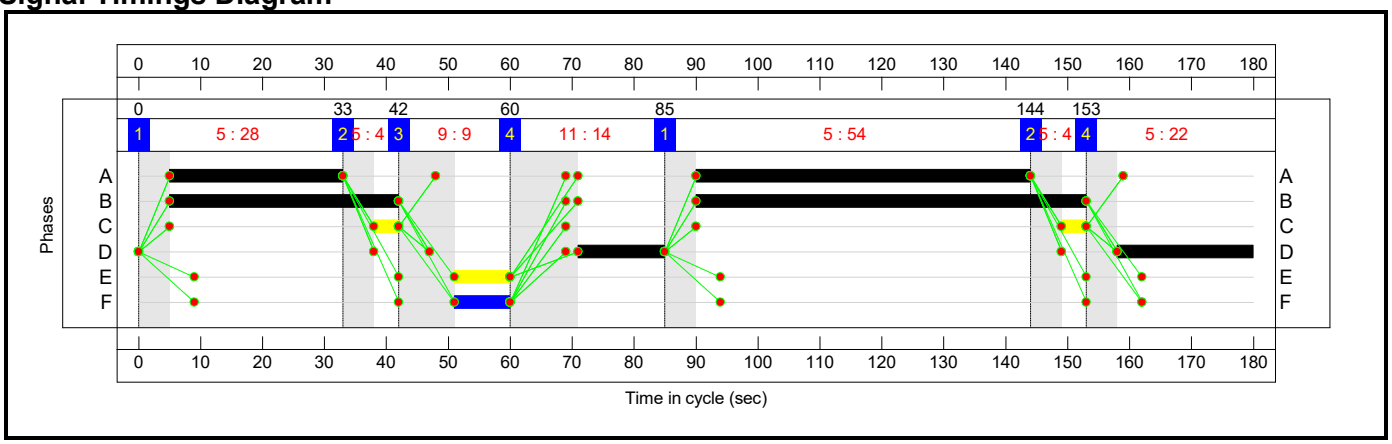
Stage Sequence Diagram



Stage Timings

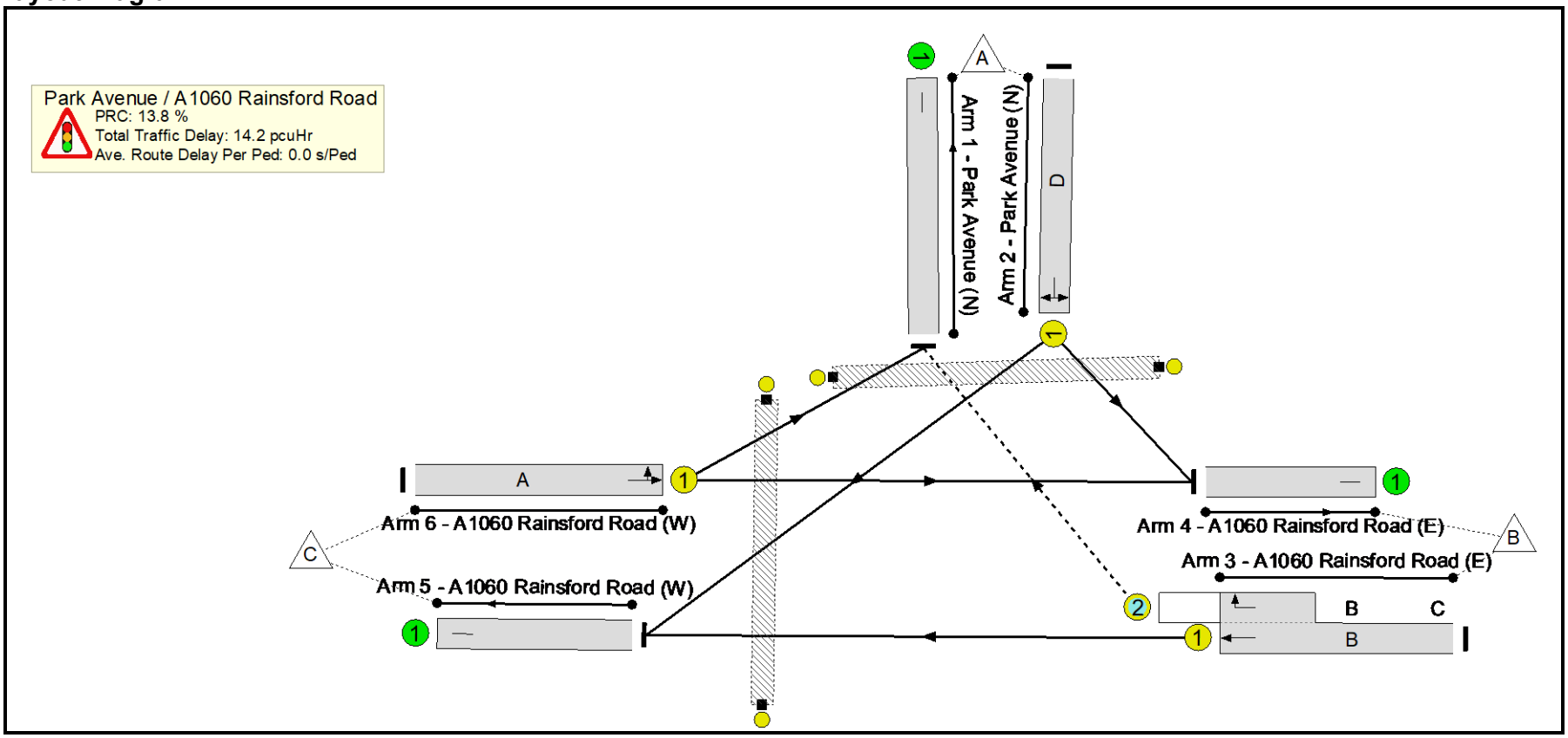
Stage	1	2	3	4	1	2	4
Duration	28	4	9	14	54	4	22
Change Point	0	33	42	60	85	144	153

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.1%**
Park Avenue / A1060 Rainsford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.1%**
1/1	Park Avenue (N)	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%
2/1	Park Avenue (N) Left Right	U	N/A	N/A	D		2	36	-	312	1926	407	76.7%
3/1+3/2	A1060 Rainsford Road (E) Right Ahead	U+O	N/A	N/A	B	C	2	100	8	703	1931:1800	928+223	61.1 : 61.1%
4/1	A1060 Rainsford Road (E)	U	N/A	N/A	-		-	-	-	910	Inf	Inf	0.0%
5/1	A1060 Rainsford Road (W)	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
6/1	A1060 Rainsford Road (W) Left Ahead	U	N/A	N/A	A		2	82	-	683	1851	864	79.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%

Full Input Data And Results

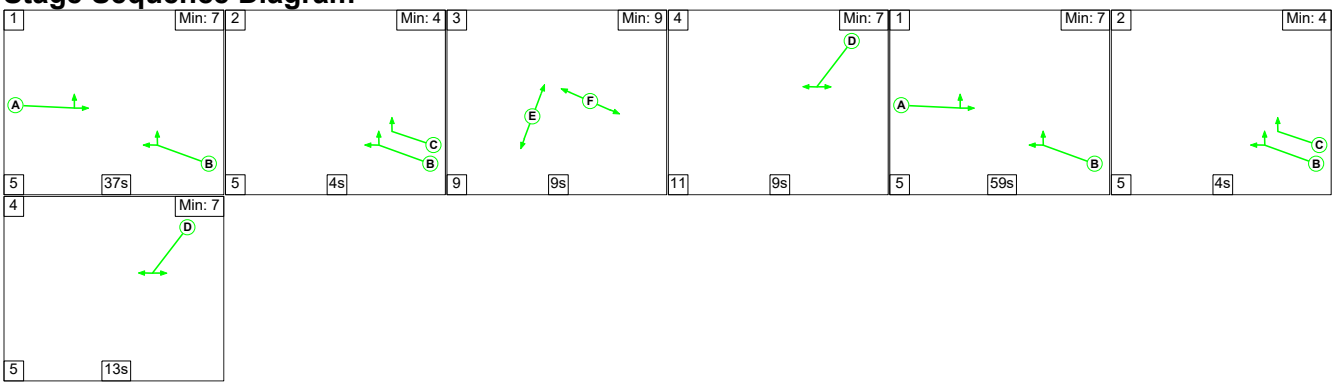
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**97**	**35**	**5**	**9.3**	**4.2**	**0.7**	**14.2**	**-**	**-**	**-**	**-**
Park Avenue / A1060 Rainsford Road	**-**	**-**	**97**	**35**	**5**	**9.3**	**4.2**	**0.7**	**14.2**	**-**	**-**	**-**	**-**
1/1	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	312	312	-	-	-	2.9	1.6	-	4.5	51.8	7.4	1.6	9.0
3/1+3/2	703	703	97	35	5	2.4	0.8	0.7	3.9	20.2	12.3	0.8	13.1
4/1	910	910	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	4.0	1.9	-	5.8	30.6	16.7	1.9	18.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 13.8 Total Delay for Signalled Lanes (pcuHr): 14.24 Cycle Time (s): 180
PRC Over All Lanes (%): 13.8 Total Delay Over All Lanes(pcuHr): 14.24

Full Input Data And Results

Scenario 4: 'FB WD PM ' (FG4: 'FB WD PM ', Plan 1: 'Network Control Plan AM')

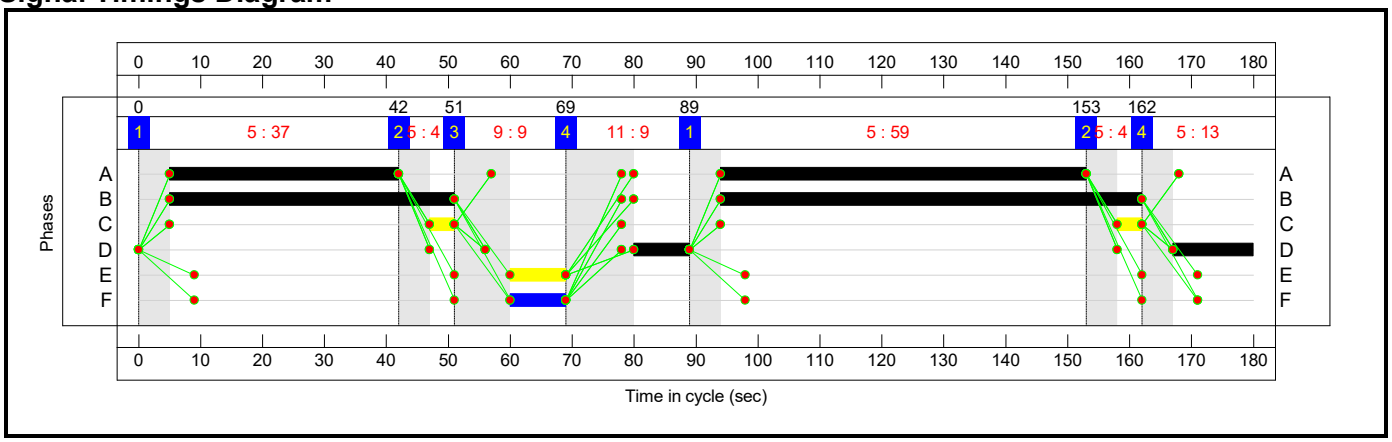
Stage Sequence Diagram



Stage Timings

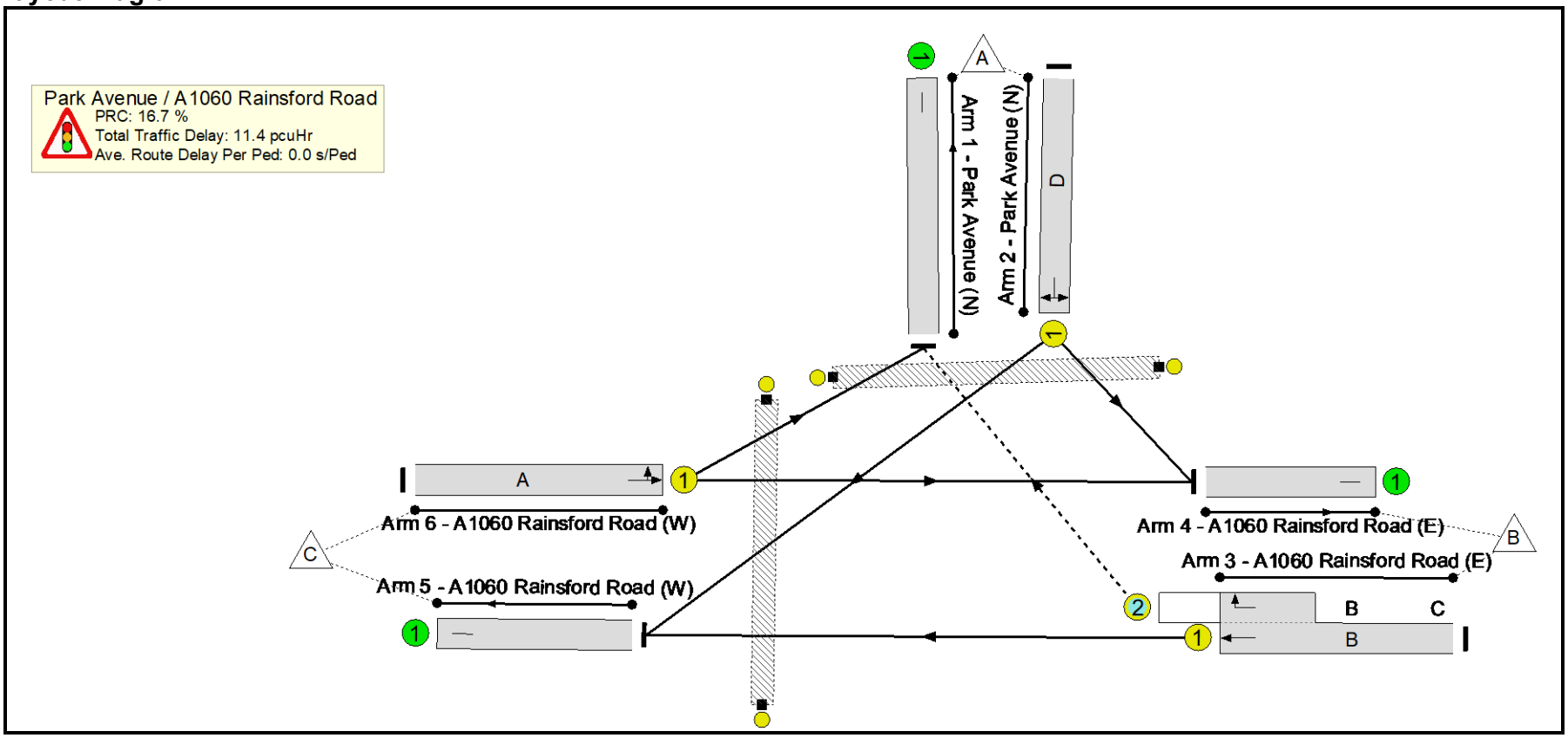
Stage	1	2	3	4	1	2	4
Duration	37	4	9	9	59	4	13
Change Point	0	42	51	69	89	153	162

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.1%**
Park Avenue / A1060 Rainsford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.1%**
1/1	Park Avenue (N)	U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%
2/1	Park Avenue (N) Left Right	U	N/A	N/A	D		2	22	-	198	1926	257	77.1%
3/1+3/2	A1060 Rainsford Road (E) Right Ahead	U+O	N/A	N/A	B	C	2	114	8	817	1931:1800	1083+209	63.2 : 63.2%
4/1	A1060 Rainsford Road (E)	U	N/A	N/A	-		-	-	-	802	Inf	Inf	0.0%
5/1	A1060 Rainsford Road (W)	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
6/1	A1060 Rainsford Road (W) Left Ahead	U	N/A	N/A	A		2	96	-	691	1851	1008	68.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%

Full Input Data And Results

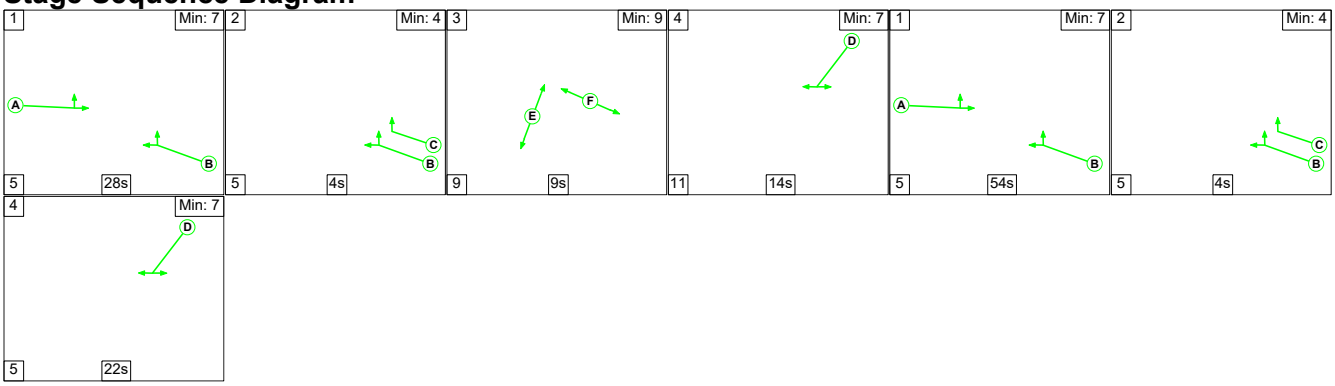
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**117**	**10**	**4**	**7.3**	**3.5**	**0.5**	**11.4**	**-**	**-**	**-**	**-**
Park Avenue / A1060 Rainsford Road	**-**	**-**	**117**	**10**	**4**	**7.3**	**3.5**	**0.5**	**11.4**	**-**	**-**	**-**	**-**
1/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	198	198	-	-	-	2.1	1.6	-	3.7	66.7	4.8	1.6	6.4
3/1+3/2	817	817	117	10	4	2.2	0.9	0.5	3.6	15.8	14.5	0.9	15.4
4/1	802	802	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	691	691	-	-	-	3.0	1.1	-	4.1	21.4	15.5	1.1	16.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 16.7 Total Delay for Signalled Lanes (pcuHr): 11.36 Cycle Time (s): 180
PRC Over All Lanes (%): 16.7 Total Delay Over All Lanes(pcuHr): 11.36

Full Input Data And Results

Scenario 5: 'FB+CD WD AM ' (FG5: 'FB+CD WD AM ', Plan 1: 'Network Control Plan AM')

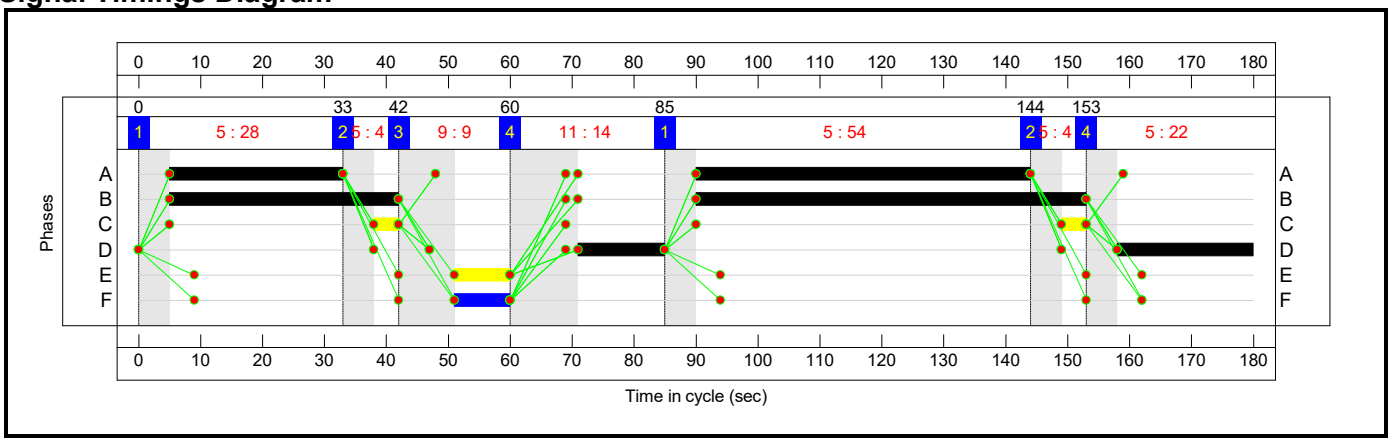
Stage Sequence Diagram



Stage Timings

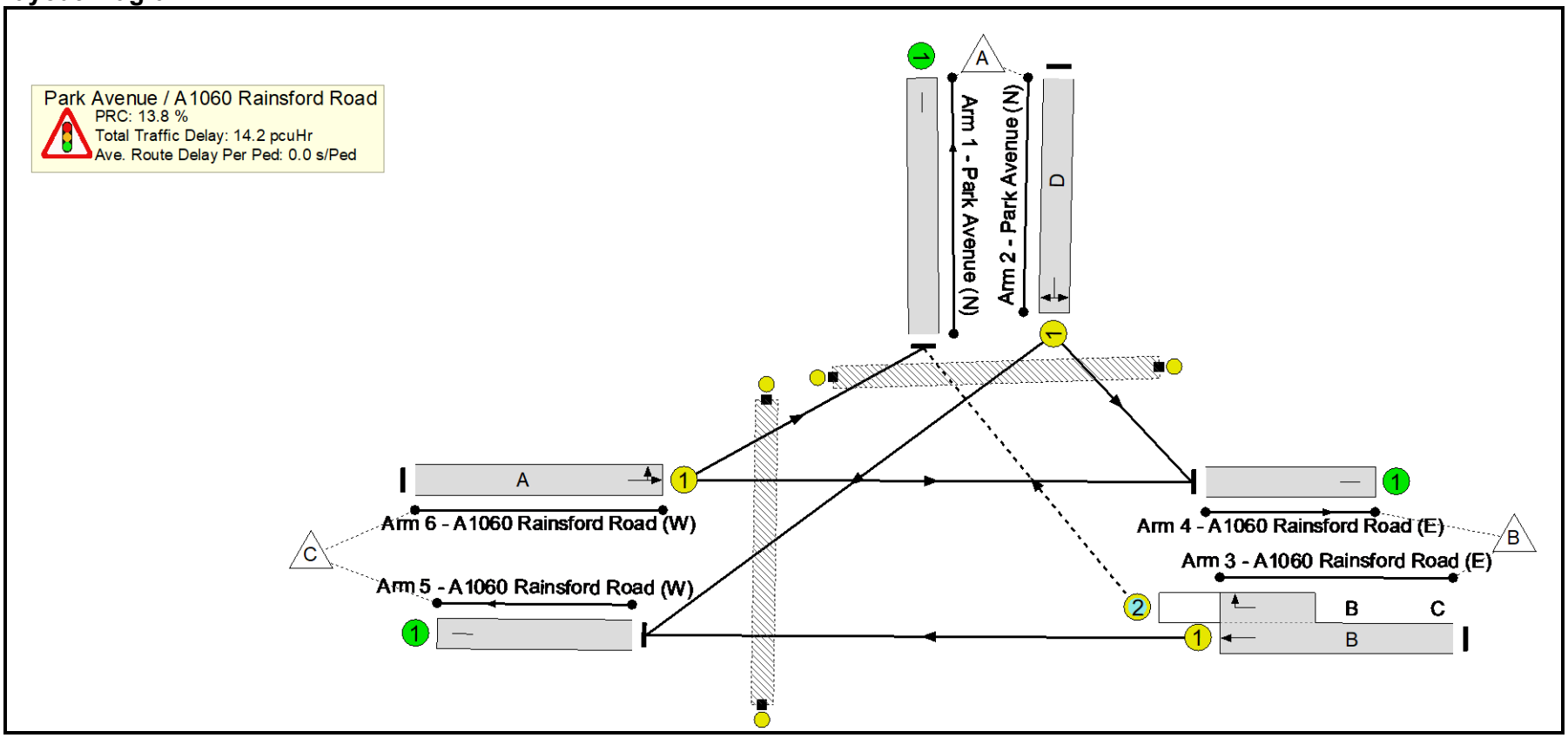
Stage	1	2	3	4	1	2	4
Duration	28	4	9	14	54	4	22
Change Point	0	33	42	60	85	144	153

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.1%**
Park Avenue / A1060 Rainsford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.1%**
1/1	Park Avenue (N)	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%
2/1	Park Avenue (N) Left Right	U	N/A	N/A	D		2	36	-	312	1926	407	76.7%
3/1+3/2	A1060 Rainsford Road (E) Right Ahead	U+O	N/A	N/A	B	C	2	100	8	703	1931:1800	928+223	61.1 : 61.1%
4/1	A1060 Rainsford Road (E)	U	N/A	N/A	-		-	-	-	910	Inf	Inf	0.0%
5/1	A1060 Rainsford Road (W)	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
6/1	A1060 Rainsford Road (W) Left Ahead	U	N/A	N/A	A		2	82	-	683	1851	864	79.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%

Full Input Data And Results

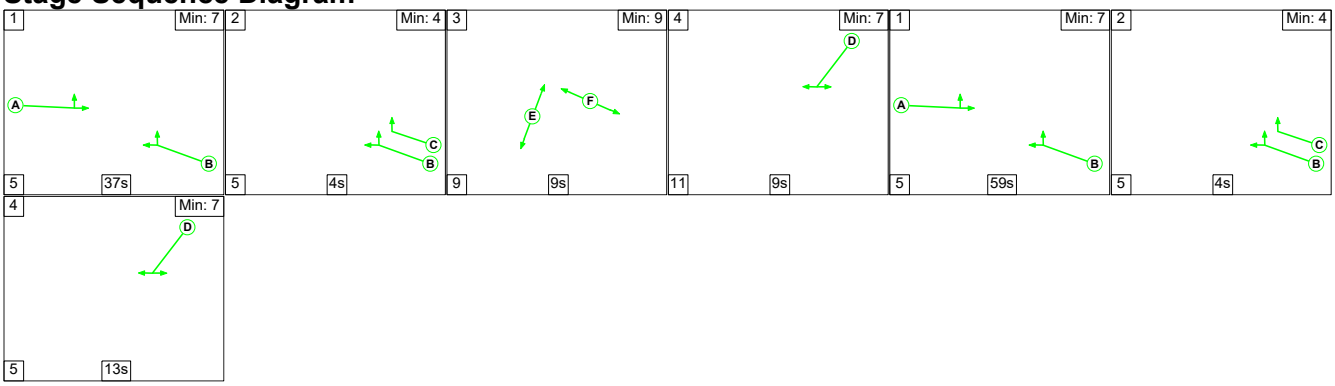
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**97**	**35**	**5**	**9.3**	**4.2**	**0.7**	**14.2**	**-**	**-**	**-**	**-**
Park Avenue / A1060 Rainsford Road	**-**	**-**	**97**	**35**	**5**	**9.3**	**4.2**	**0.7**	**14.2**	**-**	**-**	**-**	**-**
1/1	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	312	312	-	-	-	2.9	1.6	-	4.5	51.8	7.4	1.6	9.0
3/1+3/2	703	703	97	35	5	2.4	0.8	0.7	3.9	20.2	12.3	0.8	13.1
4/1	910	910	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	683	683	-	-	-	4.0	1.9	-	5.8	30.6	16.7	1.9	18.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 13.8 Total Delay for Signalled Lanes (pcuHr): 14.24 Cycle Time (s): 180
PRC Over All Lanes (%): 13.8 Total Delay Over All Lanes(pcuHr): 14.24

Full Input Data And Results

Scenario 6: 'FB+CD WD PM ' (FG6: 'FB+CD WD PM ', Plan 1: 'Network Control Plan AM')

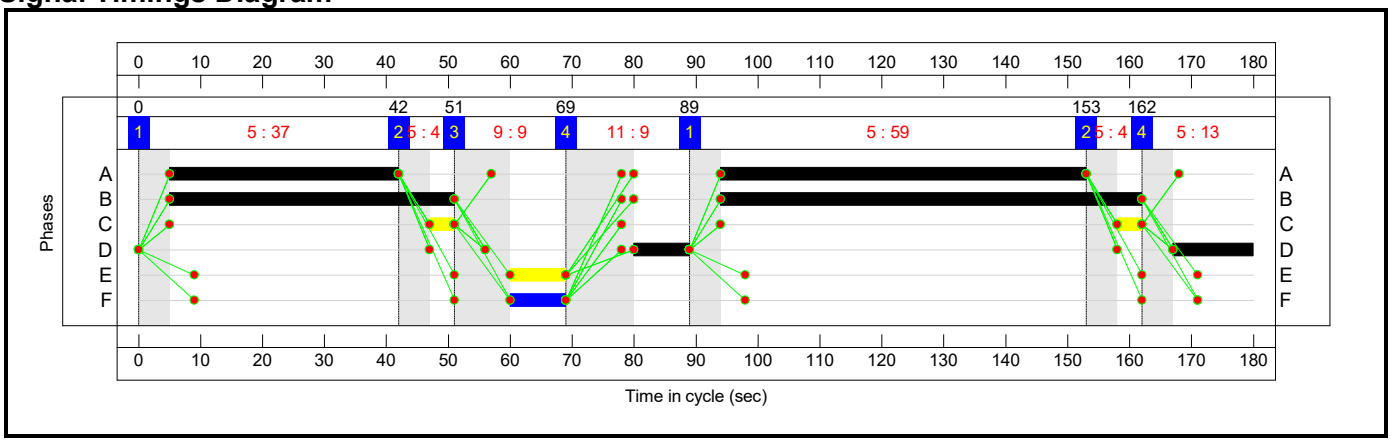
Stage Sequence Diagram



Stage Timings

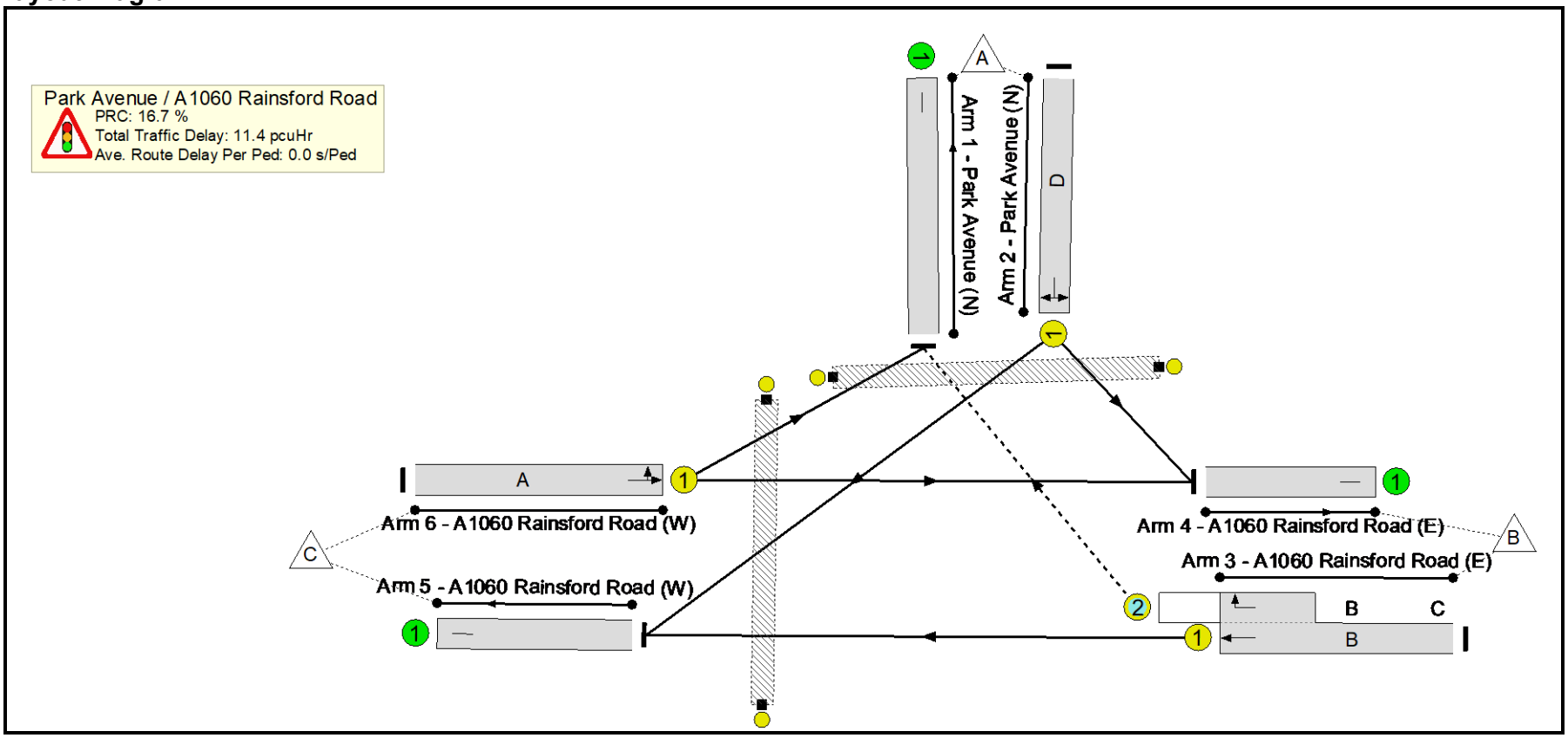
Stage	1	2	3	4	1	2	4
Duration	37	4	9	9	59	4	13
Change Point	0	42	51	69	89	153	162

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.1%**
Park Avenue / A1060 Rainsford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.1%**
1/1	Park Avenue (N)	U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%
2/1	Park Avenue (N) Left Right	U	N/A	N/A	D		2	22	-	198	1926	257	77.1%
3/1+3/2	A1060 Rainsford Road (E) Right Ahead	U+O	N/A	N/A	B	C	2	114	8	817	1931:1800	1083+209	63.2 : 63.2%
4/1	A1060 Rainsford Road (E)	U	N/A	N/A	-		-	-	-	802	Inf	Inf	0.0%
5/1	A1060 Rainsford Road (W)	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
6/1	A1060 Rainsford Road (W) Left Ahead	U	N/A	N/A	A		2	96	-	691	1851	1008	68.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%

Full Input Data And Results

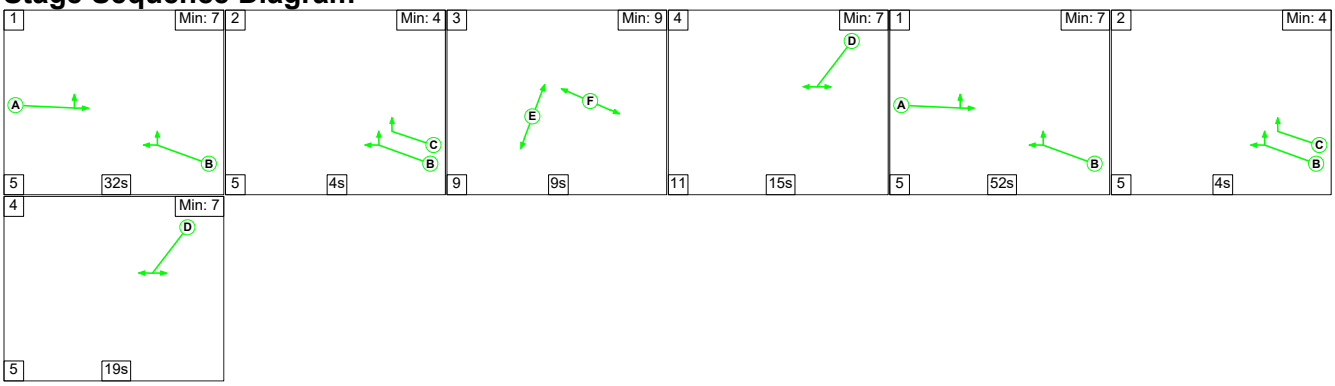
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**117**	**10**	**4**	**7.3**	**3.5**	**0.5**	**11.4**	**-**	**-**	**-**	**-**
Park Avenue / A1060 Rainsford Road	**-**	**-**	**117**	**10**	**4**	**7.3**	**3.5**	**0.5**	**11.4**	**-**	**-**	**-**	**-**
1/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	198	198	-	-	-	2.1	1.6	-	3.7	66.7	4.8	1.6	6.4
3/1+3/2	817	817	117	10	4	2.2	0.9	0.5	3.6	15.8	14.5	0.9	15.4
4/1	802	802	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	691	691	-	-	-	3.0	1.1	-	4.1	21.4	15.5	1.1	16.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 16.7 Total Delay for Signalled Lanes (pcuHr): 11.36 Cycle Time (s): 180
PRC Over All Lanes (%): 16.7 Total Delay Over All Lanes(pcuHr): 11.36

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan AM')

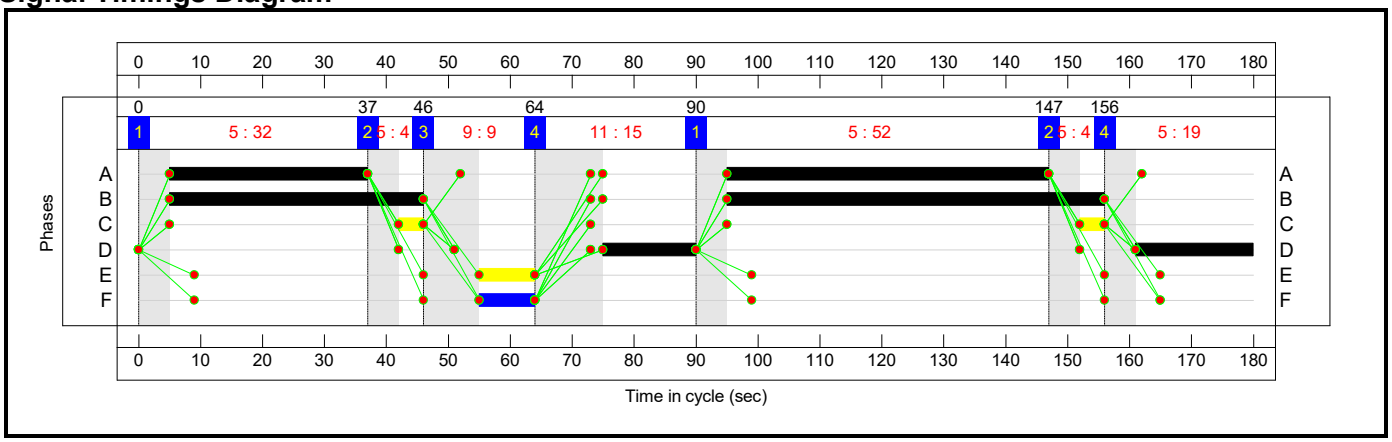
Stage Sequence Diagram



Stage Timings

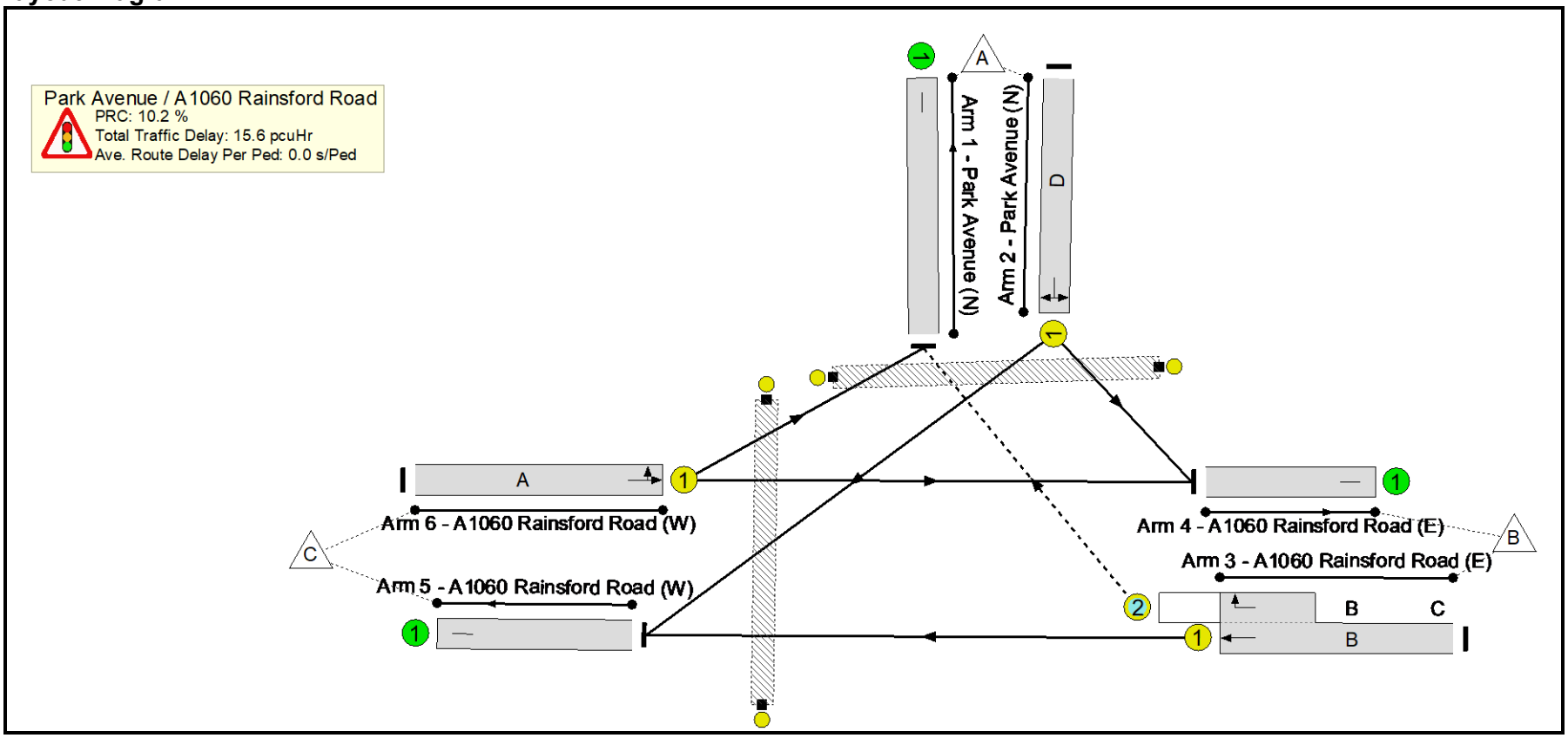
Stage	1	2	3	4	1	2	4
Duration	32	4	9	15	52	4	19
Change Point	0	37	46	64	90	147	156

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.6%**
Park Avenue / A1060 Rainsford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.6%**
1/1	Park Avenue (N)	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%
2/1	Park Avenue (N) Left Right	U	N/A	N/A	D		2	34	-	312	1926	385	81.0%
3/1+3/2	A1060 Rainsford Road (E) Right Ahead	U+O	N/A	N/A	B	C	2	102	8	742	1931:1800	955+214	63.5 : 63.5%
4/1	A1060 Rainsford Road (E)	U	N/A	N/A	-		-	-	-	949	Inf	Inf	0.0%
5/1	A1060 Rainsford Road (W)	U	N/A	N/A	-		-	-	-	672	Inf	Inf	0.0%
6/1	A1060 Rainsford Road (W) Left Ahead	U	N/A	N/A	A		2	84	-	722	1851	884	81.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%

Full Input Data And Results

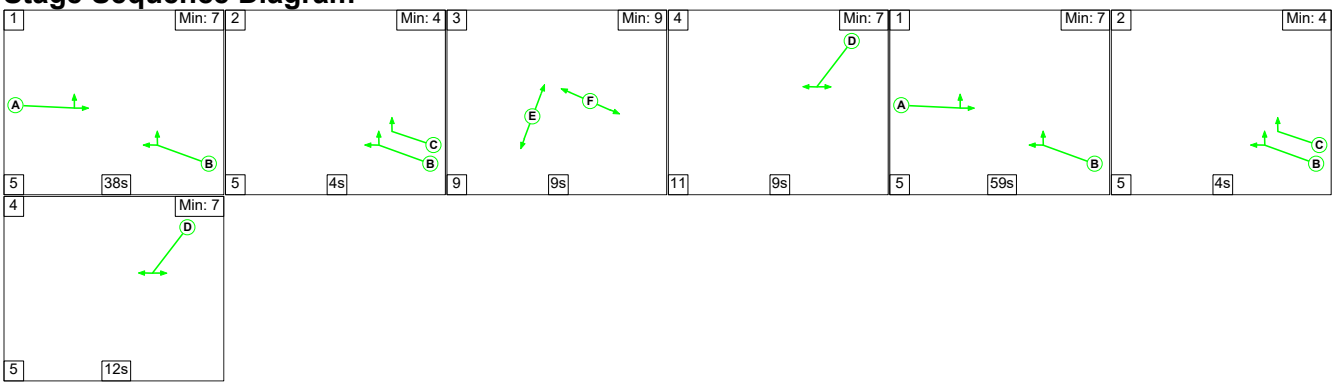
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**91**	**40**	**5**	**9.8**	**5.1**	**0.8**	**15.6**	**-**	**-**	**-**	**-**
Park Avenue / A1060 Rainsford Road	**-**	**-**	**91**	**40**	**5**	**9.8**	**5.1**	**0.8**	**15.6**	**-**	**-**	**-**	**-**
1/1	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	312	312	-	-	-	3.0	2.0	-	5.0	57.7	7.6	2.0	9.6
3/1+3/2	742	742	91	40	5	2.6	0.9	0.8	4.3	20.7	14.0	0.9	14.9
4/1	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	722	722	-	-	-	4.2	2.2	-	6.4	31.8	18.7	2.2	20.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 10.2 Total Delay for Signalled Lanes (pcuHr): 15.65 Cycle Time (s): 180
PRC Over All Lanes (%): 10.2 Total Delay Over All Lanes(pcuHr): 15.65

Full Input Data And Results

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan AM')

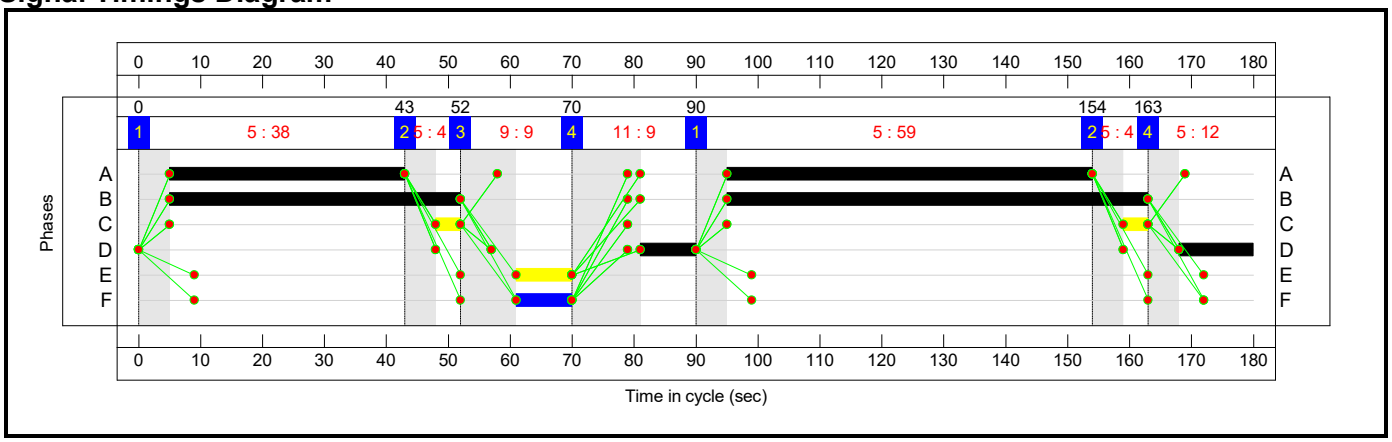
Stage Sequence Diagram



Stage Timings

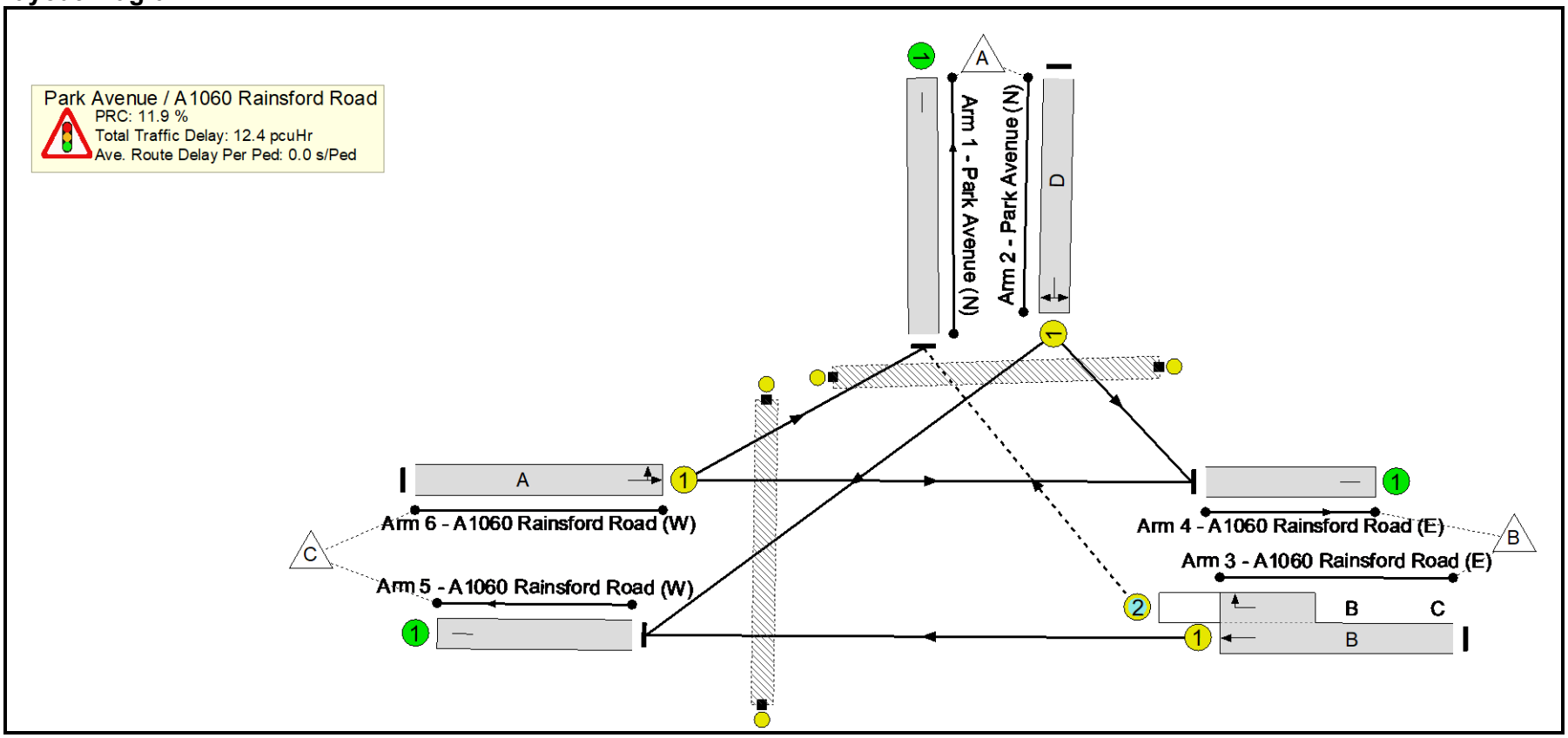
Stage	1	2	3	4	1	2	4
Duration	38	4	9	9	59	4	12
Change Point	0	43	52	70	90	154	163

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.5%**
Park Avenue / A1060 Rainsford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.5%**
1/1	Park Avenue (N)	U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%
2/1	Park Avenue (N) Left Right	U	N/A	N/A	D		2	21	-	198	1926	246	80.5%
3/1+3/2	A1060 Rainsford Road (E) Right Ahead	U+O	N/A	N/A	B	C	2	115	8	856	1931:1800	1100+201	65.8 : 65.8%
4/1	A1060 Rainsford Road (E)	U	N/A	N/A	-		-	-	-	841	Inf	Inf	0.0%
5/1	A1060 Rainsford Road (W)	U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
6/1	A1060 Rainsford Road (W) Left Ahead	U	N/A	N/A	A		2	97	-	730	1851	1018	71.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**117**	**10**	**4**	**7.7**	**4.1**	**0.6**	**12.4**	**-**	**-**	**-**	**-**
Park Avenue / A1060 Rainsford Road	**-**	**-**	**117**	**10**	**4**	**7.7**	**4.1**	**0.6**	**12.4**	**-**	**-**	**-**	**-**
1/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	198	198	-	-	-	2.1	1.9	-	4.0	72.9	4.9	1.9	6.8
3/1+3/2	856	856	117	10	4	2.3	1.0	0.6	3.9	16.3	16.0	1.0	17.0
4/1	841	841	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	730	730	-	-	-	3.3	1.3	-	4.5	22.3	17.0	1.3	18.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 11.9 Total Delay for Signalled Lanes (pcuHr): 12.40 Cycle Time (s): 180
PRC Over All Lanes (%): 11.9 Total Delay Over All Lanes(pcuHr): 12.40

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 71 (four_arm).j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 19/03/2025 11:55:53

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Arm A	D1	0.5	4.13	0.33	A	16.50	C	D2	0.5	4.41	0.34	A	7.79	A
Arm B		7.8	26.27	0.91	D				1.1	6.74	0.53	A		
Arm C		0.5	9.82	0.32	A				0.3	6.69	0.26	A		
Arm D		1.7	11.36	0.63	B				2.3	10.58	0.70	B		
	FB WD													
Arm A	D3	0.5	4.25	0.34	A	19.84	C	D4	0.5	4.56	0.35	A	8.38	A
Arm B		10.4	32.86	0.94	D				1.2	7.08	0.55	A		
Arm C		0.5	10.49	0.34	B				0.4	6.96	0.27	A		
Arm D		2.0	12.45	0.66	B				2.6	11.64	0.73	B		
	FB+CD WD													
Arm A	D5	0.5	4.25	0.34	A	19.84	C	D6	0.5	4.56	0.35	A	8.38	A
Arm B		10.4	32.86	0.94	D				1.2	7.08	0.55	A		
Arm C		0.5	10.49	0.34	B				0.4	6.96	0.27	A		
Arm D		2.0	12.45	0.66	B				2.6	11.64	0.73	B		
	FB+CD+N2T WD													
Arm A	D7	0.5	4.38	0.35	A	24.81	C	D8	0.6	4.71	0.36	A	9.46	A
Arm B		14.4	42.17	0.98	E				1.5	7.83	0.59	A		
Arm C		0.6	11.31	0.36	B				0.4	7.25	0.28	A		
Arm D		2.4	14.45	0.70	B				3.1	13.48	0.76	B		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

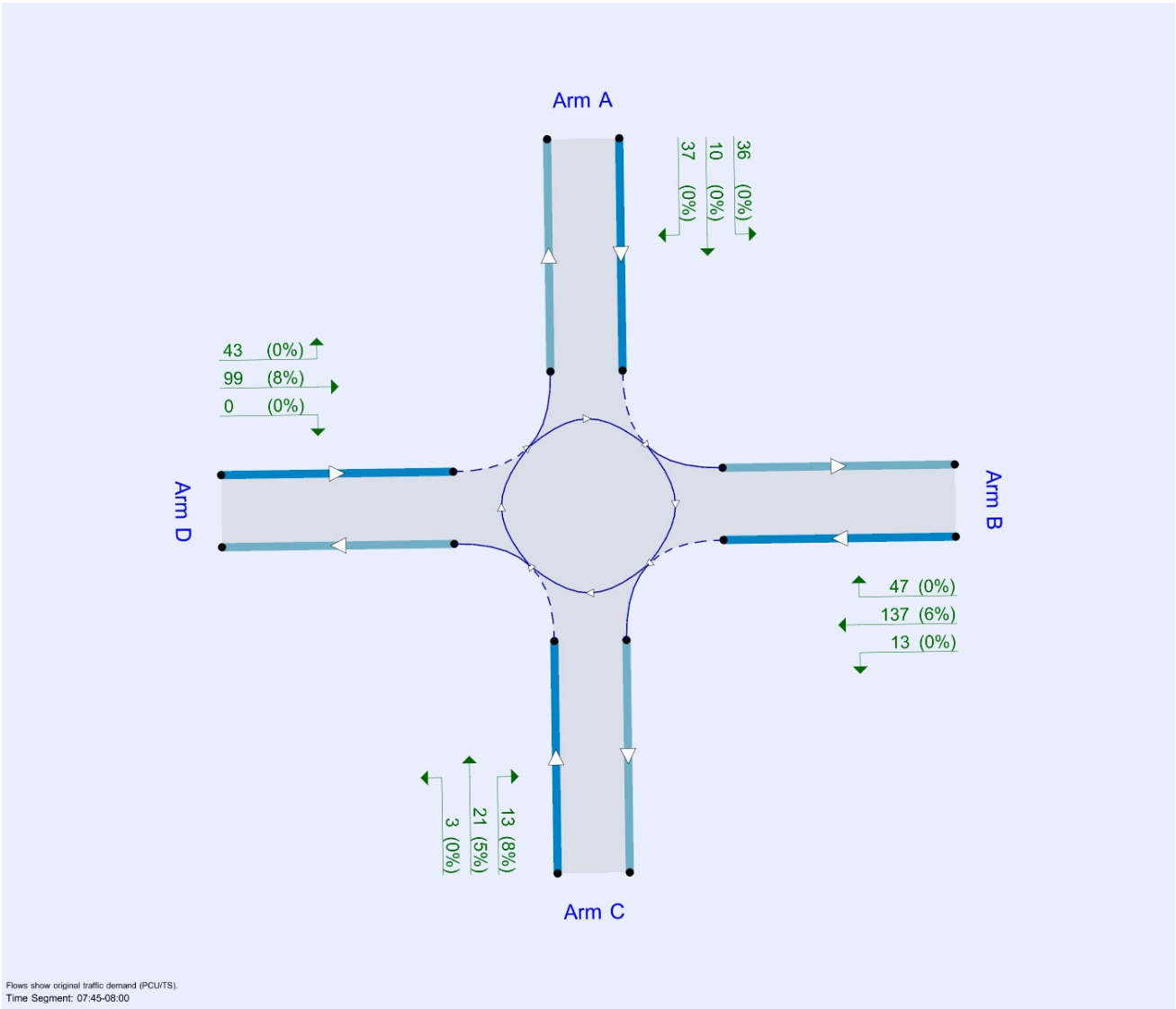
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	16.50	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Bulmers Way (NE)	
B	A414 Greenbury Way (SE)	
C	Highwood Road (SW)	
D	A414 (NW)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	3.47	5.92	15.5	23.5	41.4	16.0	
B	3.68	4.64	3.3	20.3	41.4	19.0	
C	2.31	5.60	6.8	20.2	41.4	21.0	
D	2.48	4.79	16.0	23.0	41.4	21.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A	0.641	407.676
B	0.574	328.735
C	0.534	281.453
D	0.566	319.125

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	36.00	10.00	37.00
	B	47.00	0.00	13.00	137.20
	C	20.50	12.90	0.00	3.00
	D	43.00	98.70	0.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	38.50	18.00	50.00
	B	60.00	2.00	12.90	155.20
	C	15.40	13.00	0.00	2.00
	D	39.80	85.20	1.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	44.00	18.50	45.70
	B	78.00	0.00	21.50	116.60
	C	19.00	12.00	0.00	3.90
	D	44.90	108.20	1.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	43.00	18.00	45.90
	B	132.00	0.00	26.50	105.60
	C	26.00	14.00	0.00	1.00
	D	58.00	81.20	2.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	34.00	21.00	48.90
	B	80.00	0.00	7.00	141.10
	C	22.00	19.00	0.00	2.00
	D	44.90	83.30	2.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	23.00	8.40	37.80
	B	36.90	0.00	14.00	121.00
	C	15.00	7.00	0.00	1.00
	D	35.00	91.70	0.00	1.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	6
	C	5	8	0	0
	D	0	8	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	0	0
	B	0	0	8	1
	C	0	0	0	0
	D	5	2	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	2
	B	0	0	5	4
	C	0	0	0	33
	D	2	8	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	2
	B	0	0	26	4
	C	0	0	0	0
	D	0	8	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	2
	B	0	0	0	9
	C	0	0	0	0
	D	2	13	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	6
	B	3	0	0	3
	C	0	0	0	0
	D	0	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.33	4.13	0.5	A	96.28	577.70
B	0.91	26.27	7.8	D	217.92	1307.50
C	0.32	9.82	0.5	A	34.78	208.70
D	0.63	11.36	1.7	B	136.82	820.90

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	83.00	83.00	110.72	336.65	0.247	82.67	109.54	0.0	0.3	3.539	A
B	197.20	197.20	46.82	301.88	0.653	195.29	146.58	0.0	1.9	8.660	A
C	36.40	36.40	219.27	164.37	0.221	36.10	22.83	0.0	0.3	7.412	A
D	141.70	141.70	79.67	274.06	0.517	140.59	175.70	0.0	1.1	7.032	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	106.50	106.50	101.29	342.70	0.311	106.37	114.77	0.3	0.5	3.843	A
B	230.10	230.10	68.89	289.22	0.796	228.34	138.78	1.9	3.7	14.554	B
C	30.40	30.40	265.45	139.71	0.218	30.42	31.78	0.3	0.3	8.241	A
D	126.00	126.00	89.88	268.28	0.470	126.18	205.99	1.1	0.9	6.549	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	108.20	108.20	120.79	330.19	0.328	108.16	141.57	0.5	0.5	4.130	A
B	216.10	216.10	65.19	291.34	0.742	216.70	163.75	3.7	3.1	12.477	B
C	34.90	34.90	241.01	152.76	0.228	34.88	40.89	0.3	0.3	7.850	A
D	154.10	154.10	108.87	257.54	0.598	153.48	167.01	0.9	1.5	9.147	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	106.90	106.90	97.22	345.31	0.310	106.94	212.83	0.5	0.5	3.810	A
B	264.10	264.10	65.91	290.93	0.908	259.37	138.25	3.1	7.8	26.268	D
C	41.00	41.00	279.26	132.34	0.310	40.86	46.02	0.3	0.4	9.823	A
D	141.20	141.20	169.05	223.50	0.632	141.00	151.07	1.5	1.7	11.358	B

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	103.90	103.90	104.48	340.65	0.305	103.91	149.63	0.5	0.4	3.840	A
B	228.10	228.10	71.88	287.50	0.793	231.59	136.52	7.8	4.3	17.789	C
C	43.00	43.00	272.82	135.77	0.317	42.98	30.64	0.4	0.5	9.696	A
D	130.20	130.20	123.38	249.33	0.522	130.73	192.43	1.7	1.2	8.282	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	69.20	69.20	100.03	343.51	0.201	69.38	88.43	0.4	0.3	3.381	A
B	171.90	171.90	47.34	301.58	0.570	174.82	122.07	4.3	1.4	7.481	A
C	23.00	23.00	199.66	174.84	0.132	23.31	22.50	0.5	0.2	5.952	A
D	127.70	127.70	60.40	284.96	0.448	128.05	162.56	1.2	0.9	5.993	A

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	7.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	41.90	11.50	45.40
	B	42.00	0.40	10.90	103.80
	C	31.00	13.00	0.00	2.00
	D	32.00	117.40	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	36.00	18.90	49.90
	B	29.40	1.00	18.50	101.60
	C	12.00	13.00	0.00	0.00
	D	53.00	133.10	1.00	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	31.90	12.20	36.00
	B	32.00	2.00	9.00	97.30
	C	19.40	12.00	0.00	3.00
	D	42.40	121.70	1.00	1.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	30.00	14.40	36.00
	B	39.00	1.00	13.00	98.90
	C	13.40	15.00	1.00	1.00
	D	51.90	138.20	5.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	42.00	29.00	34.00
	B	39.00	0.00	7.40	109.10
	C	23.00	12.00	0.00	2.00
	D	49.00	135.20	1.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	23.00	13.00	29.00
	B	38.00	0.00	12.00	74.00
	C	21.70	9.00	0.00	0.00
	D	38.40	138.50	0.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	10	0
	B	0	0	10	2
	C	0	0	0	0
	D	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	2
	B	0	0	6	4
	C	0	0	0	0
	D	0	2	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	0	0
	B	0	0	0	1
	C	0	0	0	0
	D	0	1	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	1
	C	0	0	0	0
	D	2	1	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	3
	C	0	0	0	0
	D	0	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.34	4.41	0.5	A	89.02	534.10
B	0.53	6.74	1.1	A	146.55	879.30
C	0.26	6.69	0.3	A	33.92	203.50
D	0.70	10.58	2.3	B	176.63	1059.80

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	98.80	98.80	129.75	324.44	0.305	98.36	104.21	0.0	0.4	4.058	A
B	157.10	157.10	56.64	296.24	0.530	155.97	171.46	0.0	1.1	6.489	A
C	46.00	46.00	190.34	179.82	0.256	45.66	22.27	0.0	0.3	6.693	A
D	149.40	149.40	85.77	270.61	0.552	148.19	150.23	0.0	1.2	7.282	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	104.80	104.80	147.74	312.90	0.335	104.73	94.37	0.4	0.5	4.406	A
B	150.50	150.50	69.71	288.74	0.521	150.50	182.76	1.1	1.1	6.740	A
C	25.00	25.00	181.92	184.31	0.136	25.18	38.29	0.3	0.2	5.661	A
D	187.10	187.10	55.64	287.65	0.650	186.47	151.46	1.2	1.8	8.984	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	80.10	80.10	137.93	319.20	0.251	80.27	93.92	0.5	0.3	3.815	A
B	140.30	140.30	50.32	299.87	0.468	140.54	167.87	1.1	0.9	5.697	A
C	34.40	34.40	168.54	191.46	0.180	34.34	22.32	0.2	0.2	5.728	A
D	166.10	166.10	65.37	282.15	0.589	166.47	137.51	1.8	1.5	7.855	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	80.40	80.40	159.62	305.28	0.263	80.39	104.05	0.3	0.4	4.002	A
B	151.90	151.90	56.34	296.42	0.512	151.75	183.67	0.9	1.0	6.255	A
C	30.40	30.40	174.79	188.12	0.162	30.42	33.30	0.2	0.2	5.709	A
D	195.10	195.10	69.35	279.90	0.697	194.32	135.86	1.5	2.3	10.579	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	105.00	105.00	148.35	312.51	0.336	104.85	110.96	0.4	0.5	4.331	A
B	155.50	155.50	63.97	292.03	0.532	155.40	189.23	1.0	1.1	6.711	A
C	37.00	37.00	181.96	184.29	0.201	36.94	37.41	0.2	0.2	6.107	A
D	185.20	185.20	73.94	277.30	0.668	185.37	144.97	2.3	2.1	9.921	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	65.00	65.00	147.66	312.95	0.208	65.24	98.37	0.5	0.3	3.635	A
B	124.00	124.00	42.14	304.56	0.407	124.45	170.76	1.1	0.7	5.009	A
C	30.70	30.70	141.51	205.89	0.149	30.77	25.08	0.2	0.2	5.312	A
D	176.90	176.90	68.83	280.19	0.631	177.20	103.45	2.1	1.8	8.919	A

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	19.84	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.22	10.34	38.25
	B	48.59	0.00	13.44	141.83
	C	21.19	13.34	0.00	3.10
	D	44.45	102.03	0.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	39.80	18.61	51.69
	B	62.03	2.07	13.34	160.44
	C	15.92	13.44	0.00	2.07
	D	41.14	88.08	1.03	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	45.49	19.12	47.24
	B	80.63	0.00	22.23	120.54
	C	19.64	12.41	0.00	4.03
	D	46.42	111.86	1.03	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	44.45	18.61	47.45
	B	136.46	0.00	27.40	109.17
	C	26.88	14.47	0.00	1.03
	D	59.96	83.94	2.07	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	35.15	21.71	50.55
	B	82.70	0.00	7.24	145.87
	C	22.74	19.64	0.00	2.07
	D	46.42	86.11	2.07	0.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	23.78	8.68	39.08
	B	38.15	0.00	14.47	125.09
	C	15.51	7.24	0.00	1.03
	D	36.18	94.80	0.00	1.03

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	6
	C	5	8	0	0
	D	0	8	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	0	0
	B	0	0	8	1
	C	0	0	0	0
	D	5	2	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	2
	B	0	0	5	4
	C	0	0	0	33
	D	2	8	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	2
	B	0	0	26	4
	C	0	0	0	0
	D	0	8	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	2
	B	0	0	0	9
	C	0	0	0	0
	D	2	13	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	6
	B	3	0	0	3
	C	0	0	0	0
	D	0	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.34	4.25	0.5	A	99.54	597.21
B	0.94	32.86	10.4	D	225.28	1351.67
C	0.34	10.49	0.5	B	35.96	215.75
D	0.66	12.45	2.0	B	141.44	848.63

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	85.80	85.80	114.42	334.28	0.257	85.46	113.18	0.0	0.3	3.612	A
B	203.86	203.86	48.39	300.97	0.677	201.74	151.49	0.0	2.1	9.273	A
C	37.63	37.63	226.54	160.49	0.234	37.31	23.60	0.0	0.3	7.715	A
D	146.49	146.49	82.32	272.56	0.537	145.29	181.53	0.0	1.2	7.365	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	110.10	110.10	104.72	340.50	0.323	109.96	118.53	0.3	0.5	3.940	A
B	237.87	237.87	71.21	287.88	0.826	235.62	143.47	2.1	4.4	16.736	C
C	31.43	31.43	274.00	135.14	0.233	31.44	32.82	0.3	0.3	8.684	A
D	130.26	130.26	92.79	266.64	0.489	130.46	212.66	1.2	1.0	6.835	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	111.86	111.86	124.82	327.61	0.341	111.81	146.32	0.5	0.5	4.247	A
B	223.40	223.40	67.39	290.07	0.770	224.16	169.23	4.4	3.6	14.189	B
C	36.08	36.08	249.30	148.34	0.243	36.05	42.26	0.3	0.3	8.242	A
D	159.31	159.31	112.55	255.46	0.624	158.59	172.80	1.0	1.7	9.813	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	110.51	110.51	100.48	343.22	0.322	110.55	218.97	0.5	0.5	3.906	A
B	273.02	273.02	68.13	289.65	0.943	266.25	142.90	3.6	10.4	32.859	D
C	42.39	42.39	287.00	128.20	0.331	42.23	47.38	0.3	0.5	10.446	B
D	145.97	145.97	173.74	220.85	0.661	145.71	155.49	1.7	2.0	12.454	B

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	107.41	107.41	108.05	338.36	0.317	107.42	155.57	0.5	0.5	3.936	A
B	235.81	235.81	74.31	286.11	0.824	240.82	141.16	10.4	5.4	22.568	C
C	44.45	44.45	283.24	130.21	0.341	44.43	31.88	0.5	0.5	10.487	B
D	134.60	134.60	128.38	246.51	0.546	135.24	199.29	2.0	1.3	8.840	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	71.54	71.54	103.45	341.32	0.210	71.74	91.76	0.5	0.3	3.438	A
B	177.71	177.71	48.94	300.66	0.591	181.56	126.24	5.4	1.5	8.030	A
C	23.78	23.78	207.22	170.80	0.139	24.13	23.28	0.5	0.2	6.149	A
D	132.01	132.01	62.78	283.61	0.465	132.43	168.57	1.3	0.9	6.222	A

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	8.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	43.38	11.91	47.00
	B	43.48	0.41	11.28	107.46
	C	32.09	13.46	0.00	2.07
	D	33.13	121.54	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.27	19.57	51.66
	B	30.44	1.04	19.15	105.18
	C	12.42	13.46	0.00	0.00
	D	54.87	137.79	1.04	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	33.02	12.63	37.27
	B	33.13	2.07	9.32	100.73
	C	20.08	12.42	0.00	3.11
	D	43.89	125.99	1.04	1.04

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	31.06	14.91	37.27
	B	40.37	1.04	13.46	102.39
	C	13.87	15.53	1.04	1.04
	D	53.73	143.07	5.18	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	43.48	30.02	35.20
	B	40.37	0.00	7.66	112.94
	C	23.81	12.42	0.00	2.07
	D	50.73	139.96	1.04	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	23.81	13.46	30.02
	B	39.34	0.00	12.42	76.61
	C	22.46	9.32	0.00	0.00
	D	39.75	143.38	0.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	10	0
	B	0	0	10	2
	C	0	0	0	0
	D	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	2
	B	0	0	6	4
	C	0	0	0	0
	D	0	2	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	0	0
	B	0	0	0	1
	C	0	0	0	0
	D	0	1	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	1
	C	0	0	0	0
	D	2	1	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	3
	C	0	0	0	0
	D	0	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.35	4.56	0.5	A	92.15	552.92
B	0.55	7.08	1.2	A	151.71	910.29
C	0.27	6.96	0.4	A	35.11	210.67
D	0.73	11.64	2.6	B	182.86	1097.15

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	102.28	102.28	134.26	321.55	0.318	101.81	107.84	0.0	0.5	4.174	A
B	162.64	162.64	58.63	295.10	0.551	161.41	177.44	0.0	1.2	6.803	A
C	47.62	47.62	196.99	176.27	0.270	47.25	23.05	0.0	0.4	6.956	A
D	154.66	154.66	88.76	268.92	0.575	153.34	155.48	0.0	1.3	7.700	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	108.49	108.49	152.90	309.59	0.350	108.42	97.68	0.5	0.5	4.560	A
B	155.80	155.80	72.16	287.34	0.542	155.80	189.16	1.2	1.2	7.083	A
C	25.88	25.88	188.33	180.89	0.143	26.08	39.63	0.4	0.2	5.822	A
D	193.69	193.69	57.62	286.53	0.676	192.97	156.79	1.3	2.1	9.699	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	82.92	82.92	142.82	316.06	0.262	83.11	97.25	0.5	0.4	3.914	A
B	145.24	145.24	52.10	298.85	0.486	145.52	173.82	1.2	1.0	5.921	A
C	35.61	35.61	174.50	188.27	0.189	35.55	23.12	0.2	0.2	5.890	A
D	171.95	171.95	67.68	280.84	0.612	172.38	142.37	2.1	1.6	8.384	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	83.23	83.23	165.15	301.74	0.276	83.22	107.68	0.4	0.4	4.118	A
B	157.25	157.25	58.32	295.28	0.533	157.09	190.05	1.0	1.1	6.547	A
C	31.47	31.47	180.94	184.84	0.170	31.50	34.47	0.2	0.2	5.869	A
D	201.98	201.98	71.79	278.52	0.725	201.03	140.64	1.6	2.6	11.644	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	108.70	108.70	153.59	309.15	0.352	108.54	114.87	0.4	0.5	4.482	A
B	160.98	160.98	66.23	290.74	0.554	160.86	195.90	1.1	1.2	7.058	A
C	38.30	38.30	188.36	180.87	0.212	38.24	38.73	0.2	0.3	6.306	A
D	191.73	191.73	76.54	275.83	0.695	191.92	150.06	2.6	2.4	10.880	B

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	67.29	67.29	152.91	309.59	0.217	67.55	101.87	0.5	0.3	3.724	A
B	128.37	128.37	43.64	303.70	0.423	128.88	176.82	1.2	0.7	5.164	A
C	31.78	31.78	146.54	203.21	0.156	31.86	25.97	0.3	0.2	5.427	A
D	183.13	183.13	71.27	278.81	0.657	183.51	107.13	2.4	2.0	9.647	A

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	19.84	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.22	10.34	38.25
	B	48.59	0.00	13.44	141.83
	C	21.19	13.34	0.00	3.10
	D	44.45	102.03	0.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	39.80	18.61	51.69
	B	62.03	2.07	13.34	160.44
	C	15.92	13.44	0.00	2.07
	D	41.14	88.08	1.03	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	45.49	19.12	47.24
	B	80.63	0.00	22.23	120.54
	C	19.64	12.41	0.00	4.03
	D	46.42	111.86	1.03	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	44.45	18.61	47.45
	B	136.46	0.00	27.40	109.17
	C	26.88	14.47	0.00	1.03
	D	59.96	83.94	2.07	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	35.15	21.71	50.55
	B	82.70	0.00	7.24	145.87
	C	22.74	19.64	0.00	2.07
	D	46.42	86.11	2.07	0.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	23.78	8.68	39.08
	B	38.15	0.00	14.47	125.09
	C	15.51	7.24	0.00	1.03
	D	36.18	94.80	0.00	1.03

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	6
	C	5	8	0	0
	D	0	8	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	0	0
	B	0	0	8	1
	C	0	0	0	0
	D	5	2	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	2
	B	0	0	5	4
	C	0	0	0	33
	D	2	8	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A	B	C	D
From	A	0	0	0	2
	B	0	0	26	4
	C	0	0	0	0
	D	0	8	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A	B	C	D
From	A	0	0	0	2
	B	0	0	0	9
	C	0	0	0	0
	D	2	13	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
		A	B	C	D
From	A	0	0	0	6
	B	3	0	0	3
	C	0	0	0	0
	D	0	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.34	4.25	0.5	A	99.54	597.21
B	0.94	32.86	10.4	D	225.28	1351.67
C	0.34	10.49	0.5	B	35.96	215.75
D	0.66	12.45	2.0	B	141.44	848.63

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	85.80	85.80	114.42	334.28	0.257	85.46	113.18	0.0	0.3	3.612	A
B	203.86	203.86	48.39	300.97	0.677	201.74	151.49	0.0	2.1	9.273	A
C	37.63	37.63	226.54	160.49	0.234	37.31	23.60	0.0	0.3	7.715	A
D	146.49	146.49	82.32	272.56	0.537	145.29	181.53	0.0	1.2	7.365	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	110.10	110.10	104.72	340.50	0.323	109.96	118.53	0.3	0.5	3.940	A
B	237.87	237.87	71.21	287.88	0.826	235.62	143.47	2.1	4.4	16.736	C
C	31.43	31.43	274.00	135.14	0.233	31.44	32.82	0.3	0.3	8.684	A
D	130.26	130.26	92.79	266.64	0.489	130.46	212.66	1.2	1.0	6.835	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	111.86	111.86	124.82	327.61	0.341	111.81	146.32	0.5	0.5	4.247	A
B	223.40	223.40	67.39	290.07	0.770	224.16	169.23	4.4	3.6	14.189	B
C	36.08	36.08	249.30	148.34	0.243	36.05	42.26	0.3	0.3	8.242	A
D	159.31	159.31	112.55	255.46	0.624	158.59	172.80	1.0	1.7	9.813	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	110.51	110.51	100.48	343.22	0.322	110.55	218.97	0.5	0.5	3.906	A
B	273.02	273.02	68.13	289.65	0.943	266.25	142.90	3.6	10.4	32.859	D
C	42.39	42.39	287.00	128.20	0.331	42.23	47.38	0.3	0.5	10.446	B
D	145.97	145.97	173.74	220.85	0.661	145.71	155.49	1.7	2.0	12.454	B

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	107.41	107.41	108.05	338.36	0.317	107.42	155.57	0.5	0.5	3.936	A
B	235.81	235.81	74.31	286.11	0.824	240.82	141.16	10.4	5.4	22.568	C
C	44.45	44.45	283.24	130.21	0.341	44.43	31.88	0.5	0.5	10.487	B
D	134.60	134.60	128.38	246.51	0.546	135.24	199.29	2.0	1.3	8.840	A

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	71.54	71.54	103.45	341.32	0.210	71.74	91.76	0.5	0.3	3.438	A
B	177.71	177.71	48.94	300.66	0.591	181.56	126.24	5.4	1.5	8.030	A
C	23.78	23.78	207.22	170.80	0.139	24.13	23.28	0.5	0.2	6.149	A
D	132.01	132.01	62.78	283.61	0.465	132.43	168.57	1.3	0.9	6.222	A

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	8.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	43.38	11.91	47.00
	B	43.48	0.41	11.28	107.46
	C	32.09	13.46	0.00	2.07
	D	33.13	121.54	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.27	19.57	51.66
	B	30.44	1.04	19.15	105.18
	C	12.42	13.46	0.00	0.00
	D	54.87	137.79	1.04	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	33.02	12.63	37.27
	B	33.13	2.07	9.32	100.73
	C	20.08	12.42	0.00	3.11
	D	43.89	125.99	1.04	1.04

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	31.06	14.91	37.27
	B	40.37	1.04	13.46	102.39
	C	13.87	15.53	1.04	1.04
	D	53.73	143.07	5.18	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	43.48	30.02	35.20
	B	40.37	0.00	7.66	112.94
	C	23.81	12.42	0.00	2.07
	D	50.73	139.96	1.04	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	23.81	13.46	30.02
	B	39.34	0.00	12.42	76.61
	C	22.46	9.32	0.00	0.00
	D	39.75	143.38	0.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	10	0
	B	0	0	10	2
	C	0	0	0	0
	D	0	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	2
	B	0	0	6	4
	C	0	0	0	0
	D	0	2	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	0	0
	B	0	0	0	1
	C	0	0	0	0
	D	0	1	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	1
	C	0	0	0	0
	D	2	1	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	3
	C	0	0	0	0
	D	0	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.35	4.56	0.5	A	92.15	552.92
B	0.55	7.08	1.2	A	151.71	910.29
C	0.27	6.96	0.4	A	35.11	210.67
D	0.73	11.64	2.6	B	182.86	1097.15

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	102.28	102.28	134.26	321.55	0.318	101.81	107.84	0.0	0.5	4.174	A
B	162.64	162.64	58.63	295.10	0.551	161.41	177.44	0.0	1.2	6.803	A
C	47.62	47.62	196.99	176.27	0.270	47.25	23.05	0.0	0.4	6.956	A
D	154.66	154.66	88.76	268.92	0.575	153.34	155.48	0.0	1.3	7.700	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	108.49	108.49	152.90	309.59	0.350	108.42	97.68	0.5	0.5	4.560	A
B	155.80	155.80	72.16	287.34	0.542	155.80	189.16	1.2	1.2	7.083	A
C	25.88	25.88	188.33	180.89	0.143	26.08	39.63	0.4	0.2	5.822	A
D	193.69	193.69	57.62	286.53	0.676	192.97	156.79	1.3	2.1	9.699	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	82.92	82.92	142.82	316.06	0.262	83.11	97.25	0.5	0.4	3.914	A
B	145.24	145.24	52.10	298.85	0.486	145.52	173.82	1.2	1.0	5.921	A
C	35.61	35.61	174.50	188.27	0.189	35.55	23.12	0.2	0.2	5.890	A
D	171.95	171.95	67.68	280.84	0.612	172.38	142.37	2.1	1.6	8.384	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	83.23	83.23	165.15	301.74	0.276	83.22	107.68	0.4	0.4	4.118	A
B	157.25	157.25	58.32	295.28	0.533	157.09	190.05	1.0	1.1	6.547	A
C	31.47	31.47	180.94	184.84	0.170	31.50	34.47	0.2	0.2	5.869	A
D	201.98	201.98	71.79	278.52	0.725	201.03	140.64	1.6	2.6	11.644	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	108.70	108.70	153.59	309.15	0.352	108.54	114.87	0.4	0.5	4.482	A
B	160.98	160.98	66.23	290.74	0.554	160.86	195.90	1.1	1.2	7.058	A
C	38.30	38.30	188.36	180.87	0.212	38.24	38.73	0.2	0.3	6.306	A
D	191.73	191.73	76.54	275.83	0.695	191.92	150.06	2.6	2.4	10.880	B

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	67.29	67.29	152.91	309.59	0.217	67.55	101.87	0.5	0.3	3.724	A
B	128.37	128.37	43.64	303.70	0.423	128.88	176.82	1.2	0.7	5.164	A
C	31.78	31.78	146.54	203.21	0.156	31.86	25.97	0.3	0.2	5.427	A
D	183.13	183.13	71.27	278.81	0.657	183.51	107.13	2.4	2.0	9.647	A

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	24.81	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:45	09:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.22	10.34	38.25
	B	48.59	0.00	13.44	151.86
	C	21.19	13.34	0.00	3.10
	D	44.45	112.06	0.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	39.80	18.61	51.69
	B	62.03	2.07	13.34	170.47
	C	15.92	13.44	0.00	2.07
	D	41.14	98.11	1.03	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	45.49	19.12	47.24
	B	80.63	0.00	22.23	130.57
	C	19.64	12.41	0.00	4.03
	D	46.42	121.88	1.03	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	44.45	18.61	47.45
	B	136.46	0.00	27.40	119.20
	C	26.88	14.47	0.00	1.03
	D	59.96	93.97	2.07	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	35.15	21.71	50.55
	B	82.70	0.00	7.24	155.90
	C	22.74	19.64	0.00	2.07
	D	46.42	96.14	2.07	0.00

09:00 - 09:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	23.78	8.68	39.08
	B	38.15	0.00	14.47	135.12
	C	15.51	7.24	0.00	1.03
	D	36.18	104.83	0.00	1.03

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	9
	C	5	8	0	0
	D	0	11	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	0	0
	B	0	0	8	3
	C	0	0	0	0
	D	5	6	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	2
	B	0	0	5	6
	C	0	0	0	33
	D	2	11	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	2
	B	0	0	26	7
	C	0	0	0	0
	D	0	12	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	2
	B	0	0	0	11
	C	0	0	0	0
	D	2	17	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	6
	B	3	0	0	6
	C	0	0	0	0
	D	0	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.35	4.38	0.5	A	99.54	597.21
B	0.98	42.17	14.4	E	235.31	1411.84
C	0.36	11.31	0.6	B	35.96	215.75
D	0.70	14.45	2.4	B	151.47	908.81

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	85.80	85.80	124.26	327.96	0.262	85.45	113.07	0.0	0.4	3.706	A
B	213.89	213.89	48.39	300.98	0.711	211.39	161.33	0.0	2.5	10.383	B
C	37.63	37.63	236.20	155.33	0.242	37.30	23.58	0.0	0.3	8.050	A
D	156.52	156.52	82.24	272.61	0.574	155.10	191.25	0.0	1.4	8.137	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	110.10	110.10	114.76	334.06	0.330	109.96	118.36	0.4	0.5	4.051	A
B	247.90	247.90	71.21	287.89	0.861	244.88	153.51	2.5	5.5	20.163	C
C	31.43	31.43	283.30	130.18	0.241	31.44	32.79	0.3	0.3	9.121	A
D	140.29	140.29	92.60	266.74	0.526	140.51	222.14	1.4	1.2	7.561	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	111.86	111.86	134.73	321.25	0.348	111.81	146.25	0.5	0.5	4.376	A
B	233.43	233.43	67.39	290.07	0.805	234.37	179.15	5.5	4.6	17.171	C
C	36.08	36.08	259.53	142.87	0.253	36.05	42.23	0.3	0.3	8.665	A
D	169.33	169.33	112.52	255.48	0.663	168.47	183.06	1.2	2.1	11.124	B

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	110.51	110.51	110.46	336.82	0.328	110.56	217.44	0.5	0.5	4.017	A
B	283.05	283.05	68.13	289.65	0.977	273.26	152.88	4.6	14.4	42.175	E
C	42.39	42.39	294.28	124.32	0.341	42.22	47.10	0.3	0.5	10.941	B
D	156.00	156.00	172.27	221.68	0.704	155.63	164.23	2.1	2.4	14.451	B

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	107.41	107.41	118.17	331.87	0.324	107.42	156.77	0.5	0.5	4.048	A
B	245.83	245.83	74.31	286.11	0.859	252.84	151.29	14.4	7.4	32.079	D
C	44.45	44.45	294.96	123.95	0.359	44.41	32.18	0.5	0.6	11.306	B
D	144.63	144.63	129.51	245.87	0.588	145.43	209.86	2.4	1.6	10.059	B

09:00 - 09:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	71.54	71.54	113.58	334.82	0.214	71.74	92.37	0.5	0.3	3.523	A
B	187.74	187.74	48.95	300.65	0.624	193.32	136.37	7.4	1.8	9.243	A
C	23.78	23.78	218.95	164.54	0.145	24.16	23.32	0.6	0.2	6.429	A
D	142.04	142.04	63.37	283.28	0.501	142.58	179.73	1.6	1.1	6.865	A

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	9.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	43.38	11.91	47.00
	B	43.48	0.41	11.28	117.49
	C	32.09	13.46	0.00	2.07
	D	33.13	131.57	0.00	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	37.27	19.57	51.66
	B	30.44	1.04	19.15	115.21
	C	12.42	13.46	0.00	0.00
	D	54.87	147.82	1.04	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	33.02	12.63	37.27
	B	33.13	2.07	9.32	110.76
	C	20.08	12.42	0.00	3.11
	D	43.89	136.02	1.04	1.04

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	31.06	14.91	37.27
	B	40.37	1.04	13.46	112.41
	C	13.87	15.53	1.04	1.04
	D	53.73	153.10	5.18	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	43.48	30.02	35.20
	B	40.37	0.00	7.66	122.97
	C	23.81	12.42	0.00	2.07
	D	50.73	149.99	1.04	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	23.81	13.46	30.02
	B	39.34	0.00	12.42	86.64
	C	22.46	9.32	0.00	0.00
	D	39.75	153.41	0.00	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	10	0
	B	0	0	10	5
	C	0	0	0	0
	D	0	3	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	6	2
	B	0	0	6	7
	C	0	0	0	0
	D	0	5	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	0	0
	B	0	0	0	4
	C	0	0	0	0
	D	0	3	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	4
	C	0	0	0	0
	D	2	4	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	6
	C	0	0	0	0
	D	0	4	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	4
	C	5	0	0	0
	D	0	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.36	4.71	0.6	A	92.15	552.92
B	0.59	7.83	1.5	A	161.74	970.46
C	0.28	7.25	0.4	A	35.11	210.67
D	0.76	13.48	3.1	B	192.89	1157.32

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	102.28	102.28	144.07	315.26	0.324	101.79	107.76	0.0	0.5	4.296	A
B	172.67	172.67	58.62	295.10	0.585	171.23	187.24	0.0	1.4	7.475	A
C	47.62	47.62	206.81	171.02	0.278	47.24	23.04	0.0	0.4	7.249	A
D	164.69	164.69	88.71	268.94	0.612	163.12	165.34	0.0	1.6	8.570	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	108.49	108.49	162.83	303.22	0.358	108.42	97.65	0.5	0.6	4.707	A
B	165.83	165.83	72.16	287.34	0.577	165.82	199.09	1.4	1.5	7.835	A
C	25.88	25.88	198.35	175.54	0.147	26.09	39.62	0.4	0.2	6.029	A
D	203.72	203.72	57.63	286.52	0.711	202.85	166.81	1.6	2.4	11.004	B

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	82.92	82.92	152.90	309.59	0.268	83.11	97.27	0.6	0.4	4.027	A
B	155.27	155.27	52.11	298.84	0.520	155.60	183.91	1.5	1.1	6.488	A
C	35.61	35.61	184.57	182.90	0.195	35.55	23.13	0.2	0.2	6.105	A
D	181.98	181.98	67.68	280.84	0.648	182.49	152.44	2.4	1.9	9.438	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	83.23	83.23	175.00	295.41	0.282	83.22	107.62	0.4	0.4	4.241	A
B	167.28	167.28	58.31	295.29	0.567	167.09	199.91	1.1	1.3	7.207	A
C	31.47	31.47	190.94	179.49	0.175	31.50	34.45	0.2	0.2	6.081	A
D	212.00	212.00	71.79	278.52	0.761	210.84	150.65	1.9	3.1	13.484	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	108.70	108.70	163.63	302.71	0.359	108.53	114.87	0.4	0.6	4.631	A
B	171.01	171.01	66.23	290.74	0.588	170.87	205.93	1.3	1.5	7.804	A
C	38.30	38.30	198.36	175.53	0.218	38.24	38.74	0.2	0.3	6.552	A
D	201.76	201.76	76.54	275.83	0.731	201.96	160.07	3.1	2.9	12.590	B

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	67.29	67.29	163.01	303.11	0.222	67.56	101.92	0.6	0.3	3.824	A
B	138.40	138.40	43.64	303.70	0.456	138.99	186.93	1.5	0.9	5.628	A
C	31.78	31.78	156.65	197.80	0.161	31.86	25.98	0.3	0.2	5.604	A
D	193.16	193.16	71.28	278.80	0.693	193.65	117.23	2.9	2.4	11.017	B

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 73 (Two Linked four_arm)_V3.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 25/03/2025 15:06:33

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2024														
Junction 1 - Arm A	D1	1.9	8.04	0.64	A	5.44	A	D2	2.0	8.48	0.67	A	8.38	A
Junction 1 - Arm B		0.1	2.80	0.07	A				0.1	2.37	0.10	A		
Junction 1 - Arm G1		2.5	6.14	0.71	A				6.4	12.92	0.87	B		
Junction 1 - Arm F		1.5	4.60	0.59	A				1.3	5.18	0.57	A		
Junction 2 - Arm G2		3.4	8.37	0.77	A	5.65	A		2.1	5.31	0.67	A	5.56	A
Junction 2 - Arm C		0.6	6.85	0.36	A				2.1	11.98	0.68	B		
Junction 2 - Arm D		1.3	3.28	0.55	A				2.0	4.68	0.67	A		
Junction 2 - Arm E		0.4	2.80	0.29	A				0.3	2.86	0.23	A		
FB WD														
Junction 1 - Arm A	D3	2.2	8.92	0.67	A	5.89	A	D4	2.3	9.54	0.70	A	10.03	B
Junction 1 - Arm B		0.1	2.85	0.07	A				0.1	2.41	0.10	A		
Junction 1 - Arm G1		2.8	6.70	0.74	A				8.3	16.23	0.91	C		
Junction 1 - Arm F		1.6	4.91	0.61	A				1.5	5.62	0.60	A		
Junction 2 - Arm G2		4.0	9.62	0.80	A	6.31	A		2.3	5.75	0.70	A	6.18	A
Junction 2 - Arm C		0.7	7.37	0.38	A				2.6	14.23	0.73	B		
Junction 2 - Arm D		1.4	3.45	0.57	A				2.3	5.14	0.70	A		
Junction 2 - Arm E		0.4	2.88	0.30	A				0.3	2.96	0.24	A		
FB+CD WD														
Junction 1 - Arm A	D5	2.2	8.92	0.67	A	5.89	A	D6	2.3	9.54	0.70	A	10.03	B
Junction 1 - Arm B		0.1	2.85	0.07	A				0.1	2.41	0.10	A		
Junction 1 - Arm G1		2.8	6.70	0.74	A				8.3	16.23	0.91	C		
Junction 1 - Arm F		1.6	4.91	0.61	A				1.5	5.62	0.60	A		
Junction 2 - Arm G2		4.0	9.62	0.80	A	6.31	A		2.3	5.75	0.70	A	6.18	A
Junction 2 - Arm C		0.7	7.37	0.38	A				2.6	14.23	0.73	B		
Junction 2 - Arm D		1.4	3.45	0.57	A				2.3	5.14	0.70	A		
Junction 2 - Arm E		0.4	2.88	0.30	A				0.3	2.96	0.24	A		
FB+CD+N2T WD														
Junction 1 - Arm A	D7	2.2	9.14	0.68	A	6.09	A	D8	2.4	9.80	0.71	A	10.72	B
Junction 1 - Arm B		0.1	2.87	0.08	A				0.1	2.43	0.10	A		
Junction 1 - Arm G1		3.0	6.99	0.75	A				9.2	17.67	0.92	C		
Junction 1 - Arm F		1.7	5.08	0.62	A				1.6	5.83	0.61	A		
Junction 2 - Arm G2		4.3	10.19	0.81	B	6.58	A		2.4	5.97	0.71	A	6.37	A
Junction 2 - Arm C		0.7	7.53	0.39	A				2.7	14.84	0.74	B		
Junction 2 - Arm D		1.4	3.51	0.58	A				2.3	5.25	0.70	A		
Junction 2 - Arm E		0.4	2.88	0.30	A				0.3	2.96	0.24	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

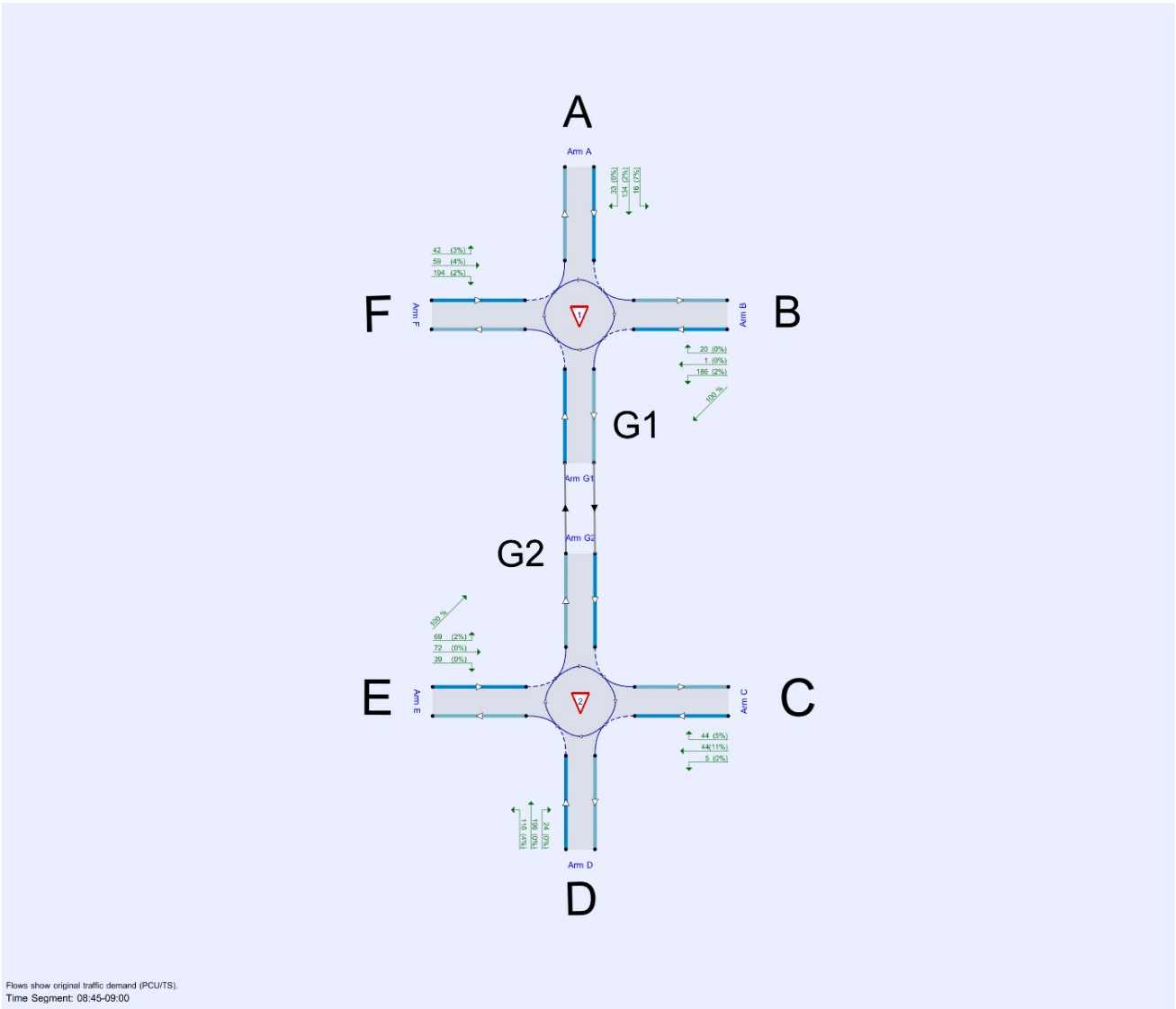
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Junction 2 - Arm E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	Junction 1 - Arm G1	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm G2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, G1, F	5.44	A
2	untitled	Standard Roundabout		G2, C, D, E	5.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description
1	A	S Wash Road (N)	
	B	A127 EB Slips (E)	
	G1	A176 (S)	
	F	A176 (W)	
2	G2	A176 (S)	
	C	Burches (E)	
	D	A176 Upper Mayne (S)	
	E	A127 WB Slips (W)	

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	A	3.54	8.33	14.4	42.7	87.4	16.0	
	B	5.34	9.75	17.1	46.0	87.4	32.0	
	G1	5.07	10.95	10.6	38.1	87.4	30.0	
	F	6.74	8.44	6.4	33.2	87.4	30.0	
2	G2	4.61	10.14	14.8	40.4	66.1	17.0	
	C	3.46	9.99	13.8	45.2	66.1	38.0	
	D	6.94	9.38	25.6	33.5	66.1	15.0	
	E	5.04	8.34	53.0	38.5	66.1	15.0	

Bypass

Junction	Arm	Arm has bypass	Bypass utilisation (%)
1	A		
	B	✓	100
	G1		
	F		
2	G2	✓	100
	C		
	D		
	E	✓	100

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/TS)
1	A	0.505	477.018
	B	0.563	599.685
	G1	0.540	557.206
	F	0.558	591.443
2	G2	0.641	577.683
	C	0.546	458.608
	D	0.731	715.223
	E	0.680	634.813

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	G1	2	G2	Simple (vertical queueing)	Normal	0.00	100.00	
2	G2	1	G1	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B		DIRECT	✓	100.000
	G1	✓			
	F		DIRECT	✓	100.000
2	G2	✓			
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E		DIRECT	✓	100.000

Origin-Destination Data

Junction 1 07:30 - 07:45

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	25.90	136.20	60.80
	B	15.90	0.00	156.50	2.90
	G1	106.90	63.20	0.00	158.60
	F	19.00	56.30	129.60	0.00

Junction 1 07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	23.00	144.50	43.60
	B	15.00	0.00	185.80	7.70
	G1	129.70	70.40	0.00	171.50
	F	27.00	56.90	168.40	0.00

Junction 1 08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	29.00	144.40	41.90
	B	16.90	0.00	162.10	12.70
	G1	96.40	69.10	0.00	138.00
	F	20.00	65.80	142.90	0.00

Junction 1 08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	32.80	131.40	26.00
	B	16.00	1.00	181.60	4.00
	G1	118.40	72.90	0.00	150.90
	F	27.00	68.70	171.40	0.00

Junction 1 08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	27.90	116.70	20.00
	B	18.90	0.00	211.40	0.00
	G1	114.10	61.80	0.00	143.10
	F	37.00	53.80	174.90	0.00

Junction 1 08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	15.90	129.80	32.00
	B	19.00	0.00	180.10	1.00
	G1	115.50	52.70	0.00	130.90
	F	40.90	56.80	188.20	1.00

Junction 2 07:30 - 07:45

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	111.10	279.60	31.60
	C	27.30	0.00	0.00	27.60
	D	194.30	3.00	4.40	136.80
	E	107.10	25.90	77.90	0.00

Junction 2 07:45 - 08:00

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	117.20	343.60	37.90
	C	44.00	0.00	5.00	17.80
	D	221.00	14.90	4.00	115.80
	E	106.60	38.80	69.40	0.00

Junction 2 08:00 - 08:15

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	116.90	291.60	40.90
	C	42.20	0.00	3.90	24.90
	D	178.00	7.00	4.00	135.00
	E	83.30	31.90	69.80	1.00

Junction 2 08:15 - 08:30

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	155.90	281.80	46.70
	C	35.90	0.00	4.00	41.60
	D	207.40	4.00	5.00	106.90
	E	98.90	54.00	67.80	0.00

Junction 2 08:30 - 08:45

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	137.20	317.30	48.50
	C	30.30	0.00	6.00	31.80
	D	199.00	13.40	16.90	97.90
	E	89.70	58.80	73.00	0.00

Junction 2 08:45 - 09:00

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	163.30	279.90	54.90
	C	42.40	0.00	5.00	42.60
	D	189.80	23.00	10.00	112.60
	E	66.90	70.00	38.00	0.00

Vehicle Mix

Junction 1 07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	4	11	29
	B	7	0	11	100
	G1	1	7	0	3
	F	0	6	2	0

Junction 1 07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	4	10
	B	0	0	7	75
	G1	1	10	0	3
	F	0	2	1	0

Junction 1 08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	4	2
	B	6	0	6	43
	G1	2	5	0	3
	F	0	3	1	0

Junction 1 08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	7	2	0
	B	0	0	5	0
	G1	2	1	0	1
	F	0	8	4	0

Junction 1 08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	4	3	0
	B	6	0	2	0
	G1	5	3	0	2
	F	0	4	3	0

Junction 1 08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	7	2	0
	B	0	0	2	0
	G1	1	2	0	1
	F	3	4	2	0

Junction 2 07:30 - 07:45

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	5	9	15
	C	14	0	0	19
	D	2	0	0	1
	E	3	4	1	0

Junction 2 07:45 - 08:00

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	2	5	3
	C	10	0	0	14
	D	2	8	0	6
	E	4	6	0	0

Junction 2 08:00 - 08:15

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	6	3	3
	C	11	0	33	4
	D	2	0	0	3
	E	1	3	3	0

Junction 2 08:15 - 08:30

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	5	2	7
	C	3	0	0	12
	D	1	0	0	3
	E	1	0	3	0

Junction 2 08:30 - 08:45

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	1	2	11
	C	12	0	0	7
	D	2	0	6	5
	E	3	4	0	0

Junction 2 08:45 - 09:00

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	2	2	2
	C	5	0	0	11
	D	0	0	0	4
	E	2	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.64	8.04	1.9	A	196.97	1181.80
	B	0.07	2.80	0.1	A	201.42	131.00
	G1	0.71	6.14	2.5	A	327.19	1963.13
	F	0.59	4.60	1.5	A	250.93	1505.60
2	G2	0.77	8.37	3.4	A	475.68	2052.96
	C	0.36	6.85	0.6	A	72.05	432.30
	D	0.55	3.28	1.3	A	334.02	2004.10
	E	0.29	2.80	0.4	A	204.80	676.30

Main Results for each time segment

07:30 - 07:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	222.90	222.90	222.90	0.00	0.00	247.94	351.81	0.634	220.96	140.85	0.0	1.9	7.779	A
	B	175.30	18.80	18.80	156.50	0.00	324.42	416.90	0.045	18.75	144.48	0.0	0.1	2.608	A
	G1	327.91	327.91	327.91	0.00	156.50	79.02	514.56	0.637	326.13	264.15	0.0	1.8	4.868	A
	F	204.90	204.90	204.90	0.00	0.00	184.62	488.34	0.420	204.16	220.52	0.0	0.7	3.239	A
2	G2	420.65	309.98	309.98	110.67	107.10	110.90	506.61	0.612	308.29	220.81	0.0	1.7	4.918	A
	C	54.90	54.90	54.90	0.00	110.67	390.36	245.52	0.224	54.57	28.82	0.0	0.3	5.473	A
	D	338.50	338.50	338.50	0.00	0.00	85.87	652.45	0.519	337.41	359.06	0.0	1.1	2.891	A
	E	210.90	103.80	103.80	107.10	0.00	228.19	479.75	0.216	103.52	195.10	0.0	0.3	2.438	A

07:45 - 08:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	211.10	211.10	211.10	0.00	0.00	295.14	327.97	0.644	211.18	171.23	1.9	1.9	8.045	A
	B	208.50	22.70	22.70	185.80	0.00	356.25	398.96	0.057	22.68	150.07	0.1	0.1	2.798	A
	G1	371.27	371.27	371.27	0.00	185.80	66.43	521.35	0.712	370.55	312.51	1.8	2.5	6.140	A
	F	252.30	252.30	252.30	0.00	0.00	214.50	471.66	0.535	251.88	222.48	0.7	1.2	4.137	A
2	G2	498.31	381.20	381.20	117.11	106.60	127.01	496.28	0.768	379.55	264.67	1.7	3.3	7.959	A
	C	66.80	66.80	66.80	0.00	117.11	452.95	211.35	0.316	66.63	53.61	0.3	0.5	6.851	A
	D	355.70	355.70	355.70	0.00	0.00	99.38	642.57	0.554	355.52	420.20	1.1	1.3	3.234	A
	E	214.80	108.20	108.20	106.60	0.00	283.52	442.14	0.245	108.15	171.37	0.3	0.3	2.746	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	215.30	215.30	215.30	0.00	0.00	278.21	336.52	0.640	215.32	133.82	1.9	1.8	7.678	A
	B	191.70	29.60	29.60	162.10	0.00	329.47	414.05	0.071	29.58	164.05	0.1	0.1	2.794	A
	G1	303.75	303.75	303.75	0.00	162.10	71.50	518.61	0.586	304.77	287.55	2.5	1.5	4.358	A
	F	228.70	228.70	228.70	0.00	0.00	183.07	489.21	0.467	228.96	193.21	1.2	0.9	3.509	A
2	G2	449.65	332.68	332.68	116.96	83.30	113.78	504.76	0.659	334.01	220.45	3.3	2.0	5.460	A
	C	71.00	71.00	71.00	0.00	116.96	408.82	235.44	0.302	71.03	38.96	0.5	0.5	6.005	A
	D	324.00	324.00	324.00	0.00	0.00	109.12	635.45	0.510	324.20	370.73	1.3	1.1	2.968	A
	E	186.00	102.70	102.70	83.30	0.00	231.48	477.51	0.215	102.75	201.84	0.3	0.3	2.474	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	190.20	190.20	190.20	0.00	0.00	313.56	318.67	0.597	190.50	161.18	1.8	1.5	7.194	A
	B	202.60	21.00	21.00	181.60	0.00	328.83	414.41	0.051	21.04	175.24	0.1	0.1	2.288	A
	G1	342.14	342.14	342.14	0.00	181.60	47.19	531.74	0.643	341.81	302.68	1.5	1.8	4.787	A
	F	267.10	267.10	267.10	0.00	0.00	208.07	475.25	0.562	266.67	180.92	0.9	1.3	4.494	A
2	G2	484.28	328.42	328.42	155.86	98.90	130.73	493.90	0.665	328.41	243.24	2.0	2.0	5.593	A
	C	81.50	81.50	81.50	0.00	155.86	401.20	239.60	0.340	81.43	57.94	0.5	0.5	6.091	A
	D	323.30	323.30	323.30	0.00	0.00	124.08	624.51	0.518	323.29	358.55	1.1	1.1	3.034	A
	E	220.70	121.80	121.80	98.90	0.00	252.24	463.40	0.263	121.72	195.13	0.3	0.4	2.678	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	164.60	164.60	164.60	0.00	0.00	290.69	330.21	0.498	165.11	170.04	1.5	1.0	5.603	A
	B	230.30	18.90	18.90	211.40	0.00	312.03	423.88	0.045	18.90	143.77	0.1	0.0	2.345	A
	G1	319.03	319.03	319.03	0.00	211.40	38.99	536.16	0.595	319.30	291.95	1.8	1.5	4.292	A
	F	265.70	265.70	265.70	0.00	0.00	194.97	482.56	0.551	265.76	163.32	1.3	1.3	4.266	A
2	G2	503.35	366.05	366.05	137.29	89.70	161.98	473.87	0.772	364.72	229.33	2.0	3.4	8.371	A
	C	68.10	68.10	68.10	0.00	137.29	454.56	210.47	0.324	68.12	72.15	0.5	0.5	6.851	A
	D	327.20	327.20	327.20	0.00	0.00	110.52	634.43	0.516	327.18	412.16	1.1	1.1	3.021	A
	E	221.50	131.80	131.80	89.70	0.00	259.56	458.43	0.288	131.75	178.14	0.4	0.4	2.797	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	177.70	177.70	177.70	0.00	0.00	298.60	326.22	0.545	177.53	175.38	1.0	1.2	6.151	A
	B	200.10	20.00	20.00	180.10	0.00	350.64	402.12	0.050	20.00	125.49	0.0	0.1	2.355	A
	G1	299.03	299.03	299.03	0.00	180.10	52.90	528.65	0.566	299.24	317.74	1.5	1.3	3.967	A
	F	286.90	286.90	286.90	0.00	0.00	187.26	486.87	0.589	286.71	164.88	1.3	1.5	4.604	A
2	G2	497.84	334.62	334.62	163.21	66.90	141.08	487.27	0.687	335.70	232.13	3.4	2.3	6.091	A
	C	90.00	90.00	90.00	0.00	163.21	383.84	249.08	0.361	89.92	92.94	0.5	0.6	6.080	A
	D	335.40	335.40	335.40	0.00	0.00	139.85	612.98	0.547	335.29	333.91	1.1	1.2	3.279	A
	E	174.90	108.00	108.00	66.90	0.00	265.11	454.65	0.238	108.10	210.02	0.4	0.3	2.599	A

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Junction 2 - Arm E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	Junction 1 - Arm G1	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm G2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, G1, F	8.38	A
2	untitled	Standard Roundabout		G2, C, D, E	5.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	G1	2	G2	Simple (vertical queueing)	Normal	0.00	100.00	
2	G2	1	G1	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B		DIRECT	✓	100.000
	G1	✓			
	F		DIRECT	✓	100.000
2	G2	✓			
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E		DIRECT	✓	100.000

Origin-Destination Data

Junction 1 16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	32.00	120.90	31.00
	B	17.00	0.00	151.80	1.00
	G1	141.40	100.30	0.00	188.80
	F	30.00	64.00	144.20	0.00

Junction 1 16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	32.00	109.50	19.90
	B	17.90	0.00	158.30	5.90
	G1	147.40	98.90	0.00	175.40
	F	27.40	57.00	129.50	0.00

Junction 1 16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	25.00	110.00	16.00
	B	26.00	0.00	162.00	6.00
	G1	153.70	102.90	0.00	156.70
	F	35.00	62.80	115.00	0.00

Junction 1 17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	33.50	151.80	26.20
	B	19.00	0.00	173.90	1.00
	G1	158.90	113.00	0.00	158.70
	F	32.40	73.00	131.70	0.00

Junction 1 17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	28.00	127.20	24.00
	B	37.90	0.00	178.30	4.00
	G1	202.80	85.80	0.00	166.80
	F	26.40	58.90	147.10	1.00

Junction 1 17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	25.90	137.00	14.00
	B	37.00	0.00	167.60	6.00
	G1	124.60	77.00	0.00	144.80
	F	41.00	68.00	131.40	1.00

Junction 2 16:15 - 16:30

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	105.10	272.10	39.70
	C	86.50	0.00	8.00	32.40
	D	226.30	4.00	2.00	102.60
	E	117.70	22.00	58.00	0.00

Junction 2 16:30 - 16:45

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	112.20	254.60	30.50
	C	72.00	0.00	10.00	58.60
	D	203.30	5.00	3.00	136.10
	E	146.40	28.90	65.50	0.00

Junction 2 16:45 - 17:00

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	87.60	280.40	19.00
	C	75.70	0.00	9.90	61.70
	D	238.90	5.00	1.00	95.40
	E	98.70	27.90	67.30	1.00

Junction 2 17:00 - 17:15

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	101.20	322.30	33.90
	C	87.00	0.00	11.00	64.60
	D	241.30	8.90	5.00	132.70
	E	102.30	21.70	44.00	0.00

Junction 2 17:15 - 17:30

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	118.50	297.10	37.00
	C	85.90	2.90	12.00	54.10
	D	242.10	9.00	4.00	114.90
	E	127.40	14.90	52.80	0.00

Junction 2 17:30 - 17:45

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	123.20	287.90	24.90
	C	77.60	0.00	8.00	47.90
	D	195.80	7.00	2.00	110.00
	E	73.00	17.00	47.00	0.00

Vehicle Mix

Junction 1 16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	1	0
	B	0	0	4	0
	G1	1	1	0	1
	F	0	0	1	0

Junction 1 16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	1	5
	B	6	0	5	20
	G1	0	1	0	0
	F	0	0	1	0

Junction 1 16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	0	0
	B	0	0	3	0
	G1	1	1	0	1
	F	0	3	0	0

Junction 1 17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	3	1	0
	B	0	0	7	0
	G1	1	0	0	1
	F	0	0	1	0

Junction 1 17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	2	0
	B	3	0	2	0
	G1	1	2	0	0
	F	0	2	2	0

Junction 1 17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	4	0	0
	B	0	0	2	0
	G1	2	0	0	0
	F	0	0	2	0

Junction 2 16:15 - 16:30

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	3	1	8
	C	1	0	0	0
	D	0	0	0	4
	E	3	0	0	0

Junction 2 16:30 - 16:45

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	4	2	3
	C	0	0	0	8
	D	0	0	0	2
	E	0	4	2	0

Junction 2 16:45 - 17:00

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	5	0	0
	C	1	0	13	5
	D	0	0	0	0
	E	1	4	2	0

Junction 2 17:00 - 17:15

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	9	2	3
	C	0	0	0	7
	D	0	14	0	1
	E	1	17	0	0

Junction 2 17:15 - 17:30

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	3	2	0
	C	4	100	0	6
	D	0	0	0	1
	E	0	7	0	0

Junction 2 17:30 - 17:45

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	2	1	4
	C	0	0	0	2
	D	1	0	0	2
	E	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.67	8.48	2.0	A	177.32	1063.90
	B	0.10	2.37	0.1	A	195.10	178.70
	G1	0.87	12.92	6.4	B	416.10	2496.59
	F	0.57	5.18	1.3	A	229.47	1376.80
2	G2	0.67	5.31	2.1	A	424.28	1898.23
	C	0.68	11.98	2.1	B	144.30	865.80
	D	0.67	4.68	2.0	A	349.22	2095.30
	E	0.23	2.86	0.3	A	188.92	468.00

Main Results for each time segment

16:15 - 16:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	183.90	183.90	183.90	0.00	0.00	306.21	322.38	0.570	182.59	186.39	0.0	1.3	6.416	A
	B	169.80	18.00	18.00	151.80	0.00	294.33	433.85	0.041	17.96	194.47	0.0	0.0	2.163	A
	G1	428.98	428.98	428.98	0.00	151.80	48.74	530.90	0.808	424.93	263.55	0.0	4.1	8.302	A
	F	238.20	238.20	238.20	0.00	0.00	255.53	448.74	0.531	237.07	218.13	0.0	1.1	4.266	A
2	G2	415.35	310.64	310.64	104.71	117.70	85.74	522.73	0.594	309.17	311.28	0.0	1.5	4.269	A
	C	126.90	126.90	126.90	0.00	104.71	368.99	257.18	0.493	125.93	25.92	0.0	1.0	6.864	A
	D	334.90	334.90	334.90	0.00	0.00	157.36	600.19	0.558	333.63	337.56	0.0	1.3	3.411	A
	E	197.70	80.00	80.00	117.70	0.00	317.26	419.22	0.191	79.77	173.73	0.0	0.2	2.650	A

16:30 - 16:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	161.40	161.40	161.40	0.00	0.00	285.63	332.77	0.485	161.75	192.73	1.3	1.0	5.341	A
	B	182.10	23.80	23.80	158.30	0.00	259.33	453.57	0.052	23.78	188.05	0.0	0.1	2.283	A
	G1	421.82	421.82	421.82	0.00	158.30	43.79	533.57	0.791	421.99	239.32	4.1	3.9	8.106	A
	F	213.90	213.90	213.90	0.00	0.00	264.28	443.86	0.482	214.09	201.50	1.1	0.9	3.940	A
2	G2	397.62	285.33	285.33	112.29	146.40	102.35	512.09	0.557	285.51	275.42	1.5	1.3	4.046	A
	C	140.60	140.60	140.60	0.00	112.29	353.99	265.37	0.530	140.42	33.88	1.0	1.1	7.416	A
	D	347.40	347.40	347.40	0.00	0.00	161.02	597.51	0.581	347.28	333.39	1.3	1.4	3.636	A
	E	240.80	94.40	94.40	146.40	0.00	283.41	442.22	0.213	94.36	224.89	0.2	0.3	2.643	A

16:45 - 17:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	151.00	151.00	151.00	0.00	0.00	280.67	335.28	0.450	151.14	214.57	1.0	0.8	4.892	A
	B	194.00	32.00	32.00	162.00	0.00	241.13	463.82	0.069	31.99	190.67	0.1	0.1	2.084	A
	G1	413.07	413.07	413.07	0.00	162.00	48.02	531.29	0.777	413.34	225.10	3.9	3.6	7.712	A
	F	212.80	212.80	212.80	0.00	0.00	282.46	433.70	0.491	212.78	178.89	0.9	1.0	4.112	A
2	G2	387.10	299.48	299.48	87.62	98.70	102.18	512.20	0.585	299.38	314.37	1.3	1.4	4.226	A
	C	147.30	147.30	147.30	0.00	87.62	368.66	257.36	0.572	147.08	32.90	1.1	1.4	8.442	A
	D	340.30	340.30	340.30	0.00	0.00	157.24	600.27	0.567	340.37	358.50	1.4	1.3	3.473	A
	E	194.90	96.20	96.20	98.70	0.00	320.38	417.10	0.231	96.17	177.23	0.3	0.3	2.863	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	211.50	211.50	211.50	0.00	0.00	317.09	316.89	0.667	210.35	209.88	0.8	2.0	8.481	A
	B	193.90	20.00	20.00	173.90	0.00	308.57	425.83	0.047	20.02	218.87	0.1	0.0	2.217	A
	G1	429.85	429.85	429.85	0.00	173.90	46.07	532.34	0.807	429.41	282.52	3.6	4.1	8.729	A
	F	237.10	237.10	237.10	0.00	0.00	290.12	429.42	0.552	236.84	185.35	1.0	1.2	4.686	A
2	G2	456.42	355.44	355.44	100.98	102.30	79.65	526.64	0.675	354.76	327.55	1.4	2.1	5.306	A
	C	162.60	162.60	162.60	0.00	100.98	403.82	238.17	0.683	161.84	30.59	1.4	2.1	11.979	B
	D	387.90	387.90	387.90	0.00	0.00	184.61	580.26	0.668	387.22	381.04	1.3	2.0	4.681	A
	E	168.00	65.70	65.70	102.30	0.00	341.40	402.81	0.163	65.80	230.43	0.3	0.2	2.804	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	179.20	179.20	179.20	0.00	0.00	292.58	329.26	0.544	179.96	265.81	2.0	1.2	6.125	A
	B	220.20	41.90	41.90	178.30	0.00	299.77	430.79	0.097	41.84	172.77	0.0	0.1	2.370	A
	G1	455.60	455.60	455.60	0.00	178.30	66.91	521.09	0.874	453.29	274.69	4.1	6.4	12.916	B
	F	233.40	233.40	233.40	0.00	0.00	325.10	409.89	0.569	233.29	195.10	1.2	1.3	5.183	A
2	G2	452.99	334.39	334.39	118.60	127.40	83.57	524.12	0.638	334.65	328.20	2.1	1.8	4.828	A
	C	154.90	154.90	154.90	0.00	118.60	391.44	244.93	0.632	155.17	26.79	2.1	1.9	10.582	B
	D	370.00	370.00	370.00	0.00	0.00	180.20	583.49	0.634	370.24	366.41	2.0	1.8	4.249	A
	E	195.10	67.70	67.70	127.40	0.00	344.07	400.99	0.169	67.70	206.36	0.2	0.2	2.740	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	176.90	176.90	176.90	0.00	0.00	278.58	336.33	0.526	177.00	205.00	1.2	1.1	5.684	A
	B	210.60	43.00	43.00	167.60	0.00	283.69	439.85	0.098	43.00	171.89	0.1	0.1	2.267	A
	G1	347.27	347.27	347.27	0.00	167.60	58.08	525.86	0.660	351.65	268.61	6.4	2.0	5.324	A
	F	241.40	241.40	241.40	0.00	0.00	241.99	456.30	0.529	241.59	167.74	1.3	1.1	4.231	A
2	G2	436.21	312.95	312.95	123.26	73.00	73.10	530.83	0.590	313.29	274.27	1.8	1.5	4.197	A
	C	133.50	133.50	133.50	0.00	123.26	362.34	260.81	0.512	134.28	24.05	1.9	1.1	7.208	A
	D	314.80	314.80	314.80	0.00	0.00	151.20	604.69	0.521	315.46	345.43	1.8	1.1	3.158	A
	E	137.00	64.00	64.00	73.00	0.00	283.33	442.27	0.145	64.04	183.32	0.2	0.2	2.381	A

FB WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Junction 2 - Arm E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	Junction 1 - Arm G1	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm G2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, G1, F	5.89	A
2	untitled	Standard Roundabout		G2, C, D, E	6.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	G1	2	G2	Simple (vertical queueing)	Normal	0.00	100.00	
2	G2	1	G1	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B		DIRECT	✓	100.000
	G1	✓			
	F		DIRECT	✓	100.000
2	G2	✓			
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E		DIRECT	✓	100.000

Origin-Destination Data

Junction 1 07:30 - 07:45

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	26.73	140.57	62.75
	B	16.41	0.00	161.52	2.99
	G1	110.33	65.23	0.00	163.69
	F	19.61	58.11	133.76	0.00

Junction 1 07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	23.74	149.14	45.00
	B	15.48	0.00	191.76	7.95
	G1	133.86	72.66	0.00	177.00
	F	27.87	58.73	173.80	0.00

Junction 1 08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	29.93	149.03	43.24
	B	17.44	0.00	167.30	13.11
	G1	99.49	71.32	0.00	142.43
	F	20.64	67.91	147.48	0.00

Junction 1 08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	33.85	135.62	26.83
	B	16.51	1.03	187.43	4.13
	G1	122.20	75.24	0.00	155.74
	F	27.87	70.90	176.90	0.00

Junction 1 08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	28.80	120.44	20.64
	B	19.51	0.00	218.18	0.00
	G1	117.76	63.78	0.00	147.69
	F	38.19	55.53	180.51	0.00

Junction 1 08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	16.41	133.96	33.03
	B	19.61	0.00	185.88	1.03
	G1	119.21	54.39	0.00	135.10
	F	42.21	58.62	194.24	1.03

Junction 2 07:30 - 07:45

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	114.66	288.57	32.61
	C	28.18	0.00	0.00	28.49
	D	200.53	3.10	4.54	141.19
	E	110.54	26.73	80.40	0.00

Junction 2 07:45 - 08:00

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	120.96	354.62	39.12
	C	45.41	0.00	5.16	18.37
	D	228.09	15.38	4.13	119.51
	E	110.02	40.04	71.63	0.00

Junction 2 08:00 - 08:15

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	120.65	300.95	42.21
	C	43.55	0.00	4.03	25.70
	D	183.71	7.22	4.13	139.33
	E	85.97	32.92	72.04	1.03

Junction 2 08:15 - 08:30

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	160.90	290.84	48.20
	C	37.05	0.00	4.13	42.93
	D	214.05	4.13	5.16	110.33
	E	102.07	55.73	69.98	0.00

Junction 2 08:30 - 08:45

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	141.60	327.48	50.06
	C	31.27	0.00	6.19	32.82
	D	205.38	13.83	17.44	101.04
	E	92.58	60.69	75.34	0.00

Junction 2 08:45 - 09:00

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	168.54	288.88	56.66
	C	43.76	0.00	5.16	43.97
	D	195.89	23.74	10.32	116.21
	E	69.05	72.25	39.22	0.00

Vehicle Mix

Junction 1 07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	4	11	29
	B	7	0	11	100
	G1	1	7	0	3
	F	0	6	2	0

Junction 1 07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	4	10
	B	0	0	7	75
	G1	1	10	0	3
	F	0	2	1	0

Junction 1 08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	4	2
	B	6	0	6	43
	G1	2	5	0	3
	F	0	3	1	0

Junction 1 08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	7	2	0
	B	0	0	5	0
	G1	2	1	0	1
	F	0	8	4	0

Junction 1 08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	4	3	0
	B	6	0	2	0
	G1	5	3	0	2
	F	0	4	3	0

Junction 1 08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	7	2	0
	B	0	0	2	0
	G1	1	2	0	1
	F	3	4	2	0

Junction 2 07:30 - 07:45

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	5	9	15
	C	14	0	0	19
	D	2	0	0	1
	E	3	4	1	0

Junction 2 07:45 - 08:00

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	2	5	3
	C	10	0	0	14
	D	2	8	0	6
	E	4	6	0	0

Junction 2 08:00 - 08:15

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	6	3	3
	C	11	0	33	4
	D	2	0	0	3
	E	1	3	3	0

Junction 2 08:15 - 08:30

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	5	2	7
	C	3	0	0	12
	D	1	0	0	3
	E	1	0	3	0

Junction 2 08:30 - 08:45

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	1	2	11
	C	12	0	0	7
	D	2	0	6	5
	E	3	4	0	0

Junction 2 08:45 - 09:00

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	2	2	2
	C	5	0	0	11
	D	0	0	0	4
	E	2	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.67	8.92	2.2	A	203.29	1219.71
	B	0.07	2.85	0.1	A	207.88	135.20
	G1	0.74	6.70	2.8	A	337.68	2026.05
	F	0.61	4.91	1.6	A	258.98	1553.90
2	G2	0.80	9.62	4.0	A	490.92	2118.72
	C	0.38	7.37	0.7	A	74.36	446.17
	D	0.57	3.45	1.4	A	344.73	2068.39
	E	0.30	2.88	0.4	A	211.37	698.00

Main Results for each time segment

07:30 - 07:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	230.05	230.05	230.05	0.00	0.00	255.84	347.82	0.661	227.87	145.31	0.0	2.2	8.460	A
	B	180.92	19.40	19.40	161.52	0.00	334.65	411.13	0.047	19.35	149.06	0.0	0.1	2.650	A
	G1	338.40	338.40	338.40	0.00	161.52	81.50	513.22	0.659	336.44	272.50	0.0	2.0	5.181	A
	F	211.47	211.47	211.47	0.00	0.00	190.47	485.08	0.436	210.69	227.47	0.0	0.8	3.353	A
2	G2	434.02	319.84	319.84	114.18	110.54	114.45	504.34	0.634	317.97	227.86	0.0	1.9	5.226	A
	C	56.66	56.66	56.66	0.00	114.18	402.67	238.80	0.237	56.30	29.74	0.0	0.4	5.726	A
	D	349.36	349.36	349.36	0.00	0.00	88.59	650.46	0.537	348.19	370.39	0.0	1.2	3.012	A
	E	217.67	107.13	107.13	110.54	0.00	235.47	474.80	0.226	106.83	201.31	0.0	0.3	2.491	A

07:45 - 08:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	217.87	217.87	217.87	0.00	0.00	304.55	323.22	0.674	217.93	176.67	2.2	2.1	8.918	A
	B	215.19	23.43	23.43	191.76	0.00	367.63	392.55	0.060	23.41	154.85	0.1	0.1	2.852	A
	G1	383.15	383.15	383.15	0.00	191.76	68.57	520.20	0.737	382.29	322.48	2.0	2.8	6.703	A
	F	260.39	260.39	260.39	0.00	0.00	221.30	467.86	0.557	259.92	229.56	0.8	1.3	4.371	A
2	G2	514.24	393.39	393.39	120.85	110.02	131.08	493.68	0.797	391.33	273.13	1.9	3.9	9.026	A
	C	68.94	68.94	68.94	0.00	120.85	467.08	203.64	0.339	68.74	55.32	0.4	0.6	7.347	A
	D	367.11	367.11	367.11	0.00	0.00	102.51	640.29	0.573	366.90	433.32	1.2	1.4	3.397	A
	E	221.69	111.67	111.67	110.02	0.00	292.59	435.98	0.256	111.62	176.82	0.3	0.3	2.827	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	222.21	222.21	222.21	0.00	0.00	287.18	331.99	0.669	222.23	138.18	2.1	2.1	8.476	A
	B	197.85	30.55	30.55	167.30	0.00	340.07	408.08	0.075	30.53	169.34	0.1	0.1	2.845	A
	G1	313.51	313.51	313.51	0.00	167.30	73.80	517.37	0.606	314.72	296.80	2.8	1.6	4.604	A
	F	236.04	236.04	236.04	0.00	0.00	189.04	485.88	0.486	236.33	199.49	1.3	1.0	3.660	A
2	G2	464.10	343.37	343.37	120.72	85.97	117.43	502.42	0.683	345.03	227.54	3.9	2.3	5.936	A
	C	73.28	73.28	73.28	0.00	120.72	422.25	228.11	0.321	73.31	40.21	0.6	0.5	6.376	A
	D	334.39	334.39	334.39	0.00	0.00	112.65	632.87	0.528	334.61	382.91	1.4	1.2	3.095	A
	E	191.97	105.99	105.99	85.97	0.00	238.93	472.45	0.224	106.05	208.34	0.3	0.3	2.530	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	196.30	196.30	196.30	0.00	0.00	323.58	313.61	0.626	196.65	166.33	2.1	1.7	7.887	A
	B	209.10	21.67	21.67	187.43	0.00	339.39	408.46	0.053	21.71	180.84	0.1	0.1	2.329	A
	G1	353.11	353.11	353.11	0.00	187.43	48.72	530.91	0.665	352.74	312.39	1.6	2.0	5.098	A
	F	275.67	275.67	275.67	0.00	0.00	214.72	471.53	0.585	275.18	186.73	1.0	1.5	4.770	A
2	G2	499.81	338.95	338.95	160.86	102.07	134.92	491.21	0.690	338.94	251.04	2.3	2.3	6.078	A
	C	84.11	84.11	84.11	0.00	160.86	414.07	232.58	0.362	84.04	59.79	0.5	0.6	6.484	A
	D	333.67	333.67	333.67	0.00	0.00	128.05	621.61	0.537	333.66	370.05	1.2	1.2	3.174	A
	E	227.78	125.71	125.71	102.07	0.00	260.33	457.90	0.275	125.62	201.38	0.3	0.4	2.753	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	169.88	169.88	169.88	0.00	0.00	300.04	325.50	0.522	170.49	175.50	1.7	1.1	5.976	A
	B	237.69	19.51	19.51	218.18	0.00	322.12	418.19	0.047	19.51	148.41	0.1	0.1	2.382	A
	G1	329.27	329.27	329.27	0.00	218.18	40.25	535.48	0.615	329.58	301.37	2.0	1.7	4.522	A
	F	274.22	274.22	274.22	0.00	0.00	201.25	479.06	0.572	274.29	168.58	1.5	1.4	4.517	A
2	G2	519.56	377.84	377.84	141.72	92.58	167.17	470.54	0.803	376.13	236.69	2.3	4.0	9.621	A
	C	70.28	70.28	70.28	0.00	141.72	468.84	202.68	0.347	70.30	74.46	0.6	0.6	7.370	A
	D	337.70	337.70	337.70	0.00	0.00	114.02	631.86	0.534	337.68	425.12	1.2	1.2	3.155	A
	E	228.61	136.03	136.03	92.58	0.00	267.89	452.77	0.300	135.98	183.82	0.4	0.4	2.884	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	183.40	183.40	183.40	0.00	0.00	308.16	321.39	0.571	183.20	181.00	1.1	1.3	6.616	A
	B	206.52	20.64	20.64	185.88	0.00	361.85	395.81	0.052	20.64	129.52	0.1	0.1	2.398	A
	G1	308.62	308.62	308.62	0.00	185.88	54.59	527.74	0.585	308.85	327.90	1.7	1.4	4.158	A
	F	296.10	296.10	296.10	0.00	0.00	193.27	483.51	0.612	295.89	170.16	1.4	1.6	4.911	A
2	G2	513.77	345.34	345.34	168.44	69.05	145.61	484.37	0.713	346.73	239.57	4.0	2.6	6.727	A
	C	92.89	92.89	92.89	0.00	168.44	396.41	242.21	0.383	92.81	95.92	0.6	0.7	6.475	A
	D	346.16	346.16	346.16	0.00	0.00	144.36	609.69	0.568	346.03	344.86	1.2	1.3	3.454	A
	E	180.51	111.46	111.46	69.05	0.00	273.61	448.88	0.248	111.57	216.78	0.4	0.3	2.668	A

FB WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Junction 2 - Arm E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	Junction 1 - Arm G1	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm G2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, G1, F	10.03	B
2	untitled	Standard Roundabout		G2, C, D, E	6.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	G1	2	G2	Simple (vertical queueing)	Normal	0.00	100.00	
2	G2	1	G1	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B		DIRECT	✓	100.000
	G1	✓			
	F		DIRECT	✓	100.000
2	G2	✓			
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E		DIRECT	✓	100.000

Origin-Destination Data

Junction 1 16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	33.07	124.95	32.04
	B	17.57	0.00	156.89	1.03
	G1	146.14	103.66	0.00	195.13
	F	31.01	66.15	149.04	0.00

Junction 1 16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	33.07	113.17	20.57
	B	18.50	0.00	163.61	6.10
	G1	152.34	102.22	0.00	181.28
	F	28.32	58.91	133.84	0.00

Junction 1 16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	25.84	113.69	16.54
	B	26.87	0.00	167.43	6.20
	G1	158.85	106.35	0.00	161.96
	F	36.17	64.91	118.86	0.00

Junction 1 17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	34.62	156.89	27.08
	B	19.64	0.00	179.73	1.03
	G1	164.23	116.79	0.00	164.02
	F	33.49	75.45	136.12	0.00

Junction 1 17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	28.94	131.47	24.80
	B	39.17	0.00	184.28	4.13
	G1	209.60	88.68	0.00	172.39
	F	27.29	60.88	152.03	1.03

Junction 1 17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	26.77	141.59	14.47
	B	38.24	0.00	173.22	6.20
	G1	128.78	79.58	0.00	149.66
	F	42.38	70.28	135.81	1.03

Junction 2 16:15 - 16:30

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	108.62	281.23	41.03
	C	89.40	0.00	8.27	33.49
	D	233.89	4.13	2.07	106.04
	E	121.65	22.74	59.95	0.00

Junction 2 16:30 - 16:45

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	115.96	263.14	31.52
	C	74.41	0.00	10.34	60.57
	D	210.12	5.17	3.10	140.66
	E	151.31	29.87	67.70	0.00

Junction 2 16:45 - 17:00

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	90.54	289.80	19.64
	C	78.24	0.00	10.23	63.77
	D	246.91	5.17	1.03	98.60
	E	102.01	28.84	69.56	1.03

Junction 2 17:00 - 17:15

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	104.59	333.11	35.04
	C	89.92	0.00	11.37	66.77
	D	249.39	9.20	5.17	137.15
	E	105.73	22.43	45.48	0.00

Junction 2 17:15 - 17:30

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	122.47	307.06	38.24
	C	88.78	3.00	12.40	55.91
	D	250.22	9.30	4.13	118.75
	E	131.67	15.40	54.57	0.00

Junction 2 17:30 - 17:45

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	127.33	297.56	25.74
	C	80.20	0.00	8.27	49.51
	D	202.37	7.23	2.07	113.69
	E	75.45	17.57	48.58	0.00

Vehicle Mix

Junction 1 16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	1	0
	B	0	0	4	0
	G1	1	1	0	1
	F	0	0	1	0

Junction 1 16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	1	5
	B	6	0	5	20
	G1	0	1	0	0
	F	0	0	1	0

Junction 1 16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	0	0
	B	0	0	3	0
	G1	1	1	0	1
	F	0	3	0	0

Junction 1 17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	3	1	0
	B	0	0	7	0
	G1	1	0	0	1
	F	0	0	1	0

Junction 1 17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	2	0
	B	3	0	2	0
	G1	1	2	0	0
	F	0	2	2	0

Junction 1 17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	4	0	0
	B	0	0	2	0
	G1	2	0	0	0
	F	0	0	2	0

Junction 2 16:15 - 16:30

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	3	1	8
	C	1	0	0	0
	D	0	0	0	4
	E	3	0	0	0

Junction 2 16:30 - 16:45

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	4	2	3
	C	0	0	0	8
	D	0	0	0	2
	E	0	4	2	0

Junction 2 16:45 - 17:00

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	5	0	0
	C	1	0	13	5
	D	0	0	0	0
	E	1	4	2	0

Junction 2 17:00 - 17:15

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	9	2	3
	C	0	0	0	7
	D	0	14	0	1
	E	1	17	0	0

Junction 2 17:15 - 17:30

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	3	2	0
	C	4	100	0	6
	D	0	0	0	1
	E	0	7	0	0

Junction 2 17:30 - 17:45

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	2	1	4
	C	0	0	0	2
	D	1	0	0	2
	E	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.70	9.54	2.3	A	183.26	1099.58
	B	0.10	2.41	0.1	A	201.64	184.69
	G1	0.91	16.23	8.3	C	430.04	2580.22
	F	0.60	5.62	1.5	A	237.16	1422.98
2	G2	0.70	5.75	2.3	A	438.50	1961.81
	C	0.73	14.23	2.6	B	149.14	894.84
	D	0.70	5.14	2.3	A	360.93	2165.57
	E	0.24	2.96	0.3	A	195.25	483.70

Main Results for each time segment

16:15 - 16:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	190.07	190.07	190.07	0.00	0.00	316.24	317.31	0.599	188.59	192.38	0.0	1.5	6.955	A
	B	175.49	18.60	18.60	156.89	0.00	304.06	428.37	0.043	18.56	200.77	0.0	0.0	2.196	A
	G1	443.26	443.26	443.26	0.00	156.89	50.35	530.03	0.836	438.41	272.27	0.0	4.8	9.493	A
	F	246.19	246.19	246.19	0.00	0.00	263.67	444.20	0.554	244.95	225.09	0.0	1.2	4.527	A
2	G2	429.16	320.97	320.97	108.19	121.65	88.61	520.89	0.616	319.36	321.61	0.0	1.6	4.518	A
	C	131.16	131.16	131.16	0.00	108.19	381.18	250.53	0.524	130.07	26.79	0.0	1.1	7.464	A
	D	346.13	346.13	346.13	0.00	0.00	162.53	596.41	0.580	344.74	348.72	0.0	1.4	3.612	A
	E	204.33	82.68	82.68	121.65	0.00	327.79	412.06	0.201	82.43	179.49	0.0	0.3	2.729	A

16:30 - 16:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	166.81	166.81	166.81	0.00	0.00	295.22	327.93	0.509	167.23	199.19	1.5	1.1	5.687	A
	B	188.21	24.60	24.60	163.61	0.00	268.08	448.64	0.055	24.58	194.37	0.0	0.1	2.313	A
	G1	435.96	435.96	435.96	0.00	163.61	45.27	532.78	0.818	436.16	247.39	4.8	4.7	9.374	A
	F	221.07	221.07	221.07	0.00	0.00	273.13	438.91	0.504	221.28	208.29	1.2	1.0	4.158	A
2	G2	411.00	294.93	294.93	116.07	151.31	105.78	509.89	0.578	295.14	284.65	1.6	1.4	4.272	A
	C	145.32	145.32	145.32	0.00	116.07	365.91	258.87	0.561	145.11	35.01	1.1	1.3	8.141	A
	D	359.05	359.05	359.05	0.00	0.00	166.40	593.57	0.605	358.91	344.61	1.4	1.5	3.877	A
	E	248.88	97.57	97.57	151.31	0.00	292.91	435.76	0.224	97.52	232.40	0.3	0.3	2.719	A

16:45 - 17:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	156.06	156.06	156.06	0.00	0.00	290.08	330.52	0.472	156.22	221.77	1.1	0.9	5.170	A
	B	200.51	33.07	33.07	167.43	0.00	249.23	459.26	0.072	33.06	197.07	0.1	0.1	2.111	A
	G1	426.90	426.90	426.90	0.00	167.43	49.63	530.42	0.805	427.25	232.66	4.7	4.3	8.836	A
	F	219.94	219.94	219.94	0.00	0.00	291.94	428.41	0.513	219.91	184.93	1.0	1.1	4.357	A
2	G2	400.09	309.53	309.53	90.56	102.01	105.61	510.00	0.607	309.41	324.89	1.4	1.5	4.484	A
	C	152.24	152.24	152.24	0.00	90.56	381.02	250.62	0.607	151.97	34.00	1.3	1.6	9.430	A
	D	351.71	351.71	351.71	0.00	0.00	162.48	596.44	0.590	351.79	370.51	1.5	1.5	3.689	A
	E	201.44	99.43	99.43	102.01	0.00	331.10	409.81	0.243	99.39	183.17	0.3	0.3	2.960	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	218.59	218.59	218.59	0.00	0.00	327.61	311.57	0.702	217.19	216.80	0.9	2.3	9.537	A
	B	200.40	20.67	20.67	179.73	0.00	318.72	420.11	0.049	20.70	226.08	0.1	0.1	2.254	A
	G1	444.06	444.06	444.06	0.00	179.73	47.59	531.52	0.835	443.51	291.83	4.3	4.9	10.173	B
	F	245.05	245.05	245.05	0.00	0.00	299.66	424.10	0.578	244.75	191.44	1.1	1.4	5.031	A
2	G2	471.56	367.23	367.23	104.33	105.73	82.32	524.92	0.700	366.44	338.33	1.5	2.3	5.747	A
	C	168.05	168.05	168.05	0.00	104.33	417.14	230.90	0.728	167.02	31.62	1.6	2.6	14.225	B
	D	400.91	400.91	400.91	0.00	0.00	190.55	575.92	0.696	400.10	393.61	1.5	2.3	5.136	A
	E	173.63	67.90	67.90	105.73	0.00	352.64	395.17	0.172	68.01	238.00	0.3	0.2	2.887	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	185.21	185.21	185.21	0.00	0.00	302.23	324.39	0.571	186.15	274.23	2.3	1.4	6.629	A
	B	227.59	43.31	43.31	184.28	0.00	309.93	425.06	0.102	43.24	178.45	0.1	0.1	2.414	A
	G1	470.94	470.94	470.94	0.00	184.28	69.18	519.87	0.906	467.49	284.00	4.9	8.3	16.234	C
	F	241.23	241.23	241.23	0.00	0.00	335.37	404.16	0.597	241.10	201.30	1.4	1.5	5.615	A
2	G2	468.28	345.67	345.67	122.61	131.67	86.37	522.33	0.662	345.98	339.26	2.3	2.0	5.192	A
	C	160.10	160.10	160.10	0.00	122.61	404.67	237.71	0.673	160.46	27.68	2.6	2.2	12.322	B
	D	382.41	382.41	382.41	0.00	0.00	186.33	579.01	0.660	382.69	378.79	2.3	2.0	4.616	A
	E	201.64	69.97	69.97	131.67	0.00	355.67	393.12	0.178	69.97	213.36	0.2	0.2	2.826	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	182.83	182.83	182.83	0.00	0.00	288.29	331.43	0.552	182.95	212.64	1.4	1.3	6.100	A
	B	217.66	44.44	44.44	173.22	0.00	293.24	434.46	0.102	44.44	177.99	0.1	0.1	2.307	A
	G1	359.10	359.10	359.10	0.00	173.22	60.03	524.81	0.684	365.18	277.65	8.3	2.2	5.878	A
	F	249.50	249.50	249.50	0.00	0.00	251.20	451.16	0.553	249.72	174.00	1.5	1.3	4.511	A
2	G2	450.87	323.47	323.47	127.40	75.45	75.56	529.25	0.611	323.88	283.65	2.0	1.6	4.448	A
	C	137.98	137.98	137.98	0.00	127.40	374.57	254.14	0.543	139.00	24.87	2.2	1.2	7.943	A
	D	325.36	325.36	325.36	0.00	0.00	156.47	600.83	0.542	326.13	357.10	2.0	1.2	3.329	A
	E	141.59	66.15	66.15	75.45	0.00	293.03	435.68	0.152	66.19	189.58	0.2	0.2	2.435	A

FB+CD WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Junction 2 - Arm E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	Junction 1 - Arm G1	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm G2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, G1, F	5.89	A
2	untitled	Standard Roundabout		G2, C, D, E	6.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	G1	2	G2	Simple (vertical queueing)	Normal	0.00	100.00	
2	G2	1	G1	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B		DIRECT	✓	100.000
	G1	✓			
	F		DIRECT	✓	100.000
2	G2	✓			
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E		DIRECT	✓	100.000

Origin-Destination Data

Junction 1 07:30 - 07:45

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	26.73	140.57	62.75
	B	16.41	0.00	161.52	2.99
	G1	110.33	65.23	0.00	163.69
	F	19.61	58.11	133.76	0.00

Junction 1 07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	23.74	149.14	45.00
	B	15.48	0.00	191.76	7.95
	G1	133.86	72.66	0.00	177.00
	F	27.87	58.73	173.80	0.00

Junction 1 08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	29.93	149.03	43.24
	B	17.44	0.00	167.30	13.11
	G1	99.49	71.32	0.00	142.43
	F	20.64	67.91	147.48	0.00

Junction 1 08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	33.85	135.62	26.83
	B	16.51	1.03	187.43	4.13
	G1	122.20	75.24	0.00	155.74
	F	27.87	70.90	176.90	0.00

Junction 1 08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	28.80	120.44	20.64
	B	19.51	0.00	218.18	0.00
	G1	117.76	63.78	0.00	147.69
	F	38.19	55.53	180.51	0.00

Junction 1 08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	16.41	133.96	33.03
	B	19.61	0.00	185.88	1.03
	G1	119.21	54.39	0.00	135.10
	F	42.21	58.62	194.24	1.03

Junction 2 07:30 - 07:45

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	114.66	288.57	32.61
	C	28.18	0.00	0.00	28.49
	D	200.53	3.10	4.54	141.19
	E	110.54	26.73	80.40	0.00

Junction 2 07:45 - 08:00

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	120.96	354.62	39.12
	C	45.41	0.00	5.16	18.37
	D	228.09	15.38	4.13	119.51
	E	110.02	40.04	71.63	0.00

Junction 2 08:00 - 08:15

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	120.65	300.95	42.21
	C	43.55	0.00	4.03	25.70
	D	183.71	7.22	4.13	139.33
	E	85.97	32.92	72.04	1.03

Junction 2 08:15 - 08:30

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	160.90	290.84	48.20
	C	37.05	0.00	4.13	42.93
	D	214.05	4.13	5.16	110.33
	E	102.07	55.73	69.98	0.00

Junction 2 08:30 - 08:45

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	141.60	327.48	50.06
	C	31.27	0.00	6.19	32.82
	D	205.38	13.83	17.44	101.04
	E	92.58	60.69	75.34	0.00

Junction 2 08:45 - 09:00

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	168.54	288.88	56.66
	C	43.76	0.00	5.16	43.97
	D	195.89	23.74	10.32	116.21
	E	69.05	72.25	39.22	0.00

Vehicle Mix

Junction 1 07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	4	11	29
	B	7	0	11	100
	G1	1	7	0	3
	F	0	6	2	0

Junction 1 07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	4	10
	B	0	0	7	75
	G1	1	10	0	3
	F	0	2	1	0

Junction 1 08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	4	2
	B	6	0	6	43
	G1	2	5	0	3
	F	0	3	1	0

Junction 1 08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	7	2	0
	B	0	0	5	0
	G1	2	1	0	1
	F	0	8	4	0

Junction 1 08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	4	3	0
	B	6	0	2	0
	G1	5	3	0	2
	F	0	4	3	0

Junction 1 08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	7	2	0
	B	0	0	2	0
	G1	1	2	0	1
	F	3	4	2	0

Junction 2 07:30 - 07:45

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	5	9	15
	C	14	0	0	19
	D	2	0	0	1
	E	3	4	1	0

Junction 2 07:45 - 08:00

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	2	5	3
	C	10	0	0	14
	D	2	8	0	6
	E	4	6	0	0

Junction 2 08:00 - 08:15

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	6	3	3
	C	11	0	33	4
	D	2	0	0	3
	E	1	3	3	0

Junction 2 08:15 - 08:30

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	5	2	7
	C	3	0	0	12
	D	1	0	0	3
	E	1	0	3	0

Junction 2 08:30 - 08:45

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	1	2	11
	C	12	0	0	7
	D	2	0	6	5
	E	3	4	0	0

Junction 2 08:45 - 09:00

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	2	2	2
	C	5	0	0	11
	D	0	0	0	4
	E	2	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.67	8.92	2.2	A	203.29	1219.71
	B	0.07	2.85	0.1	A	207.88	135.20
	G1	0.74	6.70	2.8	A	337.68	2026.05
	F	0.61	4.91	1.6	A	258.98	1553.90
2	G2	0.80	9.62	4.0	A	490.92	2118.72
	C	0.38	7.37	0.7	A	74.36	446.17
	D	0.57	3.45	1.4	A	344.73	2068.39
	E	0.30	2.88	0.4	A	211.37	698.00

Main Results for each time segment

07:30 - 07:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	230.05	230.05	230.05	0.00	0.00	255.84	347.82	0.661	227.87	145.31	0.0	2.2	8.460	A
	B	180.92	19.40	19.40	161.52	0.00	334.65	411.13	0.047	19.35	149.06	0.0	0.1	2.650	A
	G1	338.40	338.40	338.40	0.00	161.52	81.50	513.22	0.659	336.44	272.50	0.0	2.0	5.181	A
	F	211.47	211.47	211.47	0.00	0.00	190.47	485.08	0.436	210.69	227.47	0.0	0.8	3.353	A
2	G2	434.02	319.84	319.84	114.18	110.54	114.45	504.34	0.634	317.97	227.86	0.0	1.9	5.226	A
	C	56.66	56.66	56.66	0.00	114.18	402.67	238.80	0.237	56.30	29.74	0.0	0.4	5.726	A
	D	349.36	349.36	349.36	0.00	0.00	88.59	650.46	0.537	348.19	370.39	0.0	1.2	3.012	A
	E	217.67	107.13	107.13	110.54	0.00	235.47	474.80	0.226	106.83	201.31	0.0	0.3	2.491	A

07:45 - 08:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	217.87	217.87	217.87	0.00	0.00	304.55	323.22	0.674	217.93	176.67	2.2	2.1	8.918	A
	B	215.19	23.43	23.43	191.76	0.00	367.63	392.55	0.060	23.41	154.85	0.1	0.1	2.852	A
	G1	383.15	383.15	383.15	0.00	191.76	68.57	520.20	0.737	382.29	322.48	2.0	2.8	6.703	A
	F	260.39	260.39	260.39	0.00	0.00	221.30	467.86	0.557	259.92	229.56	0.8	1.3	4.371	A
2	G2	514.24	393.39	393.39	120.85	110.02	131.08	493.68	0.797	391.33	273.13	1.9	3.9	9.026	A
	C	68.94	68.94	68.94	0.00	120.85	467.08	203.64	0.339	68.74	55.32	0.4	0.6	7.347	A
	D	367.11	367.11	367.11	0.00	0.00	102.51	640.29	0.573	366.90	433.32	1.2	1.4	3.397	A
	E	221.69	111.67	111.67	110.02	0.00	292.59	435.98	0.256	111.62	176.82	0.3	0.3	2.827	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	222.21	222.21	222.21	0.00	0.00	287.18	331.99	0.669	222.23	138.18	2.1	2.1	8.476	A
	B	197.85	30.55	30.55	167.30	0.00	340.07	408.08	0.075	30.53	169.34	0.1	0.1	2.845	A
	G1	313.51	313.51	313.51	0.00	167.30	73.80	517.37	0.606	314.72	296.80	2.8	1.6	4.604	A
	F	236.04	236.04	236.04	0.00	0.00	189.04	485.88	0.486	236.33	199.49	1.3	1.0	3.660	A
2	G2	464.10	343.37	343.37	120.72	85.97	117.43	502.42	0.683	345.03	227.54	3.9	2.3	5.936	A
	C	73.28	73.28	73.28	0.00	120.72	422.25	228.11	0.321	73.31	40.21	0.6	0.5	6.376	A
	D	334.39	334.39	334.39	0.00	0.00	112.65	632.87	0.528	334.61	382.91	1.4	1.2	3.095	A
	E	191.97	105.99	105.99	85.97	0.00	238.93	472.45	0.224	106.05	208.34	0.3	0.3	2.530	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	196.30	196.30	196.30	0.00	0.00	323.58	313.61	0.626	196.65	166.33	2.1	1.7	7.887	A
	B	209.10	21.67	21.67	187.43	0.00	339.39	408.46	0.053	21.71	180.84	0.1	0.1	2.329	A
	G1	353.11	353.11	353.11	0.00	187.43	48.72	530.91	0.665	352.74	312.39	1.6	2.0	5.098	A
	F	275.67	275.67	275.67	0.00	0.00	214.72	471.53	0.585	275.18	186.73	1.0	1.5	4.770	A
2	G2	499.81	338.95	338.95	160.86	102.07	134.92	491.21	0.690	338.94	251.04	2.3	2.3	6.078	A
	C	84.11	84.11	84.11	0.00	160.86	414.07	232.58	0.362	84.04	59.79	0.5	0.6	6.484	A
	D	333.67	333.67	333.67	0.00	0.00	128.05	621.61	0.537	333.66	370.05	1.2	1.2	3.174	A
	E	227.78	125.71	125.71	102.07	0.00	260.33	457.90	0.275	125.62	201.38	0.3	0.4	2.753	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	169.88	169.88	169.88	0.00	0.00	300.04	325.50	0.522	170.49	175.50	1.7	1.1	5.976	A
	G1	329.27	329.27	329.27	0.00	218.18	40.25	535.48	0.615	329.58	301.37	2.0	1.7	4.522	A
	F	274.22	274.22	274.22	0.00	0.00	201.25	479.06	0.572	274.29	168.58	1.5	1.4	4.517	A
2	G2	519.56	377.84	377.84	141.72	92.58	167.17	470.54	0.803	376.13	236.69	2.3	4.0	9.621	A
	C	70.28	70.28	70.28	0.00	141.72	468.84	202.68	0.347	70.30	74.46	0.6	0.6	7.370	A
	D	337.70	337.70	337.70	0.00	0.00	114.02	631.86	0.534	337.68	425.12	1.2	1.2	3.155	A
	E	228.61	136.03	136.03	92.58	0.00	267.89	452.77	0.300	135.98	183.82	0.4	0.4	2.884	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	183.40	183.40	183.40	0.00	0.00	308.16	321.39	0.571	183.20	181.00	1.1	1.3	6.616	A
	B	206.52	20.64	20.64	185.88	0.00	361.85	395.81	0.052	20.64	129.52	0.1	0.1	2.398	A
	G1	308.62	308.62	308.62	0.00	185.88	54.59	527.74	0.585	308.85	327.90	1.7	1.4	4.158	A
	F	296.10	296.10	296.10	0.00	0.00	193.27	483.51	0.612	295.89	170.16	1.4	1.6	4.911	A
2	G2	513.77	345.34	345.34	168.44	69.05	145.61	484.37	0.713	346.73	239.57	4.0	2.6	6.727	A
	C	92.89	92.89	92.89	0.00	168.44	396.41	242.21	0.383	92.81	95.92	0.6	0.7	6.475	A
	D	346.16	346.16	346.16	0.00	0.00	144.36	609.69	0.568	346.03	344.86	1.2	1.3	3.454	A
	E	180.51	111.46	111.46	69.05	0.00	273.61	448.88	0.248	111.57	216.78	0.4	0.3	2.668	A

FB+CD WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Junction 2 - Arm E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	Junction 1 - Arm G1	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm G2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, G1, F	10.03	B
2	untitled	Standard Roundabout		G2, C, D, E	6.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	G1	2	G2	Simple (vertical queueing)	Normal	0.00	100.00	
2	G2	1	G1	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B		DIRECT	✓	100.000
	G1	✓			
	F		DIRECT	✓	100.000
2	G2	✓			
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E		DIRECT	✓	100.000

Origin-Destination Data

Junction 1 16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	33.07	124.95	32.04
	B	17.57	0.00	156.89	1.03
	G1	146.14	103.66	0.00	195.13
	F	31.01	66.15	149.04	0.00

Junction 1 16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	33.07	113.17	20.57
	B	18.50	0.00	163.61	6.10
	G1	152.34	102.22	0.00	181.28
	F	28.32	58.91	133.84	0.00

Junction 1 16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	25.84	113.69	16.54
	B	26.87	0.00	167.43	6.20
	G1	158.85	106.35	0.00	161.96
	F	36.17	64.91	118.86	0.00

Junction 1 17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	34.62	156.89	27.08
	B	19.64	0.00	179.73	1.03
	G1	164.23	116.79	0.00	164.02
	F	33.49	75.45	136.12	0.00

Junction 1 17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	28.94	131.47	24.80
	B	39.17	0.00	184.28	4.13
	G1	209.60	88.68	0.00	172.39
	F	27.29	60.88	152.03	1.03

Junction 1 17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	26.77	141.59	14.47
	B	38.24	0.00	173.22	6.20
	G1	128.78	79.58	0.00	149.66
	F	42.38	70.28	135.81	1.03

Junction 2 16:15 - 16:30

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	108.62	281.23	41.03
	C	89.40	0.00	8.27	33.49
	D	233.89	4.13	2.07	106.04
	E	121.65	22.74	59.95	0.00

Junction 2 16:30 - 16:45

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	115.96	263.14	31.52
	C	74.41	0.00	10.34	60.57
	D	210.12	5.17	3.10	140.66
	E	151.31	29.87	67.70	0.00

Junction 2 16:45 - 17:00

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	90.54	289.80	19.64
	C	78.24	0.00	10.23	63.77
	D	246.91	5.17	1.03	98.60
	E	102.01	28.84	69.56	1.03

Junction 2 17:00 - 17:15

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	104.59	333.11	35.04
	C	89.92	0.00	11.37	66.77
	D	249.39	9.20	5.17	137.15
	E	105.73	22.43	45.48	0.00

Junction 2 17:15 - 17:30

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	122.47	307.06	38.24
	C	88.78	3.00	12.40	55.91
	D	250.22	9.30	4.13	118.75
	E	131.67	15.40	54.57	0.00

Junction 2 17:30 - 17:45

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	127.33	297.56	25.74
	C	80.20	0.00	8.27	49.51
	D	202.37	7.23	2.07	113.69
	E	75.45	17.57	48.58	0.00

Vehicle Mix

Junction 1 16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	1	0
	B	0	0	4	0
	G1	1	1	0	1
	F	0	0	1	0

Junction 1 16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	1	5
	B	6	0	5	20
	G1	0	1	0	0
	F	0	0	1	0

Junction 1 16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	0	0
	B	0	0	3	0
	G1	1	1	0	1
	F	0	3	0	0

Junction 1 17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	3	1	0
	B	0	0	7	0
	G1	1	0	0	1
	F	0	0	1	0

Junction 1 17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	2	0
	B	3	0	2	0
	G1	1	2	0	0
	F	0	2	2	0

Junction 1 17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	4	0	0
	B	0	0	2	0
	G1	2	0	0	0
	F	0	0	2	0

Junction 2 16:15 - 16:30

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	3	1	8
	C	1	0	0	0
	D	0	0	0	4
	E	3	0	0	0

Junction 2 16:30 - 16:45

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	4	2	3
	C	0	0	0	8
	D	0	0	0	2
	E	0	4	2	0

Junction 2 16:45 - 17:00

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	5	0	0
	C	1	0	13	5
	D	0	0	0	0
	E	1	4	2	0

Junction 2 17:00 - 17:15

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	9	2	3
	C	0	0	0	7
	D	0	14	0	1
	E	1	17	0	0

Junction 2 17:15 - 17:30

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	3	2	0
	C	4	100	0	6
	D	0	0	0	1
	E	0	7	0	0

Junction 2 17:30 - 17:45

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	2	1	4
	C	0	0	0	2
	D	1	0	0	2
	E	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.70	9.54	2.3	A	183.26	1099.58
	B	0.10	2.41	0.1	A	201.64	184.69
	G1	0.91	16.23	8.3	C	430.04	2580.22
	F	0.60	5.62	1.5	A	237.16	1422.98
2	G2	0.70	5.75	2.3	A	438.50	1961.81
	C	0.73	14.23	2.6	B	149.14	894.84
	D	0.70	5.14	2.3	A	360.93	2165.57
	E	0.24	2.96	0.3	A	195.25	483.70

Main Results for each time segment

16:15 - 16:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	190.07	190.07	190.07	0.00	0.00	316.24	317.31	0.599	188.59	192.38	0.0	1.5	6.955	A
	B	175.49	18.60	18.60	156.89	0.00	304.06	428.37	0.043	18.56	200.77	0.0	0.0	2.196	A
	G1	443.26	443.26	443.26	0.00	156.89	50.35	530.03	0.836	438.41	272.27	0.0	4.8	9.493	A
	F	246.19	246.19	246.19	0.00	0.00	263.67	444.20	0.554	244.95	225.09	0.0	1.2	4.527	A
2	G2	429.16	320.97	320.97	108.19	121.65	88.61	520.89	0.616	319.36	321.61	0.0	1.6	4.518	A
	C	131.16	131.16	131.16	0.00	108.19	381.18	250.53	0.524	130.07	26.79	0.0	1.1	7.464	A
	D	346.13	346.13	346.13	0.00	0.00	162.53	596.41	0.580	344.74	348.72	0.0	1.4	3.612	A
	E	204.33	82.68	82.68	121.65	0.00	327.79	412.06	0.201	82.43	179.49	0.0	0.3	2.729	A

16:30 - 16:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	166.81	166.81	166.81	0.00	0.00	295.22	327.93	0.509	167.23	199.19	1.5	1.1	5.687	A
	B	188.21	24.60	24.60	163.61	0.00	268.08	448.64	0.055	24.58	194.37	0.0	0.1	2.313	A
	G1	435.96	435.96	435.96	0.00	163.61	45.27	532.78	0.818	436.16	247.39	4.8	4.7	9.374	A
	F	221.07	221.07	221.07	0.00	0.00	273.13	438.91	0.504	221.28	208.29	1.2	1.0	4.158	A
2	G2	411.00	294.93	294.93	116.07	151.31	105.78	509.89	0.578	295.14	284.65	1.6	1.4	4.272	A
	C	145.32	145.32	145.32	0.00	116.07	365.91	258.87	0.561	145.11	35.01	1.1	1.3	8.141	A
	D	359.05	359.05	359.05	0.00	0.00	166.40	593.57	0.605	358.91	344.61	1.4	1.5	3.877	A
	E	248.88	97.57	97.57	151.31	0.00	292.91	435.76	0.224	97.52	232.40	0.3	0.3	2.719	A

16:45 - 17:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	156.06	156.06	156.06	0.00	0.00	290.08	330.52	0.472	156.22	221.77	1.1	0.9	5.170	A
	B	200.51	33.07	33.07	167.43	0.00	249.23	459.26	0.072	33.06	197.07	0.1	0.1	2.111	A
	G1	426.90	426.90	426.90	0.00	167.43	49.63	530.42	0.805	427.25	232.66	4.7	4.3	8.836	A
	F	219.94	219.94	219.94	0.00	0.00	291.94	428.41	0.513	219.91	184.93	1.0	1.1	4.357	A
2	G2	400.09	309.53	309.53	90.56	102.01	105.61	510.00	0.607	309.41	324.89	1.4	1.5	4.484	A
	C	152.24	152.24	152.24	0.00	90.56	381.02	250.62	0.607	151.97	34.00	1.3	1.6	9.430	A
	D	351.71	351.71	351.71	0.00	0.00	162.48	596.44	0.590	351.79	370.51	1.5	1.5	3.689	A
	E	201.44	99.43	99.43	102.01	0.00	331.10	409.81	0.243	99.39	183.17	0.3	0.3	2.960	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	218.59	218.59	218.59	0.00	0.00	327.61	311.57	0.702	217.19	216.80	0.9	2.3	9.537	A
	B	200.40	20.67	20.67	179.73	0.00	318.72	420.11	0.049	20.70	226.08	0.1	0.1	2.254	A
	G1	444.06	444.06	444.06	0.00	179.73	47.59	531.52	0.835	443.51	291.83	4.3	4.9	10.173	B
	F	245.05	245.05	245.05	0.00	0.00	299.66	424.10	0.578	244.75	191.44	1.1	1.4	5.031	A
2	G2	471.56	367.23	367.23	104.33	105.73	82.32	524.92	0.700	366.44	338.33	1.5	2.3	5.747	A
	C	168.05	168.05	168.05	0.00	104.33	417.14	230.90	0.728	167.02	31.62	1.6	2.6	14.225	B
	D	400.91	400.91	400.91	0.00	0.00	190.55	575.92	0.696	400.10	393.61	1.5	2.3	5.136	A
	E	173.63	67.90	67.90	105.73	0.00	352.64	395.17	0.172	68.01	238.00	0.3	0.2	2.887	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	185.21	185.21	185.21	0.00	0.00	302.23	324.39	0.571	186.15	274.23	2.3	1.4	6.629	A
	B	227.59	43.31	43.31	184.28	0.00	309.93	425.06	0.102	43.24	178.45	0.1	0.1	2.414	A
	G1	470.94	470.94	470.94	0.00	184.28	69.18	519.87	0.906	467.49	284.00	4.9	8.3	16.234	C
	F	241.23	241.23	241.23	0.00	0.00	335.37	404.16	0.597	241.10	201.30	1.4	1.5	5.615	A
2	G2	468.28	345.67	345.67	122.61	131.67	86.37	522.33	0.662	345.98	339.26	2.3	2.0	5.192	A
	C	160.10	160.10	160.10	0.00	122.61	404.67	237.71	0.673	160.46	27.68	2.6	2.2	12.322	B
	D	382.41	382.41	382.41	0.00	0.00	186.33	579.01	0.660	382.69	378.79	2.3	2.0	4.616	A
	E	201.64	69.97	69.97	131.67	0.00	355.67	393.12	0.178	69.97	213.36	0.2	0.2	2.826	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	182.83	182.83	182.83	0.00	0.00	288.29	331.43	0.552	182.95	212.64	1.4	1.3	6.100	A
	B	217.66	44.44	44.44	173.22	0.00	293.24	434.46	0.102	44.44	177.99	0.1	0.1	2.307	A
	G1	359.10	359.10	359.10	0.00	173.22	60.03	524.81	0.684	365.18	277.65	8.3	2.2	5.878	A
	F	249.50	249.50	249.50	0.00	0.00	251.20	451.16	0.553	249.72	174.00	1.5	1.3	4.511	A
2	G2	450.87	323.47	323.47	127.40	75.45	75.56	529.25	0.611	323.88	283.65	2.0	1.6	4.448	A
	C	137.98	137.98	137.98	0.00	127.40	374.57	254.14	0.543	139.00	24.87	2.2	1.2	7.943	A
	D	325.36	325.36	325.36	0.00	0.00	156.47	600.83	0.542	326.13	357.10	2.0	1.2	3.329	A
	E	141.59	66.15	66.15	75.45	0.00	293.03	435.68	0.152	66.19	189.58	0.2	0.2	2.435	A

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Junction 2 - Arm E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	Junction 1 - Arm G1	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm G2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, G1, F	6.09	A
2	untitled	Standard Roundabout		G2, C, D, E	6.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	G1	2	G2	Simple (vertical queueing)	Normal	0.00	100.00	
2	G2	1	G1	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B		DIRECT	✓	100.000
	G1	✓			
	F		DIRECT	✓	100.000
2	G2	✓			
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E		DIRECT	✓	100.000

Origin-Destination Data

Junction 1 07:30 - 07:45

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	26.73	140.57	62.75
	B	16.41	0.00	161.52	2.99
	G1	110.33	65.23	0.00	168.94
	F	19.61	58.11	139.01	0.00

Junction 1 07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	23.74	149.14	45.00
	B	15.48	0.00	191.76	7.95
	G1	133.86	72.66	0.00	182.26
	F	27.87	58.73	179.06	0.00

Junction 1 08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	29.93	149.03	43.24
	B	17.44	0.00	167.30	13.11
	G1	99.49	71.32	0.00	147.68
	F	20.64	67.91	152.74	0.00

Junction 1 08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	33.85	135.62	26.83
	B	16.51	1.03	187.43	4.13
	G1	122.20	75.24	0.00	161.00
	F	27.87	70.90	182.15	0.00

Junction 1 08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	28.80	120.44	20.64
	B	19.51	0.00	218.18	0.00
	G1	117.76	63.78	0.00	152.95
	F	38.19	55.53	185.77	0.00

Junction 1 08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	16.41	133.96	33.03
	B	19.61	0.00	185.88	1.03
	G1	119.21	54.39	0.00	140.36
	F	42.21	58.62	199.49	1.03

Junction 2 07:30 - 07:45

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	114.66	288.57	37.87
	C	28.18	0.00	0.00	28.49
	D	200.53	3.10	4.54	141.19
	E	115.79	26.73	80.40	0.00

Junction 2 07:45 - 08:00

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	120.96	354.62	44.37
	C	45.41	0.00	5.16	18.37
	D	228.09	15.38	4.13	119.51
	E	115.28	40.04	71.63	0.00

Junction 2 08:00 - 08:15

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	120.65	300.95	47.47
	C	43.55	0.00	4.03	25.70
	D	183.71	7.22	4.13	139.33
	E	91.23	32.92	72.04	1.03

Junction 2 08:15 - 08:30

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	160.90	290.84	53.45
	C	37.05	0.00	4.13	42.93
	D	214.05	4.13	5.16	110.33
	E	107.33	55.73	69.98	0.00

Junction 2 08:30 - 08:45

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	141.60	327.48	55.31
	C	31.27	0.00	6.19	32.82
	D	205.38	13.83	17.44	101.04
	E	97.83	60.69	75.34	0.00

Junction 2 08:45 - 09:00

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	168.54	288.88	61.92
	C	43.76	0.00	5.16	43.97
	D	195.89	23.74	10.32	116.21
	E	74.30	72.25	39.22	0.00

Vehicle Mix

Junction 1 07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	4	11	29
	B	7	0	11	100
	G1	1	7	0	4
	F	0	6	3	0

Junction 1 07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	4	10
	B	0	0	7	75
	G1	1	10	0	4
	F	0	2	2	0

Junction 1 08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	4	2
	B	6	0	6	43
	G1	2	5	0	4
	F	0	3	2	0

Junction 1 08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	7	2	0
	B	0	0	5	0
	G1	2	1	0	2
	F	0	8	5	0

Junction 1 08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	4	3	0
	B	6	0	2	0
	G1	5	3	0	3
	F	0	4	4	0

Junction 1 08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	7	2	0
	B	0	0	2	0
	G1	1	2	0	2
	F	3	4	3	0

Junction 2 07:30 - 07:45

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	5	9	20
	C	14	0	0	19
	D	2	0	0	1
	E	4	4	1	0

Junction 2 07:45 - 08:00

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	2	5	7
	C	10	0	0	14
	D	2	8	0	6
	E	6	6	0	0

Junction 2 08:00 - 08:15

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	6	3	7
	C	11	0	33	4
	D	2	0	0	3
	E	3	3	3	0

Junction 2 08:15 - 08:30

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	5	2	11
	C	3	0	0	12
	D	1	0	0	3
	E	3	0	3	0

Junction 2 08:30 - 08:45

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	1	2	15
	C	12	0	0	7
	D	2	0	6	5
	E	5	4	0	0

Junction 2 08:45 - 09:00

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	2	2	5
	C	5	0	0	11
	D	0	0	0	4
	E	4	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.68	9.14	2.2	A	203.29	1219.71
	B	0.08	2.87	0.1	A	207.88	135.20
	G1	0.75	6.99	3.0	A	342.93	2057.57
	F	0.62	5.08	1.7	A	264.24	1585.44
2	G2	0.81	10.19	4.3	B	496.16	2150.19
	C	0.39	7.53	0.7	A	74.36	446.17
	D	0.58	3.51	1.4	A	344.73	2068.39
	E	0.30	2.88	0.4	A	216.63	698.00

Main Results for each time segment

07:30 - 07:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	230.05	230.05	230.05	0.00	0.00	261.04	345.19	0.666	227.82	145.29	0.0	2.2	8.641	A
	B	180.92	19.40	19.40	161.52	0.00	339.83	408.21	0.048	19.35	149.03	0.0	0.1	2.670	A
	G1	343.64	343.64	343.64	0.00	161.52	81.49	513.23	0.670	341.58	277.69	0.0	2.1	5.361	A
	F	216.73	216.73	216.73	0.00	0.00	190.43	485.10	0.447	215.90	232.64	0.0	0.8	3.446	A
2	G2	439.21	325.04	325.04	114.17	115.79	114.45	504.34	0.644	323.08	227.85	0.0	2.0	5.400	A
	C	56.66	56.66	56.66	0.00	114.17	407.78	236.01	0.240	56.30	29.74	0.0	0.4	5.812	A
	D	349.36	349.36	349.36	0.00	0.00	93.78	646.67	0.540	348.18	370.30	0.0	1.2	3.048	A
	E	222.92	107.13	107.13	115.79	0.00	235.46	474.80	0.226	106.83	206.49	0.0	0.3	2.491	A

07:45 - 08:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	217.87	217.87	217.87	0.00	0.00	309.77	320.58	0.680	217.93	176.65	2.2	2.2	9.145	A
	B	215.19	23.43	23.43	191.76	0.00	372.87	389.60	0.060	23.41	154.84	0.1	0.1	2.875	A
	G1	388.40	388.40	388.40	0.00	191.76	68.57	520.20	0.747	387.48	327.71	2.1	3.0	6.994	A
	F	265.65	265.65	265.65	0.00	0.00	221.27	467.88	0.568	265.16	234.78	0.8	1.3	4.513	A
2	G2	519.47	398.62	398.62	120.85	115.28	131.08	493.68	0.807	396.39	273.12	2.0	4.2	9.512	A
	C	68.94	68.94	68.94	0.00	120.85	472.14	200.87	0.343	68.74	55.32	0.4	0.6	7.501	A
	D	367.11	367.11	367.11	0.00	0.00	107.71	636.48	0.577	366.90	433.17	1.2	1.4	3.445	A
	E	226.95	111.67	111.67	115.28	0.00	292.58	435.99	0.256	111.62	182.03	0.3	0.3	2.827	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	222.21	222.21	222.21	0.00	0.00	292.47	329.32	0.675	222.23	138.21	2.2	2.1	8.688	A
	B	197.85	30.55	30.55	167.30	0.00	345.34	405.11	0.075	30.53	169.35	0.1	0.1	2.867	A
	G1	318.77	318.77	318.77	0.00	167.30	73.80	517.37	0.616	320.06	302.07	3.0	1.7	4.758	A
	F	241.29	241.29	241.29	0.00	0.00	189.07	485.86	0.497	241.60	204.79	1.3	1.0	3.765	A
2	G2	469.37	348.64	348.64	120.73	91.23	117.43	502.42	0.694	350.44	227.54	4.2	2.4	6.188	A
	C	73.28	73.28	73.28	0.00	120.73	427.66	225.16	0.325	73.31	40.21	0.6	0.5	6.502	A
	D	334.39	334.39	334.39	0.00	0.00	117.94	629.00	0.532	334.62	383.03	1.4	1.2	3.136	A
	E	197.22	105.99	105.99	91.23	0.00	238.93	472.45	0.224	106.05	213.63	0.3	0.3	2.532	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	196.30	196.30	196.30	0.00	0.00	328.81	310.97	0.631	196.66	166.32	2.1	1.8	8.073	A
	B	209.10	21.67	21.67	187.43	0.00	344.64	405.51	0.053	21.71	180.83	0.1	0.1	2.347	A
	G1	358.37	358.37	358.37	0.00	187.43	48.72	530.91	0.675	357.97	317.63	1.7	2.1	5.278	A
	F	280.92	280.92	280.92	0.00	0.00	214.71	471.54	0.596	280.41	191.98	1.0	1.5	4.930	A
2	G2	505.05	344.20	344.20	160.86	107.33	134.92	491.21	0.701	344.19	251.04	2.4	2.4	6.331	A
	C	84.11	84.11	84.11	0.00	160.86	419.31	229.71	0.366	84.04	59.79	0.5	0.6	6.612	A
	D	333.67	333.67	333.67	0.00	0.00	133.30	617.77	0.540	333.66	370.04	1.2	1.2	3.217	A
	E	233.04	125.71	125.71	107.33	0.00	260.33	457.90	0.275	125.62	206.63	0.3	0.4	2.753	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	169.88	169.88	169.88	0.00	0.00	305.30	322.84	0.526	170.51	175.50	1.8	1.2	6.082	A
	B	237.69	19.51	19.51	218.18	0.00	327.39	415.22	0.047	19.51	148.42	0.1	0.1	2.399	A
	G1	334.52	334.52	334.52	0.00	218.18	40.26	535.48	0.625	334.85	306.65	2.1	1.7	4.666	A
	F	279.48	279.48	279.48	0.00	0.00	201.26	479.05	0.583	279.55	173.85	1.5	1.5	4.664	A
2	G2	524.83	383.11	383.11	141.72	97.83	167.17	470.54	0.814	381.23	236.69	2.4	4.3	10.194	B
	C	70.28	70.28	70.28	0.00	141.72	473.95	199.89	0.352	70.30	74.46	0.6	0.6	7.529	A
	D	337.70	337.70	337.70	0.00	0.00	119.25	628.05	0.538	337.68	425.00	1.2	1.2	3.196	A
	E	233.86	136.03	136.03	97.83	0.00	267.88	452.77	0.300	135.98	189.04	0.4	0.4	2.884	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	183.40	183.40	183.40	0.00	0.00	313.41	318.74	0.575	183.20	181.00	1.2	1.4	6.745	A
	B	206.52	20.64	20.64	185.88	0.00	367.09	392.86	0.053	20.64	129.52	0.1	0.1	2.417	A
	G1	313.87	313.87	313.87	0.00	185.88	54.59	527.74	0.595	314.11	333.14	1.7	1.5	4.286	A
	F	301.36	301.36	301.36	0.00	0.00	193.28	483.51	0.623	301.14	175.42	1.5	1.7	5.083	A
2	G2	519.02	350.58	350.58	168.44	74.30	145.61	484.37	0.724	352.11	239.57	4.3	2.8	7.044	A
	C	92.89	92.89	92.89	0.00	168.44	401.79	239.28	0.388	92.81	95.92	0.6	0.7	6.605	A
	D	346.16	346.16	346.16	0.00	0.00	149.64	605.83	0.571	346.02	344.96	1.2	1.3	3.506	A
	E	185.77	111.46	111.46	74.30	0.00	273.61	448.88	0.248	111.57	222.06	0.4	0.3	2.670	A

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Junction 2 - Arm E - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	Junction 1 - Arm G1	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm G2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, G1, F	10.72	B
2	untitled	Standard Roundabout		G2, C, D, E	6.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	G1	2	G2	Simple (vertical queueing)	Normal	0.00	100.00	
2	G2	1	G1	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B		DIRECT	✓	100.000
	G1	✓			
	F		DIRECT	✓	100.000
2	G2	✓			
	C		DIRECT	✓	100.000
	D		DIRECT	✓	100.000
	E		DIRECT	✓	100.000

Origin-Destination Data

Junction 1 16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	33.07	124.95	32.04
	B	17.57	0.00	156.89	1.03
	G1	146.14	103.66	0.00	200.39
	F	31.01	66.15	154.29	0.00

Junction 1 16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	33.07	113.17	20.57
	B	18.50	0.00	163.61	6.10
	G1	152.34	102.22	0.00	186.54
	F	28.32	58.91	139.10	0.00

Junction 1 16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	25.84	113.69	16.54
	B	26.87	0.00	167.43	6.20
	G1	158.85	106.35	0.00	167.21
	F	36.17	64.91	124.11	0.00

Junction 1 17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	34.62	156.89	27.08
	B	19.64	0.00	179.73	1.03
	G1	164.23	116.79	0.00	169.28
	F	33.49	75.45	141.37	0.00

Junction 1 17:15 - 17:30

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	28.94	131.47	24.80
	B	39.17	0.00	184.28	4.13
	G1	209.60	88.68	0.00	177.65
	F	27.29	60.88	157.29	1.03

Junction 1 17:30 - 17:45

Demand (PCU/TS)

		To			
		A	B	G1	F
From	A	0.00	26.77	141.59	14.47
	B	38.24	0.00	173.22	6.20
	G1	128.78	79.58	0.00	154.91
	F	42.38	70.28	141.06	1.03

Junction 2 16:15 - 16:30

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	108.62	281.23	46.29
	C	89.40	0.00	8.27	33.49
	D	233.89	4.13	2.07	106.04
	E	126.90	22.74	59.95	0.00

Junction 2 16:30 - 16:45

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	115.96	263.14	36.78
	C	74.41	0.00	10.34	60.57
	D	210.12	5.17	3.10	140.66
	E	156.57	29.87	67.70	0.00

Junction 2 16:45 - 17:00

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	90.54	289.80	24.89
	C	78.24	0.00	10.23	63.77
	D	246.91	5.17	1.03	98.60
	E	107.27	28.84	69.56	1.03

Junction 2 17:00 - 17:15

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	104.59	333.11	40.29
	C	89.92	0.00	11.37	66.77
	D	249.39	9.20	5.17	137.15
	E	110.99	22.43	45.48	0.00

Junction 2 17:15 - 17:30

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	122.47	307.06	43.50
	C	88.78	3.00	12.40	55.91
	D	250.22	9.30	4.13	118.75
	E	136.93	15.40	54.57	0.00

Junction 2 17:30 - 17:45

Demand (PCU/TS)

		To			
		G2	C	D	E
From	G2	0.00	127.33	297.56	30.99
	C	80.20	0.00	8.27	49.51
	D	202.37	7.23	2.07	113.69
	E	80.70	17.57	48.58	0.00

Vehicle Mix

Junction 1 16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	1	0
	B	0	0	4	0
	G1	1	1	0	2
	F	0	0	3	0

Junction 1 16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	1	5
	B	6	0	5	20
	G1	0	1	0	1
	F	0	0	2	0

Junction 1 16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	0	0
	B	0	0	3	0
	G1	1	1	0	2
	F	0	3	2	0

Junction 1 17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	3	1	0
	B	0	0	7	0
	G1	1	0	0	2
	F	0	0	2	0

Junction 1 17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	0	2	0
	B	3	0	2	0
	G1	1	2	0	1
	F	0	2	3	0

Junction 1 17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	G1	F
From	A	0	4	0	0
	B	0	0	2	0
	G1	2	0	0	1
	F	0	0	3	0

Junction 2 16:15 - 16:30

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	3	1	13
	C	1	0	0	0
	D	0	0	0	4
	E	4	0	0	0

Junction 2 16:30 - 16:45

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	4	2	9
	C	0	0	0	8
	D	0	0	0	2
	E	1	4	2	0

Junction 2 16:45 - 17:00

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	5	0	8
	C	1	0	13	5
	D	0	0	0	0
	E	3	4	2	0

Junction 2 17:00 - 17:15

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	9	2	8
	C	0	0	0	7
	D	0	14	0	1
	E	3	17	0	0

Junction 2 17:15 - 17:30

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	3	2	5
	C	4	100	0	6
	D	0	0	0	1
	E	1	7	0	0

Junction 2 17:30 - 17:45

Heavy Vehicle Percentages

		To			
		G2	C	D	E
From	G2	0	2	1	11
	C	0	0	0	2
	D	1	0	0	2
	E	2	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	A	0.71	9.80	2.4	A	183.26	1099.58
	B	0.10	2.43	0.1	A	201.64	184.69
	G1	0.92	17.67	9.2	C	435.29	2611.72
	F	0.61	5.83	1.6	A	242.42	1454.51
2	G2	0.71	5.97	2.4	A	443.74	1993.28
	C	0.74	14.84	2.7	B	149.14	894.84
	D	0.70	5.25	2.3	A	360.93	2165.57
	E	0.24	2.96	0.3	A	200.51	483.70

Main Results for each time segment

16:15 - 16:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	190.07	190.07	190.07	0.00	0.00	321.37	314.73	0.604	188.56	192.27	0.0	1.5	7.091	A
	B	175.49	18.60	18.60	156.89	0.00	309.24	425.45	0.044	18.56	200.69	0.0	0.0	2.211	A
	G1	448.48	448.48	448.48	0.00	156.89	50.34	530.03	0.846	443.29	277.46	0.0	5.2	10.012	B
	F	251.45	251.45	251.45	0.00	0.00	263.50	444.29	0.566	250.14	230.13	0.0	1.3	4.678	A
2	G2	434.35	326.17	326.17	108.18	126.90	88.61	520.89	0.626	324.47	321.58	0.0	1.7	4.661	A
	C	131.16	131.16	131.16	0.00	108.18	386.30	247.74	0.529	130.04	26.79	0.0	1.1	7.638	A
	D	346.13	346.13	346.13	0.00	0.00	167.70	592.62	0.584	344.72	348.64	0.0	1.4	3.665	A
	E	209.59	82.68	82.68	126.90	0.00	327.75	412.09	0.201	82.43	184.67	0.0	0.3	2.729	A

16:30 - 16:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	166.81	166.81	166.81	0.00	0.00	300.49	325.27	0.513	167.24	199.18	1.5	1.1	5.781	A
	B	188.21	24.60	24.60	163.61	0.00	273.35	445.67	0.055	24.58	194.37	0.0	0.1	2.330	A
	G1	441.22	441.22	441.22	0.00	163.61	45.27	532.77	0.828	441.41	252.66	5.2	5.0	9.958	A
	F	226.33	226.33	226.33	0.00	0.00	273.12	438.92	0.516	226.55	213.56	1.3	1.1	4.297	A
2	G2	416.27	300.20	300.20	116.07	156.57	105.78	509.89	0.589	300.41	284.65	1.7	1.5	4.408	A
	C	145.32	145.32	145.32	0.00	116.07	371.18	255.99	0.568	145.10	35.01	1.1	1.3	8.351	A
	D	359.05	359.05	359.05	0.00	0.00	171.66	589.73	0.609	358.90	344.62	1.4	1.6	3.942	A
	E	254.13	97.57	97.57	156.57	0.00	292.91	435.76	0.224	97.52	237.65	0.3	0.3	2.719	A

16:45 - 17:00

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	156.06	156.06	156.06	0.00	0.00	295.34	327.87	0.476	156.23	221.77	1.1	0.9	5.248	A
	B	200.51	33.07	33.07	167.43	0.00	254.49	456.30	0.072	33.06	197.07	0.1	0.1	2.126	A
	G1	432.14	432.14	432.14	0.00	167.43	49.63	530.42	0.815	432.53	237.92	5.0	4.6	9.361	A
	F	225.19	225.19	225.19	0.00	0.00	291.95	428.40	0.526	225.16	190.21	1.1	1.1	4.506	A
2	G2	405.35	314.79	314.79	90.56	107.27	105.61	510.00	0.617	314.67	324.88	1.5	1.6	4.632	A
	C	152.24	152.24	152.24	0.00	90.56	386.27	247.75	0.614	151.96	34.00	1.3	1.6	9.707	A
	D	351.71	351.71	351.71	0.00	0.00	167.72	592.61	0.594	351.79	370.51	1.6	1.5	3.748	A
	E	206.69	99.43	99.43	107.27	0.00	331.09	409.82	0.243	99.39	188.43	0.3	0.3	2.960	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	218.59	218.59	218.59	0.00	0.00	332.82	308.94	0.708	217.14	216.77	0.9	2.4	9.797	A
	B	200.40	20.67	20.67	179.73	0.00	323.92	417.18	0.050	20.70	226.04	0.1	0.1	2.271	A
	G1	449.27	449.27	449.27	0.00	179.73	47.58	531.53	0.845	448.67	297.04	4.6	5.2	10.833	B
	F	250.31	250.31	250.31	0.00	0.00	299.61	424.13	0.590	249.99	196.65	1.1	1.4	5.218	A
2	G2	476.77	372.45	372.45	104.33	110.99	82.32	524.92	0.710	371.61	338.28	1.6	2.4	5.969	A
	C	168.05	168.05	168.05	0.00	104.33	422.31	228.08	0.737	166.95	31.62	1.6	2.7	14.840	B
	D	400.91	400.91	400.91	0.00	0.00	195.71	572.15	0.701	400.07	393.55	1.5	2.3	5.247	A
	E	178.89	67.90	67.90	110.99	0.00	352.59	395.21	0.172	68.01	243.19	0.3	0.2	2.889	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level servic
1	A	185.21	185.21	185.21	0.00	0.00	307.42	321.77	0.576	186.18	274.01	2.4	1.4	6.758	A
	B	227.59	43.31	43.31	184.28	0.00	315.21	422.09	0.103	43.24	178.39	0.1	0.1	2.433	A
	G1	476.21	476.21	476.21	0.00	184.28	69.18	519.87	0.916	472.27	289.27	5.2	9.2	17.667	C
	F	246.48	246.48	246.48	0.00	0.00	335.09	404.31	0.610	246.34	206.36	1.4	1.6	5.834	A
2	G2	473.55	350.94	350.94	122.61	136.93	86.37	522.33	0.672	351.26	339.28	2.4	2.1	5.381	A
	C	160.10	160.10	160.10	0.00	122.61	409.95	234.82	0.682	160.48	27.68	2.7	2.3	12.814	B
	D	382.41	382.41	382.41	0.00	0.00	191.62	575.14	0.665	382.70	378.81	2.3	2.0	4.711	A
	E	206.90	69.97	69.97	136.93	0.00	355.68	393.11	0.178	69.97	218.64	0.2	0.2	2.826	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignali level o service
1	A	182.83	182.83	182.83	0.00	0.00	293.69	328.70	0.556	182.95	212.96	1.4	1.3	6.215	A
	B	217.66	44.44	44.44	173.22	0.00	298.52	431.49	0.103	44.44	178.12	0.1	0.1	2.325	A
	G1	364.40	364.40	364.40	0.00	173.22	60.03	524.80	0.694	371.21	282.93	9.2	2.3	6.176	A
	F	254.75	254.75	254.75	0.00	0.00	251.65	450.91	0.565	255.00	179.60	1.6	1.3	4.672	A
2	G2	456.15	328.74	328.74	127.41	80.70	75.57	529.25	0.621	329.17	283.70	2.1	1.7	4.596	A
	C	137.98	137.98	137.98	0.00	127.41	379.87	251.25	0.549	139.06	24.87	2.3	1.3	8.156	A
	D	325.36	325.36	325.36	0.00	0.00	161.80	596.94	0.545	326.16	357.13	2.0	1.2	3.378	A
	E	146.85	66.15	66.15	80.70	0.00	293.08	435.65	0.152	66.19	194.88	0.2	0.2	2.435	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 74 (four_arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 21/03/2025 17:20:10

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2024														
Stream B-ACD	D1	0.0	0.00	0.00	A	11.58	B	D2	0.0	0.00	0.00	A	6.57	A
Stream A-BCD		4.8	25.76	0.82	D				4.1	20.58	0.78	C		
Stream D-AB		5.1	40.88	0.87	E				1.5	17.33	0.61	C		
Stream D-BC		0.0	0.00	0.00	A				0.0	29.36	0.02	D		
Stream C-ABD		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
FB WD														
Stream B-ACD	D3	0.0	0.00	0.00	A	13.81	B	D4	0.0	0.00	0.00	A	7.35	A
Stream A-BCD		6.4	28.82	0.86	D				5.1	22.15	0.81	C		
Stream D-AB		6.4	48.69	0.91	E				1.7	18.85	0.64	C		
Stream D-BC		0.0	0.00	0.00	A				0.0	33.21	0.02	D		
Stream C-ABD		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
FB+CD WD														
Stream B-ACD	D5	0.0	0.00	0.00	A	13.81	B	D6	0.0	0.00	0.00	A	7.35	A
Stream A-BCD		6.4	28.82	0.86	D				5.1	22.15	0.81	C		
Stream D-AB		6.4	48.69	0.91	E				1.7	18.85	0.64	C		
Stream D-BC		0.0	0.00	0.00	A				0.0	33.21	0.02	D		
Stream C-ABD		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
FB+CD+N2T WD														
Stream B-ACD	D7	0.0	0.00	0.00	A	14.30	B	D8	0.0	0.00	0.00	A	7.48	A
Stream A-BCD		7.0	29.72	0.87	D				5.5	22.63	0.82	C		
Stream D-AB		6.8	51.27	0.92	F				1.8	19.44	0.65	C		
Stream D-BC		0.0	0.00	0.00	A				0.0	35.50	0.02	E		
Stream C-ABD		0.0	0.00	0.00	A				0.0	0.00	0.00	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

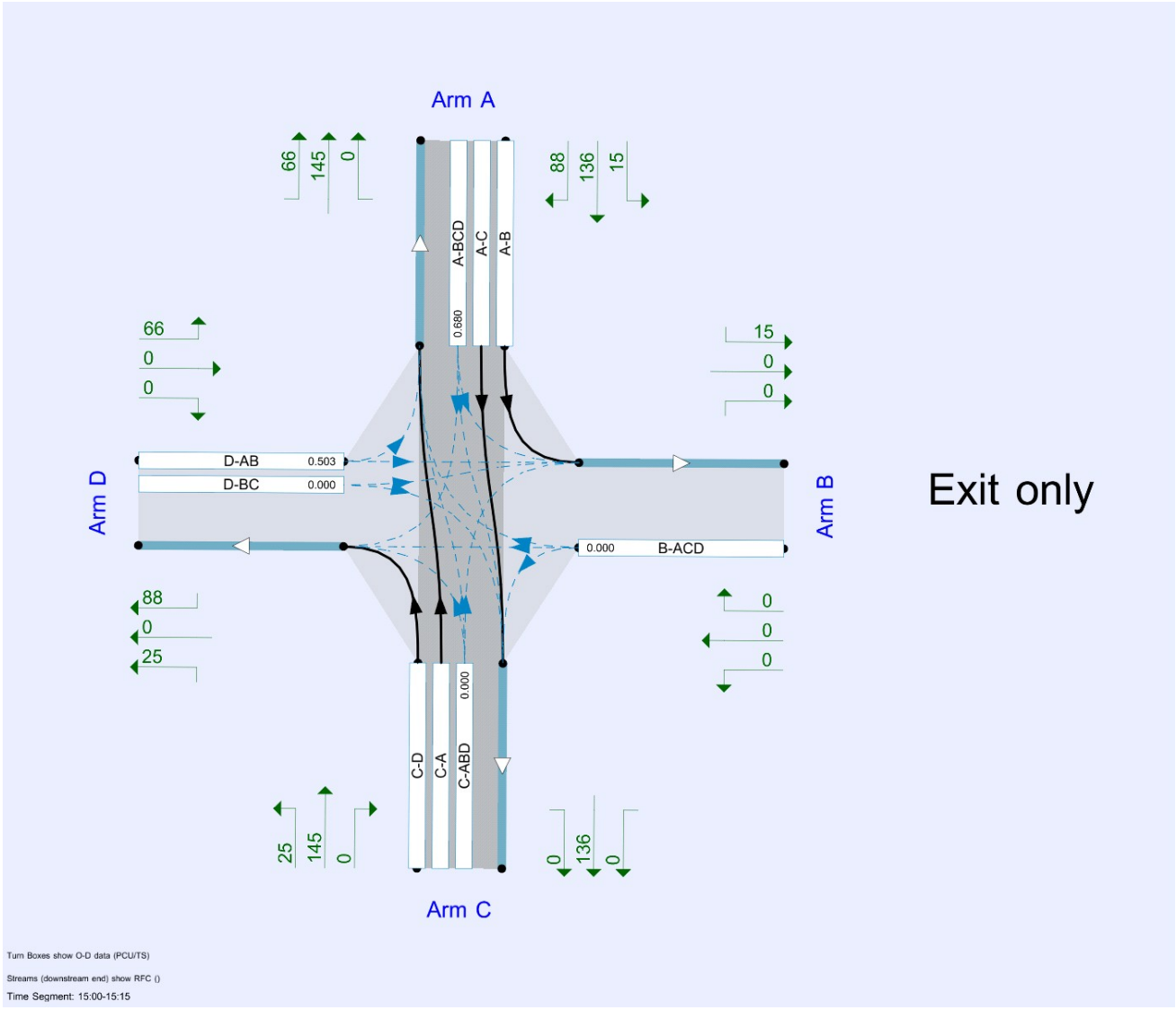
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓
D2	2024	PM	DIRECT	15:00	16:30	90	15	✓
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓
D4	FB WD	PM	DIRECT	15:00	16:30	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓
D6	FB+CD WD	PM	DIRECT	15:00	16:30	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	15:00	16:30	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		11.58	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A176 Noak Hill Road (N)		Major
B	Wash Road (E)		Minor
C	A176 Noak Hill Road (SE)		Major
D	Wash Road (SW)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.00		✓	3.08	116.3	✓	5.00
C	6.00				0.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00								25	25
D	One lane plus flare		6.49	3.28	3.21	3.21	3.21	✓	1.00	169	46

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	175.684	-	-	-	-	-	-	0.272	0.389	0.272	-	-	-
B-A	124.495	0.091	0.229	0.229	-	-	-	0.144	0.328	-	0.229	0.229	0.115
B-C	159.919	0.098	0.248	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	124.495	0.091	0.229	0.229	-	-	-	0.144	0.328	0.144	-	-	-
B-D, offside lane	124.495	0.091	0.229	0.229	-	-	-	0.144	0.328	0.144	-	-	-
C-B	143.491	0.222	0.222	0.318	-	-	-	-	-	-	-	-	-
D-A	172.701	-	-	-	-	-	-	0.268	-	0.106	-	-	-
D-B, nearside lane	146.978	0.170	0.170	0.387	-	-	-	0.271	0.271	0.107	-	-	-
D-B, offside lane	117.889	0.137	0.137	0.310	-	-	-	0.217	0.217	0.086	-	-	-
D-C	117.889	-	0.137	0.310	0.109	0.217	0.217	0.217	0.217	0.086	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	1.00	136.50	86.00
	B	0.00	0.00	0.00	0.00
	C	138.10	0.00	0.00	46.00
	D	62.90	0.00	0.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	6.00	136.00	100.20
	B	0.00	0.00	0.00	0.00
	C	143.00	0.00	0.00	52.00
	D	80.40	0.00	0.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	12.90	142.50	88.00
	B	0.00	0.00	0.00	0.00
	C	151.60	0.00	0.00	56.00
	D	110.20	0.00	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	11.00	162.90	94.40
	B	0.00	0.00	0.00	0.00
	C	128.20	0.00	0.00	48.00
	D	89.80	0.00	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	20.00	171.40	85.50
	B	0.00	0.00	0.00	0.00
	C	123.20	0.00	0.00	35.00
	D	47.50	0.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	11.00	189.30	84.40
	B	0.00	0.00	0.00	0.00
	C	114.40	0.00	0.00	60.00
	D	52.90	0.00	0.00	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	2	0	0	0
	D	2	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	1	0	0	0
	D	3	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	8	1	0
	B	0	0	0	0
	C	3	0	0	0
	D	4	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	1
	B	0	0	0	0
	C	2	0	0	0
	D	2	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	6	0	0	0
	D	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.82	25.76	4.8	D	113.19	679.14
A-B					8.96	53.78
A-C					134.35	806.08
D-AB	0.87	40.88	5.1	E	73.95	443.70
D-BC	0.00	0.00	0.0	A	0.00	0.00
C-ABD	0.00	0.00	0.0	A	0.00	0.00
C-D					49.50	297.00
C-A					133.08	798.50

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	52.47	0.000	0.00	0.0	0.0	0.000	A
A-BCD	100.20	100.20	146.29	0.685	97.91	0.0	2.3	18.106	C
A-B	0.90	0.90			0.90				
A-C	122.41	122.41			122.41				
D-AB	62.90	62.90	130.87	0.481	61.99	0.0	0.9	13.112	B
D-BC	0.00	0.00	38.58	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	85.59	0.000	0.00	0.0	0.0	0.000	A
C-D	46.00	46.00			46.00				
C-A	138.10	138.10			138.10				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	44.50	0.000	0.00	0.0	0.0	0.000	A
A-BCD	142.54	142.54	174.17	0.818	140.04	2.3	4.8	25.759	D
A-B	4.21	4.21			4.21				
A-C	95.45	95.45			95.45				
D-AB	80.40	80.40	128.92	0.624	79.71	0.9	1.6	18.307	C
D-BC	0.00	0.00	31.66	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	79.38	0.000	0.00	0.0	0.0	0.000	A
C-D	52.00	52.00			52.00				
C-A	143.00	143.00			143.00				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	38.28	0.000	0.00	0.0	0.0	0.000	A
A-BCD	113.21	113.21	153.77	0.736	113.92	4.8	4.1	24.470	C
A-B	10.81	10.81			10.81				
A-C	119.38	119.38			119.38				
D-AB	110.20	110.20	126.20	0.873	106.71	1.6	5.1	40.885	E
D-BC	0.00	0.00	31.27	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	79.59	0.000	0.00	0.0	0.0	0.000	A
C-D	56.00	56.00			56.00				
C-A	151.60	151.60			151.60				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	38.57	0.000	0.00	0.0	0.0	0.000	A
A-BCD	122.77	122.77	166.21	0.739	122.91	4.1	3.9	21.861	C
A-B	9.21	9.21			9.21				
A-C	136.33	136.33			136.33				
D-AB	89.80	89.80	133.31	0.674	92.53	5.1	2.4	24.848	C
D-BC	0.00	0.00	32.54	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	73.62	0.000	0.00	0.0	0.0	0.000	A
C-D	48.00	48.00			48.00				
C-A	128.20	128.20			128.20				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	45.32	0.000	0.00	0.0	0.0	0.000	A
A-BCD	98.91	98.91	153.36	0.645	100.61	3.9	2.2	17.698	C
A-B	18.60	18.60			18.60				
A-C	159.39	159.39			159.39				
D-AB	47.50	47.50	136.02	0.349	49.31	2.4	0.5	10.588	B
D-BC	0.00	0.00	35.73	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	72.60	0.000	0.00	0.0	0.0	0.000	A
C-D	35.00	35.00			35.00				
C-A	123.20	123.20			123.20				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	40.94	0.000	0.00	0.0	0.0	0.000	A
A-BCD	101.51	101.51	153.81	0.660	101.48	2.2	2.3	17.649	C
A-B	10.06	10.06			10.06				
A-C	173.13	173.13			173.13				
D-AB	52.90	52.90	135.73	0.390	52.81	0.5	0.6	11.069	B
D-BC	0.00	0.00	34.46	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	71.45	0.000	0.00	0.0	0.0	0.000	A
C-D	60.00	60.00			60.00				
C-A	114.40	114.40			114.40				

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		6.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	15:00	16:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

15:00 - 15:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	15.00	135.60	88.00
	B	0.00	0.00	0.00	0.00
	C	144.90	0.00	0.00	25.00
	D	66.00	0.00	0.00	0.00

15:15 - 15:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	31.00	175.80	81.00
	B	0.00	0.00	0.00	0.00
	C	106.10	0.00	0.00	30.90
	D	65.50	1.00	0.00	0.00

15:30 - 15:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	15.00	175.40	101.30
	B	0.00	0.00	0.00	0.00
	C	134.10	0.00	0.00	32.40
	D	69.30	0.00	0.00	0.00

15:45 - 16:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	12.00	174.00	65.50
	B	0.00	0.00	0.00	0.00
	C	124.70	0.00	0.00	40.00
	D	81.00	1.00	0.00	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	18.00	158.60	89.40
	B	0.00	0.00	0.00	0.00
	C	152.80	0.00	0.00	44.00
	D	65.00	0.00	0.00	0.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.00	147.10	70.90
	B	0.00	0.00	0.00	0.00
	C	127.80	0.00	0.00	43.00
	D	75.50	0.00	0.00	0.00

Vehicle Mix

15:00 - 15:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	3
	B	0	0	0	0
	C	3	0	0	3
	D	2	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	3
	B	0	0	0	0
	C	4	0	0	0
	D	1	0	0	0

Heavy Vehicle Percentages

15:45 - 16:00

		To			
		A	B	C	D
From	A	0	0	2	2
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

16:00 - 16:15

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

16:15 - 16:30

		To			
		A	B	C	D
From	A	0	0	1	1
	B	0	0	0	0
	C	0	0	0	0
	D	1	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.78	20.58	4.1	C	99.64	597.85
A-B					14.93	89.61
A-C					145.69	874.14
D-AB	0.61	17.33	1.5	C	70.55	423.30
D-BC	0.02	29.36	0.0	D	0.17	1.00
C-ABD	0.00	0.00	0.0	A	0.00	0.00
C-D					35.88	215.30
C-A					131.73	790.40

Main Results for each time segment

15:00 - 15:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	51.20	0.000	0.00	0.0	0.0	0.000	A
A-BCD	102.88	102.88	151.31	0.680	100.63	0.0	2.2	17.264	C
A-B	13.52	13.52			13.52				
A-C	122.20	122.20			122.20				
D-AB	66.00	66.00	131.27	0.503	65.02	0.0	1.0	13.397	B
D-BC	0.00	0.00	37.42	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	82.04	0.000	0.00	0.0	0.0	0.000	A
C-D	25.00	25.00			25.00				
C-A	144.90	144.90			144.90				

15:15 - 15:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	45.68	0.000	0.00	0.0	0.0	0.000	A
A-BCD	88.94	88.94	152.01	0.585	89.57	2.2	1.6	14.575	B
A-B	29.81	29.81			29.81				
A-C	169.05	169.05			169.05				
D-AB	66.00	66.00	138.53	0.476	66.05	1.0	0.9	12.446	B
D-BC	0.50	0.50	33.96	0.015	0.49	0.0	0.0	26.872	D
C-ABD	0.00	0.00	71.09	0.000	0.00	0.0	0.0	0.000	A
C-D	30.90	30.90			30.90				
C-A	106.10	106.10			106.10				

15:30 - 15:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	37.32	0.000	0.00	0.0	0.0	0.000	A
A-BCD	144.18	144.18	185.81	0.776	141.74	1.6	4.1	20.576	C
A-B	11.62	11.62			11.62				
A-C	135.89	135.89			135.89				
D-AB	69.30	69.30	133.32	0.520	69.16	0.9	1.1	14.204	B
D-BC	0.00	0.00	23.96	0.000	0.01	0.0	0.0	0.000	A
C-ABD	0.00	0.00	68.47	0.000	0.00	0.0	0.0	0.000	A
C-D	32.40	32.40			32.40				
C-A	134.10	134.10			134.10				

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	45.96	0.000	0.00	0.0	0.0	0.000	A
A-BCD	68.85	68.85	137.40	0.501	71.78	4.1	1.1	14.771	B
A-B	11.78	11.78			11.78				
A-C	170.86	170.86			170.86				
D-AB	81.50	81.50	133.31	0.611	81.04	1.1	1.5	17.331	C
D-BC	0.50	0.50	31.12	0.016	0.48	0.0	0.0	29.362	D
C-ABD	0.00	0.00	80.15	0.000	0.00	0.0	0.0	0.000	A
C-D	40.00	40.00			40.00				
C-A	124.70	124.70			124.70				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	41.20	0.000	0.00	0.0	0.0	0.000	A
A-BCD	117.98	117.98	160.69	0.734	115.98	1.1	3.1	20.108	C
A-B	15.09	15.09			15.09				
A-C	132.93	132.93			132.93				
D-AB	65.00	65.00	127.08	0.511	65.45	1.5	1.1	14.713	B
D-BC	0.00	0.00	24.63	0.000	0.02	0.0	0.0	0.000	A
C-ABD	0.00	0.00	75.46	0.000	0.00	0.0	0.0	0.000	A
C-D	44.00	44.00			44.00				
C-A	152.80	152.80			152.80				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	52.36	0.000	0.00	0.0	0.0	0.000	A
A-BCD	75.02	75.02	137.08	0.547	76.81	3.1	1.3	15.426	C
A-B	7.79	7.79			7.79				
A-C	143.19	143.19			143.19				
D-AB	75.50	75.50	133.94	0.564	75.33	1.1	1.3	15.294	C
D-BC	0.00	0.00	42.99	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	85.55	0.000	0.00	0.0	0.0	0.000	A
C-D	43.00	43.00			43.00				
C-A	127.80	127.80			127.80				

FB WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		13.81	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	1.03	141.11	88.91
	B	0.00	0.00	0.00	0.00
	C	142.77	0.00	0.00	47.55
	D	65.02	0.00	0.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	6.20	140.59	103.58
	B	0.00	0.00	0.00	0.00
	C	147.83	0.00	0.00	53.76
	D	83.12	0.00	0.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	13.34	147.31	90.97
	B	0.00	0.00	0.00	0.00
	C	156.72	0.00	0.00	57.89
	D	113.92	0.00	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	11.37	168.40	97.59
	B	0.00	0.00	0.00	0.00
	C	132.53	0.00	0.00	49.62
	D	92.83	0.00	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	20.68	177.19	88.39
	B	0.00	0.00	0.00	0.00
	C	127.36	0.00	0.00	36.18
	D	49.10	0.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	11.37	195.69	87.25
	B	0.00	0.00	0.00	0.00
	C	118.26	0.00	0.00	62.03
	D	54.69	0.00	0.00	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	2	0	0	0
	D	2	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	1	0	0	0
	D	3	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	8	1	0
	B	0	0	0	0
	C	3	0	0	0
	D	4	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	1
	B	0	0	0	0
	C	2	0	0	0
	D	2	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	6	0	0	0
	D	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.86	28.82	6.4	D	124.92	749.50
A-B					8.81	52.87
A-C					131.44	788.63
D-AB	0.91	48.69	6.4	E	76.45	458.69
D-BC	0.00	0.00	0.0	A	0.00	0.00
C-ABD	0.00	0.00	0.0	A	0.00	0.00
C-D					51.17	307.03
C-A					137.58	825.47

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	49.45	0.000	0.00	0.0	0.0	0.000	A
A-BCD	108.34	108.34	150.94	0.718	105.63	0.0	2.7	19.256	C
A-B	0.89	0.89			0.89				
A-C	121.82	121.82			121.82				
D-AB	65.02	65.02	129.45	0.502	64.03	0.0	1.0	13.780	B
D-BC	0.00	0.00	35.90	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	83.64	0.000	0.00	0.0	0.0	0.000	A
C-D	47.55	47.55			47.55				
C-A	142.77	142.77			142.77				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	40.93	0.000	0.00	0.0	0.0	0.000	A
A-BCD	161.95	161.95	188.59	0.859	158.29	2.7	6.4	28.819	D
A-B	3.74	3.74			3.74				
A-C	84.69	84.69			84.69				
D-AB	83.12	83.12	127.44	0.652	82.32	1.0	1.8	19.875	C
D-BC	0.00	0.00	28.67	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	77.12	0.000	0.00	0.0	0.0	0.000	A
C-D	53.76	53.76			53.76				
C-A	147.83	147.83			147.83				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	33.70	0.000	0.00	0.0	0.0	0.000	A
A-BCD	126.02	126.02	163.02	0.773	126.84	6.4	5.6	28.277	D
A-B	10.43	10.43			10.43				
A-C	115.17	115.17			115.17				
D-AB	113.92	113.92	124.62	0.914	109.30	1.8	6.4	48.692	E
D-BC	0.00	0.00	28.05	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	77.06	0.000	0.00	0.0	0.0	0.000	A
C-D	57.89	57.89			57.89				
C-A	156.72	156.72			156.72				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	34.06	0.000	0.00	0.0	0.0	0.000	A
A-BCD	136.23	136.23	176.18	0.773	136.51	5.6	5.3	24.771	C
A-B	8.93	8.93			8.93				
A-C	132.20	132.20			132.20				
D-AB	92.83	92.83	131.97	0.703	96.48	6.4	2.8	29.446	D
D-BC	0.00	0.00	29.35	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	70.89	0.000	0.00	0.0	0.0	0.000	A
C-D	49.62	49.62			49.62				
C-A	132.53	132.53			132.53				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	41.69	0.000	0.00	0.0	0.0	0.000	A
A-BCD	106.45	106.45	157.88	0.674	109.01	5.3	2.7	19.538	C
A-B	18.79	18.79			18.79				
A-C	161.02	161.02			161.02				
D-AB	49.10	49.10	134.78	0.364	51.29	2.8	0.6	11.048	B
D-BC	0.00	0.00	32.68	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	69.88	0.000	0.00	0.0	0.0	0.000	A
C-D	36.18	36.18			36.18				
C-A	127.36	127.36			127.36				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	37.38	0.000	0.00	0.0	0.0	0.000	A
A-BCD	110.50	110.50	159.85	0.691	110.47	2.7	2.7	18.830	C
A-B	10.09	10.09			10.09				
A-C	173.72	173.72			173.72				
D-AB	54.69	54.69	134.48	0.407	54.58	0.6	0.7	11.486	B
D-BC	0.00	0.00	31.55	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	68.91	0.000	0.00	0.0	0.0	0.000	A
C-D	62.03	62.03			62.03				
C-A	118.26	118.26			118.26				

FB WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		7.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	15:00	16:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

15:00 - 15:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	15.53	140.38	91.10
	B	0.00	0.00	0.00	0.00
	C	150.01	0.00	0.00	25.88
	D	68.33	0.00	0.00	0.00

15:15 - 15:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	32.09	182.00	83.85
	B	0.00	0.00	0.00	0.00
	C	109.84	0.00	0.00	31.99
	D	67.81	1.04	0.00	0.00

15:30 - 15:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	15.53	181.58	104.87
	B	0.00	0.00	0.00	0.00
	C	138.83	0.00	0.00	33.54
	D	71.74	0.00	0.00	0.00

15:45 - 16:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	12.42	180.13	67.81
	B	0.00	0.00	0.00	0.00
	C	129.09	0.00	0.00	41.41
	D	83.85	1.04	0.00	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	18.63	164.19	92.55
	B	0.00	0.00	0.00	0.00
	C	158.18	0.00	0.00	45.55
	D	67.29	0.00	0.00	0.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.28	152.28	73.40
	B	0.00	0.00	0.00	0.00
	C	132.30	0.00	0.00	44.52
	D	78.16	0.00	0.00	0.00

Vehicle Mix

15:00 - 15:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	3
	B	0	0	0	0
	C	3	0	0	3
	D	2	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	3
	B	0	0	0	0
	C	4	0	0	0
	D	1	0	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	2
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	1
	B	0	0	0	0
	C	0	0	0	0
	D	1	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.81	22.15	5.1	C	108.89	653.35
A-B					14.93	89.59
A-C					145.62	873.70
D-AB	0.64	18.85	1.7	C	73.04	438.22
D-BC	0.02	33.21	0.0	D	0.17	1.04
C-ABD	0.00	0.00	0.0	A	0.00	0.00
C-D					37.15	222.89
C-A					136.38	818.25

Main Results for each time segment

15:00 - 15:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	47.94	0.000	0.00	0.0	0.0	0.000	A
A-BCD	111.56	111.56	156.50	0.713	108.89	0.0	2.7	18.302	C
A-B	13.49	13.49			13.49				
A-C	121.95	121.95			121.95				
D-AB	68.33	68.33	129.81	0.526	67.25	0.0	1.1	14.159	B
D-BC	0.00	0.00	34.58	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	79.88	0.000	0.00	0.0	0.0	0.000	A
C-D	25.88	25.88			25.88				
C-A	150.01	150.01			150.01				

15:15 - 15:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	42.10	0.000	0.00	0.0	0.0	0.000	A
A-BCD	94.54	94.54	154.61	0.611	95.34	2.7	1.9	15.417	C
A-B	30.49	30.49			30.49				
A-C	172.91	172.91			172.91				
D-AB	68.33	68.33	137.16	0.498	68.39	1.1	1.0	13.112	B
D-BC	0.52	0.52	30.83	0.017	0.50	0.0	0.0	29.656	D
C-ABD	0.00	0.00	68.44	0.000	0.00	0.0	0.0	0.000	A
C-D	31.99	31.99			31.99				
C-A	109.84	109.84			109.84				

15:30 - 15:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	33.23	0.000	0.00	0.0	0.0	0.000	A
A-BCD	163.34	163.34	200.88	0.813	160.10	1.9	5.1	22.154	C
A-B	10.92	10.92			10.92				
A-C	127.72	127.72			127.72				
D-AB	71.74	71.74	131.93	0.544	71.58	1.0	1.2	15.094	C
D-BC	0.00	0.00	20.68	0.000	0.02	0.0	0.0	0.000	A
C-ABD	0.00	0.00	65.77	0.000	0.00	0.0	0.0	0.000	A
C-D	33.54	33.54			33.54				
C-A	138.83	138.83			138.83				

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	42.18	0.000	0.00	0.0	0.0	0.000	A
A-BCD	72.38	72.38	137.80	0.525	76.21	5.1	1.3	16.009	C
A-B	12.13	12.13			12.13				
A-C	175.86	175.86			175.86				
D-AB	84.37	84.37	131.82	0.640	83.83	1.2	1.7	18.849	C
D-BC	0.52	0.52	27.59	0.019	0.50	0.0	0.0	33.207	D
C-ABD	0.00	0.00	77.68	0.000	0.00	0.0	0.0	0.000	A
C-D	41.41	41.41			41.41				
C-A	129.09	129.09			129.09				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	37.43	0.000	0.00	0.0	0.0	0.000	A
A-BCD	132.47	132.47	171.49	0.772	129.85	1.3	3.9	21.518	C
A-B	14.57	14.57			14.57				
A-C	128.33	128.33			128.33				
D-AB	67.29	67.29	125.46	0.536	67.81	1.7	1.2	15.756	C
D-BC	0.00	0.00	21.33	0.000	0.02	0.0	0.0	0.000	A
C-ABD	0.00	0.00	73.04	0.000	0.00	0.0	0.0	0.000	A
C-D	45.55	45.55			45.55				
C-A	158.18	158.18			158.18				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	49.00	0.000	0.00	0.0	0.0	0.000	A
A-BCD	79.06	79.06	137.89	0.573	81.42	3.9	1.5	16.685	C
A-B	7.99	7.99			7.99				
A-C	146.92	146.92			146.92				
D-AB	78.16	78.16	132.58	0.590	77.97	1.2	1.4	16.391	C
D-BC	0.00	0.00	40.21	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	83.34	0.000	0.00	0.0	0.0	0.000	A
C-D	44.52	44.52			44.52				
C-A	132.30	132.30			132.30				

FB+CD WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		13.81	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:30 - 07:45

		To			
		A	B	C	D
From	A	0.00	1.03	141.11	88.91
	B	0.00	0.00	0.00	0.00
	C	142.77	0.00	0.00	47.55
	D	65.02	0.00	0.00	0.00

Demand (PCU/TS)

07:45 - 08:00

		To			
		A	B	C	D
From	A	0.00	6.20	140.59	103.58
	B	0.00	0.00	0.00	0.00
	C	147.83	0.00	0.00	53.76
	D	83.12	0.00	0.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	13.34	147.31	90.97
	B	0.00	0.00	0.00	0.00
	C	156.72	0.00	0.00	57.89
	D	113.92	0.00	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	11.37	168.40	97.59
	B	0.00	0.00	0.00	0.00
	C	132.53	0.00	0.00	49.62
	D	92.83	0.00	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	20.68	177.19	88.39
	B	0.00	0.00	0.00	0.00
	C	127.36	0.00	0.00	36.18
	D	49.10	0.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	11.37	195.69	87.25
	B	0.00	0.00	0.00	0.00
	C	118.26	0.00	0.00	62.03
	D	54.69	0.00	0.00	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	2	0	0	0
	D	2	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	1	0	0	0
	D	3	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	8	1	0
	B	0	0	0	0
	C	3	0	0	0
	D	4	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A	B	C	D
From	A	0	0	2	1
	B	0	0	0	0
	C	2	0	0	0
	D	2	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	6	0	0	0
	D	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.86	28.82	6.4	D	124.92	749.50
A-B					8.81	52.87
A-C					131.44	788.63
D-AB	0.91	48.69	6.4	E	76.45	458.69
D-BC	0.00	0.00	0.0	A	0.00	0.00
C-ABD	0.00	0.00	0.0	A	0.00	0.00
C-D					51.17	307.03
C-A					137.58	825.47

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	49.45	0.000	0.00	0.0	0.0	0.000	A
A-BCD	108.34	108.34	150.94	0.718	105.63	0.0	2.7	19.256	C
A-B	0.89	0.89			0.89				
A-C	121.82	121.82			121.82				
D-AB	65.02	65.02	129.45	0.502	64.03	0.0	1.0	13.780	B
D-BC	0.00	0.00	35.90	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	83.64	0.000	0.00	0.0	0.0	0.000	A
C-D	47.55	47.55			47.55				
C-A	142.77	142.77			142.77				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	40.93	0.000	0.00	0.0	0.0	0.000	A
A-BCD	161.95	161.95	188.59	0.859	158.29	2.7	6.4	28.819	D
A-B	3.74	3.74			3.74				
A-C	84.69	84.69			84.69				
D-AB	83.12	83.12	127.44	0.652	82.32	1.0	1.8	19.875	C
D-BC	0.00	0.00	28.67	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	77.12	0.000	0.00	0.0	0.0	0.000	A
C-D	53.76	53.76			53.76				
C-A	147.83	147.83			147.83				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	33.70	0.000	0.00	0.0	0.0	0.000	A
A-BCD	126.02	126.02	163.02	0.773	126.84	6.4	5.6	28.277	D
A-B	10.43	10.43			10.43				
A-C	115.17	115.17			115.17				
D-AB	113.92	113.92	124.62	0.914	109.30	1.8	6.4	48.692	E
D-BC	0.00	0.00	28.05	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	77.06	0.000	0.00	0.0	0.0	0.000	A
C-D	57.89	57.89			57.89				
C-A	156.72	156.72			156.72				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	34.06	0.000	0.00	0.0	0.0	0.000	A
A-BCD	136.23	136.23	176.18	0.773	136.51	5.6	5.3	24.771	C
A-B	8.93	8.93			8.93				
A-C	132.20	132.20			132.20				
D-AB	92.83	92.83	131.97	0.703	96.48	6.4	2.8	29.446	D
D-BC	0.00	0.00	29.35	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	70.89	0.000	0.00	0.0	0.0	0.000	A
C-D	49.62	49.62			49.62				
C-A	132.53	132.53			132.53				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	41.69	0.000	0.00	0.0	0.0	0.000	A
A-BCD	106.45	106.45	157.88	0.674	109.01	5.3	2.7	19.538	C
A-B	18.79	18.79			18.79				
A-C	161.02	161.02			161.02				
D-AB	49.10	49.10	134.78	0.364	51.29	2.8	0.6	11.048	B
D-BC	0.00	0.00	32.68	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	69.88	0.000	0.00	0.0	0.0	0.000	A
C-D	36.18	36.18			36.18				
C-A	127.36	127.36			127.36				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	37.38	0.000	0.00	0.0	0.0	0.000	A
A-BCD	110.50	110.50	159.85	0.691	110.47	2.7	2.7	18.830	C
A-B	10.09	10.09			10.09				
A-C	173.72	173.72			173.72				
D-AB	54.69	54.69	134.48	0.407	54.58	0.6	0.7	11.486	B
D-BC	0.00	0.00	31.55	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	68.91	0.000	0.00	0.0	0.0	0.000	A
C-D	62.03	62.03			62.03				
C-A	118.26	118.26			118.26				

FB+CD WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		7.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	15:00	16:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

15:00 - 15:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	15.53	140.38	91.10
	B	0.00	0.00	0.00	0.00
	C	150.01	0.00	0.00	25.88
	D	68.33	0.00	0.00	0.00

15:15 - 15:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	32.09	182.00	83.85
	B	0.00	0.00	0.00	0.00
	C	109.84	0.00	0.00	31.99
	D	67.81	1.04	0.00	0.00

15:30 - 15:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	15.53	181.58	104.87
	B	0.00	0.00	0.00	0.00
	C	138.83	0.00	0.00	33.54
	D	71.74	0.00	0.00	0.00

15:45 - 16:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	12.42	180.13	67.81
	B	0.00	0.00	0.00	0.00
	C	129.09	0.00	0.00	41.41
	D	83.85	1.04	0.00	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	18.63	164.19	92.55
	B	0.00	0.00	0.00	0.00
	C	158.18	0.00	0.00	45.55
	D	67.29	0.00	0.00	0.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.28	152.28	73.40
	B	0.00	0.00	0.00	0.00
	C	132.30	0.00	0.00	44.52
	D	78.16	0.00	0.00	0.00

Vehicle Mix

15:00 - 15:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	3
	B	0	0	0	0
	C	3	0	0	3
	D	2	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	3
	B	0	0	0	0
	C	4	0	0	0
	D	1	0	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	2
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	1
	B	0	0	0	0
	C	0	0	0	0
	D	1	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.81	22.15	5.1	C	108.89	653.35
A-B					14.93	89.59
A-C					145.62	873.70
D-AB	0.64	18.85	1.7	C	73.04	438.22
D-BC	0.02	33.21	0.0	D	0.17	1.04
C-ABD	0.00	0.00	0.0	A	0.00	0.00
C-D					37.15	222.89
C-A					136.38	818.25

Main Results for each time segment

15:00 - 15:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	47.94	0.000	0.00	0.0	0.0	0.000	A
A-BCD	111.56	111.56	156.50	0.713	108.89	0.0	2.7	18.302	C
A-B	13.49	13.49			13.49				
A-C	121.95	121.95			121.95				
D-AB	68.33	68.33	129.81	0.526	67.25	0.0	1.1	14.159	B
D-BC	0.00	0.00	34.58	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	79.88	0.000	0.00	0.0	0.0	0.000	A
C-D	25.88	25.88			25.88				
C-A	150.01	150.01			150.01				

15:15 - 15:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	42.10	0.000	0.00	0.0	0.0	0.000	A
A-BCD	94.54	94.54	154.61	0.611	95.34	2.7	1.9	15.417	C
A-B	30.49	30.49			30.49				
A-C	172.91	172.91			172.91				
D-AB	68.33	68.33	137.16	0.498	68.39	1.1	1.0	13.112	B
D-BC	0.52	0.52	30.83	0.017	0.50	0.0	0.0	29.656	D
C-ABD	0.00	0.00	68.44	0.000	0.00	0.0	0.0	0.000	A
C-D	31.99	31.99			31.99				
C-A	109.84	109.84			109.84				

15:30 - 15:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	33.23	0.000	0.00	0.0	0.0	0.000	A
A-BCD	163.34	163.34	200.88	0.813	160.10	1.9	5.1	22.154	C
A-B	10.92	10.92			10.92				
A-C	127.72	127.72			127.72				
D-AB	71.74	71.74	131.93	0.544	71.58	1.0	1.2	15.094	C
D-BC	0.00	0.00	20.68	0.000	0.02	0.0	0.0	0.000	A
C-ABD	0.00	0.00	65.77	0.000	0.00	0.0	0.0	0.000	A
C-D	33.54	33.54			33.54				
C-A	138.83	138.83			138.83				

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	42.18	0.000	0.00	0.0	0.0	0.000	A
A-BCD	72.38	72.38	137.80	0.525	76.21	5.1	1.3	16.009	C
A-B	12.13	12.13			12.13				
A-C	175.86	175.86			175.86				
D-AB	84.37	84.37	131.82	0.640	83.83	1.2	1.7	18.849	C
D-BC	0.52	0.52	27.59	0.019	0.50	0.0	0.0	33.207	D
C-ABD	0.00	0.00	77.68	0.000	0.00	0.0	0.0	0.000	A
C-D	41.41	41.41			41.41				
C-A	129.09	129.09			129.09				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	37.43	0.000	0.00	0.0	0.0	0.000	A
A-BCD	132.47	132.47	171.49	0.772	129.85	1.3	3.9	21.518	C
A-B	14.57	14.57			14.57				
A-C	128.33	128.33			128.33				
D-AB	67.29	67.29	125.46	0.536	67.81	1.7	1.2	15.756	C
D-BC	0.00	0.00	21.33	0.000	0.02	0.0	0.0	0.000	A
C-ABD	0.00	0.00	73.04	0.000	0.00	0.0	0.0	0.000	A
C-D	45.55	45.55			45.55				
C-A	158.18	158.18			158.18				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	49.00	0.000	0.00	0.0	0.0	0.000	A
A-BCD	79.06	79.06	137.89	0.573	81.42	3.9	1.5	16.685	C
A-B	7.99	7.99			7.99				
A-C	146.92	146.92			146.92				
D-AB	78.16	78.16	132.58	0.590	77.97	1.2	1.4	16.391	C
D-BC	0.00	0.00	40.21	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	83.34	0.000	0.00	0.0	0.0	0.000	A
C-D	44.52	44.52			44.52				
C-A	132.30	132.30			132.30				

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		14.30	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:30 - 07:45

		To			
		A	B	C	D
From	A	0.00	1.03	146.37	88.91
	B	0.00	0.00	0.00	0.00
	C	148.02	0.00	0.00	47.55
	D	65.02	0.00	0.00	0.00

Demand (PCU/TS)

07:45 - 08:00

		To			
		A	B	C	D
From	A	0.00	6.20	145.85	103.58
	B	0.00	0.00	0.00	0.00
	C	153.09	0.00	0.00	53.76
	D	83.12	0.00	0.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	13.34	152.57	90.97
	B	0.00	0.00	0.00	0.00
	C	161.98	0.00	0.00	57.89
	D	113.92	0.00	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	11.37	173.66	97.59
	B	0.00	0.00	0.00	0.00
	C	137.79	0.00	0.00	49.62
	D	92.83	0.00	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	20.68	182.45	88.39
	B	0.00	0.00	0.00	0.00
	C	132.62	0.00	0.00	36.18
	D	49.10	0.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	11.37	200.95	87.25
	B	0.00	0.00	0.00	0.00
	C	123.52	0.00	0.00	62.03
	D	54.69	0.00	0.00	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	4	0	0	0
	D	2	0	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	3	0	0	0
	D	3	0	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	8	2	0
	B	0	0	0	0
	C	4	0	0	0
	D	4	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A	B	C	D
From	A	0	0	3	1
	B	0	0	0	0
	C	3	0	0	0
	D	2	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	7	0	0	0
	D	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.87	29.72	7.0	D	128.35	770.11
A-B					8.68	52.06
A-C					133.39	800.36
D-AB	0.92	51.27	6.8	F	76.45	458.69
D-BC	0.00	0.00	0.0	A	0.00	0.00
C-ABD	0.00	0.00	0.0	A	0.00	0.00
C-D					51.17	307.03
C-A					142.84	857.01

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	47.25	0.000	0.00	0.0	0.0	0.000	A
A-BCD	110.52	110.52	152.19	0.726	107.67	0.0	2.8	19.624	C
A-B	0.88	0.88			0.88				
A-C	124.91	124.91			124.91				
D-AB	65.02	65.02	128.05	0.508	64.01	0.0	1.0	14.070	B
D-BC	0.00	0.00	34.04	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	82.47	0.000	0.00	0.0	0.0	0.000	A
C-D	47.55	47.55			47.55				
C-A	148.02	148.02			148.02				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	38.57	0.000	0.00	0.0	0.0	0.000	A
A-BCD	168.52	168.52	193.75	0.870	164.42	2.8	7.0	29.724	D
A-B	3.55	3.55			3.55				
A-C	83.56	83.56			83.56				
D-AB	83.12	83.12	126.03	0.659	82.29	1.0	1.8	20.479	C
D-BC	0.00	0.00	26.78	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	75.92	0.000	0.00	0.0	0.0	0.000	A
C-D	53.76	53.76			53.76				
C-A	153.09	153.09			153.09				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	30.89	0.000	0.00	0.0	0.0	0.000	A
A-BCD	129.94	129.94	166.19	0.782	130.78	7.0	6.1	29.646	D
A-B	10.20	10.20			10.20				
A-C	116.74	116.74			116.74				
D-AB	113.92	113.92	123.22	0.925	108.96	1.8	6.8	51.271	F
D-BC	0.00	0.00	26.08	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	75.74	0.000	0.00	0.0	0.0	0.000	A
C-D	57.89	57.89			57.89				
C-A	161.98	161.98			161.98				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	31.32	0.000	0.00	0.0	0.0	0.000	A
A-BCD	140.18	140.18	179.26	0.782	140.51	6.1	5.8	25.856	D
A-B	8.75	8.75			8.75				
A-C	133.68	133.68			133.68				
D-AB	92.83	92.83	130.57	0.711	96.75	6.8	2.9	31.201	D
D-BC	0.00	0.00	27.37	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	69.57	0.000	0.00	0.0	0.0	0.000	A
C-D	49.62	49.62			49.62				
C-A	137.79	137.79			137.79				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	39.31	0.000	0.00	0.0	0.0	0.000	A
A-BCD	108.18	108.18	158.82	0.681	111.10	5.8	2.9	20.271	C
A-B	18.66	18.66			18.66				
A-C	164.67	164.67			164.67				
D-AB	49.10	49.10	133.37	0.368	51.41	2.9	0.6	11.269	B
D-BC	0.00	0.00	30.71	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	68.57	0.000	0.00	0.0	0.0	0.000	A
C-D	36.18	36.18			36.18				
C-A	132.62	132.62			132.62				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	35.09	0.000	0.00	0.0	0.0	0.000	A
A-BCD	112.77	112.77	161.23	0.699	112.73	2.9	2.9	19.254	C
A-B	10.01	10.01			10.01				
A-C	176.80	176.80			176.80				
D-AB	54.69	54.69	133.07	0.411	54.58	0.6	0.7	11.690	B
D-BC	0.00	0.00	29.65	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	67.70	0.000	0.00	0.0	0.0	0.000	A
C-D	62.03	62.03			62.03				
C-A	123.52	123.52			123.52				

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm D - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		7.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	15:00	16:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

15:00 - 15:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	15.53	145.63	91.10
	B	0.00	0.00	0.00	0.00
	C	155.26	0.00	0.00	25.88
	D	68.33	0.00	0.00	0.00

15:15 - 15:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	32.09	187.25	83.85
	B	0.00	0.00	0.00	0.00
	C	115.10	0.00	0.00	31.99
	D	67.81	1.04	0.00	0.00

15:30 - 15:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	15.53	186.84	104.87
	B	0.00	0.00	0.00	0.00
	C	144.08	0.00	0.00	33.54
	D	71.74	0.00	0.00	0.00

15:45 - 16:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	12.42	185.39	67.81
	B	0.00	0.00	0.00	0.00
	C	134.35	0.00	0.00	41.41
	D	83.85	1.04	0.00	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	18.63	169.45	92.55
	B	0.00	0.00	0.00	0.00
	C	163.44	0.00	0.00	45.55
	D	67.29	0.00	0.00	0.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	8.28	157.54	73.40
	B	0.00	0.00	0.00	0.00
	C	137.56	0.00	0.00	44.52
	D	78.16	0.00	0.00	0.00

Vehicle Mix

15:00 - 15:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

15:15 - 15:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	5	3
	B	0	0	0	0
	C	5	0	0	3
	D	2	0	0	0

15:30 - 15:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	3
	B	0	0	0	0
	C	5	0	0	0
	D	1	0	0	0

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	2
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	1
	B	0	0	0	0
	C	1	0	0	0
	D	1	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0.00	0.00
A-BCD	0.82	22.63	5.5	C	111.22	667.33
A-B					14.78	88.69
A-C					148.69	892.15
D-AB	0.65	19.44	1.8	C	73.04	438.22
D-BC	0.02	35.50	0.0	E	0.17	1.04
C-ABD	0.00	0.00	0.0	A	0.00	0.00
C-D					37.15	222.89
C-A					141.63	849.79

Main Results for each time segment

15:00 - 15:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	45.69	0.000	0.00	0.0	0.0	0.000	A
A-BCD	113.73	113.73	157.75	0.721	110.93	0.0	2.8	18.631	C
A-B	13.35	13.35			13.35				
A-C	125.18	125.18			125.18				
D-AB	68.33	68.33	128.40	0.532	67.23	0.0	1.1	14.467	B
D-BC	0.00	0.00	32.72	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	78.71	0.000	0.00	0.0	0.0	0.000	A
C-D	25.88	25.88			25.88				
C-A	155.26	155.26			155.26				

15:15 - 15:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	39.80	0.000	0.00	0.0	0.0	0.000	A
A-BCD	95.50	95.50	154.67	0.617	96.36	2.8	1.9	15.742	C
A-B	30.39	30.39			30.39				
A-C	177.31	177.31			177.31				
D-AB	68.33	68.33	135.61	0.504	68.39	1.1	1.0	13.414	B
D-BC	0.52	0.52	29.04	0.018	0.50	0.0	0.0	31.512	D
C-ABD	0.00	0.00	67.24	0.000	0.00	0.0	0.0	0.000	A
C-D	31.99	31.99			31.99				
C-A	115.10	115.10			115.10				

15:30 - 15:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	30.79	0.000	0.00	0.0	0.0	0.000	A
A-BCD	168.96	168.96	205.33	0.823	165.41	1.9	5.5	22.626	C
A-B	10.61	10.61			10.61				
A-C	127.66	127.66			127.66				
D-AB	71.74	71.74	130.51	0.550	71.58	1.0	1.2	15.454	C
D-BC	0.00	0.00	18.99	0.000	0.02	0.0	0.0	0.000	A
C-ABD	0.00	0.00	64.58	0.000	0.00	0.0	0.0	0.000	A
C-D	33.54	33.54			33.54				
C-A	144.08	144.08			144.08				

15:45 - 16:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	39.77	0.000	0.00	0.0	0.0	0.000	A
A-BCD	72.82	72.82	137.36	0.530	76.99	5.5	1.3	16.522	C
A-B	12.11	12.11			12.11				
A-C	180.69	180.69			180.69				
D-AB	84.37	84.37	130.31	0.647	83.80	1.2	1.8	19.436	C
D-BC	0.52	0.52	25.83	0.020	0.50	0.0	0.0	35.499	E
C-ABD	0.00	0.00	76.41	0.000	0.00	0.0	0.0	0.000	A
C-D	41.41	41.41			41.41				
C-A	134.35	134.35			134.35				

16:00 - 16:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	35.10	0.000	0.00	0.0	0.0	0.000	A
A-BCD	136.67	136.67	174.63	0.783	133.84	1.3	4.1	21.939	C
A-B	14.26	14.26			14.26				
A-C	129.70	129.70			129.70				
D-AB	67.29	67.29	124.04	0.542	67.83	1.8	1.2	16.168	C
D-BC	0.00	0.00	19.63	0.000	0.02	0.0	0.0	0.000	A
C-ABD	0.00	0.00	71.85	0.000	0.00	0.0	0.0	0.000	A
C-D	45.55	45.55			45.55				
C-A	163.44	163.44			163.44				

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	46.71	0.000	0.00	0.0	0.0	0.000	A
A-BCD	79.65	79.65	137.60	0.579	82.20	4.1	1.6	17.158	C
A-B	7.97	7.97			7.97				
A-C	151.60	151.60			151.60				
D-AB	78.16	78.16	131.17	0.596	77.97	1.2	1.4	16.816	C
D-BC	0.00	0.00	38.31	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	82.11	0.000	0.00	0.0	0.0	0.000	A
C-D	44.52	44.52			44.52				
C-A	137.56	137.56			137.56				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 75 (three arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 21/03/2025 17:23:18

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2024														
Stream B-C	D1	1.7	16.94	0.64	C	5.08	A	D2	0.6	10.20	0.36	B	3.87	A
Stream B-A		0.2	39.48	0.15	E				0.1	25.99	0.07	D		
Stream C-AB		1.9	22.41	0.67	C				1.7	19.47	0.64	C		
FB WD														
Stream B-C	D3	1.9	18.66	0.67	C	5.65	A	D4	0.6	10.68	0.38	B	4.26	A
Stream B-A		0.2	46.48	0.17	E				0.1	28.58	0.07	D		
Stream C-AB		2.3	24.92	0.70	C				2.0	21.60	0.68	C		
FB+CD WD														
Stream B-C	D5	1.9	18.66	0.67	C	5.65	A	D6	0.6	10.68	0.38	B	4.26	A
Stream B-A		0.2	46.48	0.17	E				0.1	28.58	0.07	D		
Stream C-AB		2.3	24.92	0.70	C				2.0	21.60	0.68	C		
FB+CD+N2T WD														
Stream B-C	D7	2.0	19.25	0.68	C	5.74	A	D8	0.6	10.88	0.39	B	4.29	A
Stream B-A		0.2	51.22	0.18	F				0.1	30.28	0.08	D		
Stream C-AB		2.4	25.72	0.71	D				2.0	22.29	0.68	C		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

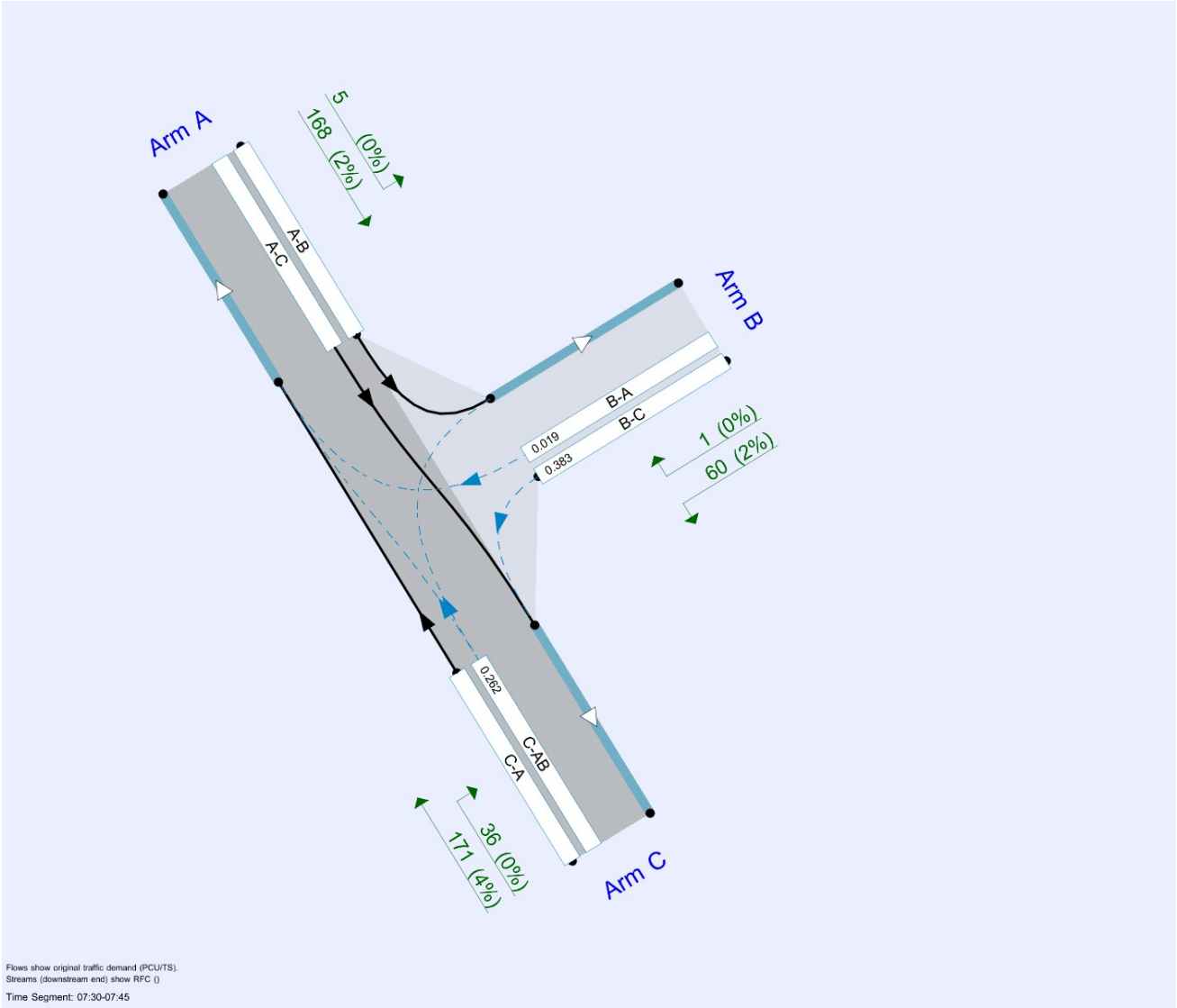
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A176 Noak Hill Road (N)		Major
B	Church Street (NE)		Minor
C	A176 Noak Hill Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.90		✓	3.29	134.1	✓	11.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.92	5.45	5.33	4.86	✓	3.00	121	109

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	122.453	0.082	0.207	0.130	0.296
B-C	207.053	0.116	0.294	-	-
C-B	182.231	0.259	0.259	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	5.00	167.60
	B	1.00	0.00	59.90
	C	171.30	36.00	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.00	183.70
	B	6.00	0.00	59.90
	C	163.20	51.90	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.00	200.90
	B	5.00	0.00	41.00
	C	189.80	73.50	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.00	244.00
	B	3.00	0.00	36.40
	C	170.90	78.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.00	202.80
	B	0.00	0.00	60.50
	C	108.10	64.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	11.90	207.40
	B	2.00	0.00	90.90
	C	110.90	58.50	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:30 - 07:45

		To		
		A	B	C
From	A	0	0	2
	B	0	0	2
	C	4	0	0

Heavy Vehicle Percentages

07:45 - 08:00

		To		
		A	B	C
From	A	0	0	3
	B	0	0	2
	C	1	2	0

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	4	1	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	2
	B	0	0	2
	C	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	9	3
	B	0	0	1
	C	7	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.64	16.94	1.7	C	58.10	348.60
B-A	0.15	39.48	0.2	E	2.83	17.00
C-AB	0.67	22.41	1.9	C	60.61	363.69
C-A					152.07	912.41
A-B					8.82	52.90
A-C					201.07	1206.40

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59.90	59.90	156.41	0.383	59.28	0.0	0.6	9.424	A
B-A	1.00	1.00	54.00	0.019	0.98	0.0	0.0	16.970	C
C-AB	36.00	36.00	137.51	0.262	35.65	0.0	0.3	8.806	A
C-A	171.30	171.30			171.30				
A-B	5.00	5.00			5.00				
A-C	167.60	167.60			167.60				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59.90	59.90	145.87	0.411	59.82	0.6	0.7	10.623	B
B-A	6.00	6.00	47.29	0.127	5.88	0.0	0.1	21.670	C
C-AB	51.90	51.90	132.57	0.392	51.62	0.3	0.6	11.152	B
C-A	163.20	163.20			163.20				
A-B	8.00	8.00			8.00				
A-C	183.70	183.70			183.70				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41.00	41.00	139.56	0.294	41.27	0.7	0.4	9.311	A
B-A	5.00	5.00	34.34	0.146	4.98	0.1	0.2	30.619	D
C-AB	73.77	73.77	128.83	0.573	73.09	0.6	1.3	16.260	C
C-A	189.53	189.53			189.53				
A-B	7.00	7.00			7.00				
A-C	200.90	200.90			200.90				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36.40	36.40	129.32	0.281	36.43	0.4	0.4	9.692	A
B-A	3.00	3.00	25.86	0.116	3.03	0.2	0.1	39.483	E
C-AB	79.48	79.48	119.13	0.667	78.85	1.3	1.9	22.408	C
C-A	169.42	169.42			169.42				
A-B	8.00	8.00			8.00				
A-C	244.00	244.00			244.00				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60.50	60.50	145.90	0.415	60.20	0.4	0.7	10.528	B
B-A	0.00	0.00	45.23	0.000	0.14	0.1	0.0	0.000	A
C-AB	64.03	64.03	126.42	0.506	64.91	1.9	1.1	14.839	B
C-A	108.07	108.07			108.07				
A-B	13.00	13.00			13.00				
A-C	202.80	202.80			202.80				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90.90	90.90	143.00	0.636	89.91	0.7	1.7	16.936	C
B-A	2.00	2.00	41.80	0.048	1.95	0.0	0.0	22.558	C
C-AB	58.51	58.51	125.44	0.466	58.67	1.1	0.9	13.530	B
C-A	110.89	110.89			110.89				
A-B	11.90	11.90			11.90				
A-C	207.40	207.40			207.40				

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.00	187.60
	B	2.00	0.00	39.50
	C	146.30	62.50	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.00	170.80
	B	0.00	0.00	36.70
	C	164.10	67.90	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.00	167.20
	B	1.00	0.00	31.50
	C	133.60	61.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.00	210.00
	B	1.00	0.00	52.00
	C	140.60	80.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.40	212.80
	B	0.00	0.00	31.90
	C	151.80	78.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.00	198.60
	B	3.00	0.00	22.40
	C	124.00	67.50	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	3
	C	1	2	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	3
	C	1	1	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	3
	C	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	4
	C	1	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	1
	B	0	0	3
	C	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.36	10.20	0.6	B	35.67	214.00
B-A	0.07	25.99	0.1	D	1.17	7.00
C-AB	0.64	19.47	1.7	C	69.72	418.31
C-A					143.17	858.99
A-B					11.40	68.40
A-C					191.17	1147.00

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.50	39.50	148.98	0.265	39.13	0.0	0.4	8.382	A
B-A	2.00	2.00	45.68	0.044	1.96	0.0	0.0	20.565	C
C-AB	62.52	62.52	131.86	0.474	61.63	0.0	0.9	12.869	B
C-A	146.28	146.28			146.28				
A-B	7.00	7.00			7.00				
A-C	187.60	187.60			187.60				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36.70	36.70	155.88	0.235	36.75	0.4	0.3	7.759	A
B-A	0.00	0.00	44.59	0.000	0.04	0.0	0.0	0.000	A
C-AB	67.95	67.95	135.74	0.501	67.84	0.9	1.0	13.443	B
C-A	164.05	164.05			164.05				
A-B	9.00	9.00			9.00				
A-C	170.80	170.80			170.80				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31.50	31.50	155.26	0.203	31.55	0.3	0.3	7.493	A
B-A	1.00	1.00	51.08	0.020	0.98	0.0	0.0	17.965	C
C-AB	61.01	61.01	135.31	0.451	61.15	1.0	0.9	12.332	B
C-A	133.59	133.59			133.59				
A-B	14.00	14.00			14.00				
A-C	167.20	167.20			167.20				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52.00	52.00	142.78	0.364	51.68	0.3	0.6	10.203	B
B-A	1.00	1.00	35.61	0.028	0.99	0.0	0.0	25.990	D
C-AB	80.68	80.68	125.77	0.641	79.83	0.9	1.7	19.245	C
C-A	139.92	139.92			139.92				
A-B	12.00	12.00			12.00				
A-C	210.00	210.00			210.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31.90	31.90	143.12	0.223	32.18	0.6	0.3	8.451	A
B-A	0.00	0.00	34.03	0.000	0.03	0.0	0.0	0.000	A
C-AB	78.59	78.59	124.83	0.630	78.59	1.7	1.7	19.467	C
C-A	151.21	151.21			151.21				
A-B	12.40	12.40			12.40				
A-C	212.80	212.80			212.80				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22.40	22.40	142.15	0.158	22.51	0.3	0.2	7.697	A
B-A	3.00	3.00	44.62	0.067	2.93	0.0	0.1	21.551	C
C-AB	67.56	67.56	127.26	0.531	68.09	1.7	1.2	15.326	C
C-A	123.94	123.94			123.94				
A-B	14.00	14.00			14.00				
A-C	198.60	198.60			198.60				

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	5.17	173.26
	B	1.03	0.00	61.92
	C	177.09	37.22	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.27	189.91
	B	6.20	0.00	61.92
	C	168.71	53.65	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.24	207.69
	B	5.17	0.00	42.39
	C	196.21	75.98	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.27	252.24
	B	3.10	0.00	37.63
	C	176.67	80.63	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.44	209.65
	B	0.00	0.00	62.54
	C	111.75	66.16	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.30	214.41
	B	2.07	0.00	93.97
	C	114.65	60.48	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	2
	C	4	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	2
	C	1	2	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	4	1	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	2
	B	0	0	2
	C	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	9	3
	B	0	0	1
	C	7	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.67	18.66	1.9	C	60.06	360.38
B-A	0.17	46.48	0.2	E	2.93	17.57
C-AB	0.70	24.92	2.3	C	62.92	377.54
C-A					156.94	941.67
A-B					9.11	54.69
A-C					207.86	1247.15

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61.92	61.92	154.68	0.400	61.26	0.0	0.7	9.730	A
B-A	1.03	1.03	51.61	0.020	1.01	0.0	0.0	17.787	C
C-AB	37.22	37.22	136.00	0.274	36.84	0.0	0.4	9.044	A
C-A	177.09	177.09			177.09				
A-B	5.17	5.17			5.17				
A-C	173.26	173.26			173.26				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61.92	61.92	143.65	0.431	61.83	0.7	0.8	11.172	B
B-A	6.20	6.20	44.63	0.139	6.07	0.0	0.2	23.262	C
C-AB	53.66	53.66	130.90	0.410	53.34	0.4	0.7	11.630	B
C-A	168.71	168.71			168.71				
A-B	8.27	8.27			8.27				
A-C	189.91	189.91			189.91				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.39	42.39	136.89	0.310	42.68	0.8	0.5	9.719	A
B-A	5.17	5.17	31.27	0.165	5.14	0.2	0.2	34.385	D
C-AB	76.47	76.47	127.34	0.600	75.68	0.7	1.5	17.503	C
C-A	195.73	195.73			195.73				
A-B	7.24	7.24			7.24				
A-C	207.69	207.69			207.69				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37.63	37.63	126.16	0.298	37.66	0.5	0.4	10.175	B
B-A	3.10	3.10	22.52	0.138	3.12	0.2	0.2	46.476	E
C-AB	83.48	83.48	118.73	0.703	82.67	1.5	2.3	24.920	C
C-A	173.82	173.82			173.82				
A-B	8.27	8.27			8.27				
A-C	252.24	252.24			252.24				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62.54	62.54	143.80	0.435	62.22	0.4	0.8	11.053	B
B-A	0.00	0.00	42.46	0.000	0.17	0.2	0.0	0.000	A
C-AB	66.22	66.22	124.61	0.531	67.32	2.3	1.2	16.015	C
C-A	111.69	111.69			111.69				
A-B	13.44	13.44			13.44				
A-C	209.65	209.65			209.65				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93.97	93.97	140.77	0.668	92.80	0.8	1.9	18.657	C
B-A	2.07	2.07	38.25	0.054	2.01	0.0	0.1	24.802	C
C-AB	60.50	60.50	123.54	0.490	60.69	1.2	1.0	14.369	B
C-A	114.63	114.63			114.63				
A-B	12.30	12.30			12.30				
A-C	214.41	214.41			214.41				

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.25	194.21
	B	2.07	0.00	40.89
	C	151.46	64.70	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.32	176.82
	B	0.00	0.00	37.99
	C	169.88	70.29	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.49	173.09
	B	1.04	0.00	32.61
	C	138.31	63.15	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.42	217.40
	B	1.04	0.00	53.83
	C	145.55	82.82	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.84	220.30
	B	0.00	0.00	33.02
	C	157.15	80.75	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.49	205.60
	B	3.11	0.00	23.19
	C	128.37	69.88	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	3
	C	1	2	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	3
	C	1	1	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	3
	C	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	4
	C	1	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	1
	B	0	0	3
	C	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.38	10.68	0.6	B	36.92	221.54
B-A	0.07	28.58	0.1	D	1.21	7.25
C-AB	0.68	21.60	2.0	C	72.38	434.28
C-A					148.01	888.03
A-B					11.80	70.81
A-C					197.90	1187.42

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.89	40.89	146.86	0.278	40.50	0.0	0.4	8.652	A
B-A	2.07	2.07	42.95	0.048	2.02	0.0	0.0	21.958	C
C-AB	64.74	64.74	130.12	0.498	63.76	0.0	1.0	13.597	B
C-A	151.42	151.42			151.42				
A-B	7.25	7.25			7.25				
A-C	194.21	194.21			194.21				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37.99	37.99	154.06	0.247	38.04	0.4	0.3	7.970	A
B-A	0.00	0.00	41.83	0.000	0.05	0.0	0.0	0.000	A
C-AB	70.38	70.38	134.17	0.525	70.26	1.0	1.1	14.280	B
C-A	169.80	169.80			169.80				
A-B	9.32	9.32			9.32				
A-C	176.82	176.82			176.82				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32.61	32.61	153.41	0.213	32.67	0.3	0.3	7.680	A
B-A	1.04	1.04	48.53	0.021	1.01	0.0	0.0	18.930	C
C-AB	63.17	63.17	133.67	0.473	63.33	1.1	0.9	13.016	B
C-A	138.29	138.29			138.29				
A-B	14.49	14.49			14.49				
A-C	173.09	173.09			173.09				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53.83	53.83	140.44	0.383	53.48	0.3	0.6	10.683	B
B-A	1.04	1.04	32.50	0.032	1.02	0.0	0.0	28.581	D
C-AB	84.12	84.12	124.61	0.675	83.09	0.9	2.0	21.182	C
C-A	144.25	144.25			144.25				
A-B	12.42	12.42			12.42				
A-C	217.40	217.40			217.40				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33.02	33.02	140.85	0.234	33.33	0.6	0.3	8.724	A
B-A	0.00	0.00	30.86	0.000	0.03	0.0	0.0	0.000	A
C-AB	81.88	81.88	123.55	0.663	81.87	2.0	2.0	21.603	C
C-A	156.02	156.02			156.02				
A-B	12.84	12.84			12.84				
A-C	220.30	220.30			220.30				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23.19	23.19	139.85	0.166	23.31	0.3	0.2	7.902	A
B-A	3.11	3.11	41.72	0.074	3.03	0.0	0.1	23.213	C
C-AB	69.99	69.99	125.41	0.558	70.65	2.0	1.3	16.589	C
C-A	128.26	128.26			128.26				
A-B	14.49	14.49			14.49				
A-C	205.60	205.60			205.60				

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	5.17	173.26
	B	1.03	0.00	61.92
	C	177.09	37.22	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.27	189.91
	B	6.20	0.00	61.92
	C	168.71	53.65	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.24	207.69
	B	5.17	0.00	42.39
	C	196.21	75.98	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.27	252.24
	B	3.10	0.00	37.63
	C	176.67	80.63	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.44	209.65
	B	0.00	0.00	62.54
	C	111.75	66.16	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.30	214.41
	B	2.07	0.00	93.97
	C	114.65	60.48	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	2
	C	4	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	2
	C	1	2	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	4	1	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	2
	B	0	0	2
	C	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	9	3
	B	0	0	1
	C	7	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.67	18.66	1.9	C	60.06	360.38
B-A	0.17	46.48	0.2	E	2.93	17.57
C-AB	0.70	24.92	2.3	C	62.92	377.54
C-A					156.94	941.67
A-B					9.11	54.69
A-C					207.86	1247.15

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61.92	61.92	154.68	0.400	61.26	0.0	0.7	9.730	A
B-A	1.03	1.03	51.61	0.020	1.01	0.0	0.0	17.787	C
C-AB	37.22	37.22	136.00	0.274	36.84	0.0	0.4	9.044	A
C-A	177.09	177.09			177.09				
A-B	5.17	5.17			5.17				
A-C	173.26	173.26			173.26				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61.92	61.92	143.65	0.431	61.83	0.7	0.8	11.172	B
B-A	6.20	6.20	44.63	0.139	6.07	0.0	0.2	23.262	C
C-AB	53.66	53.66	130.90	0.410	53.34	0.4	0.7	11.630	B
C-A	168.71	168.71			168.71				
A-B	8.27	8.27			8.27				
A-C	189.91	189.91			189.91				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.39	42.39	136.89	0.310	42.68	0.8	0.5	9.719	A
B-A	5.17	5.17	31.27	0.165	5.14	0.2	0.2	34.385	D
C-AB	76.47	76.47	127.34	0.600	75.68	0.7	1.5	17.503	C
C-A	195.73	195.73			195.73				
A-B	7.24	7.24			7.24				
A-C	207.69	207.69			207.69				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37.63	37.63	126.16	0.298	37.66	0.5	0.4	10.175	B
B-A	3.10	3.10	22.52	0.138	3.12	0.2	0.2	46.476	E
C-AB	83.48	83.48	118.73	0.703	82.67	1.5	2.3	24.920	C
C-A	173.82	173.82			173.82				
A-B	8.27	8.27			8.27				
A-C	252.24	252.24			252.24				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62.54	62.54	143.80	0.435	62.22	0.4	0.8	11.053	B
B-A	0.00	0.00	42.46	0.000	0.17	0.2	0.0	0.000	A
C-AB	66.22	66.22	124.61	0.531	67.32	2.3	1.2	16.015	C
C-A	111.69	111.69			111.69				
A-B	13.44	13.44			13.44				
A-C	209.65	209.65			209.65				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93.97	93.97	140.77	0.668	92.80	0.8	1.9	18.657	C
B-A	2.07	2.07	38.25	0.054	2.01	0.0	0.1	24.802	C
C-AB	60.50	60.50	123.54	0.490	60.69	1.2	1.0	14.369	B
C-A	114.63	114.63			114.63				
A-B	12.30	12.30			12.30				
A-C	214.41	214.41			214.41				

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.25	194.21
	B	2.07	0.00	40.89
	C	151.46	64.70	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.32	176.82
	B	0.00	0.00	37.99
	C	169.88	70.29	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.49	173.09
	B	1.04	0.00	32.61
	C	138.31	63.15	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.42	217.40
	B	1.04	0.00	53.83
	C	145.55	82.82	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.84	220.30
	B	0.00	0.00	33.02
	C	157.15	80.75	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.49	205.60
	B	3.11	0.00	23.19
	C	128.37	69.88	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	3
	C	1	2	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	3
	C	1	1	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	3
	C	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	4
	C	1	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	1
	B	0	0	3
	C	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.38	10.68	0.6	B	36.92	221.54
B-A	0.07	28.58	0.1	D	1.21	7.25
C-AB	0.68	21.60	2.0	C	72.38	434.28
C-A					148.01	888.03
A-B					11.80	70.81
A-C					197.90	1187.42

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.89	40.89	146.86	0.278	40.50	0.0	0.4	8.652	A
B-A	2.07	2.07	42.95	0.048	2.02	0.0	0.0	21.958	C
C-AB	64.74	64.74	130.12	0.498	63.76	0.0	1.0	13.597	B
C-A	151.42	151.42			151.42				
A-B	7.25	7.25			7.25				
A-C	194.21	194.21			194.21				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37.99	37.99	154.06	0.247	38.04	0.4	0.3	7.970	A
B-A	0.00	0.00	41.83	0.000	0.05	0.0	0.0	0.000	A
C-AB	70.38	70.38	134.17	0.525	70.26	1.0	1.1	14.280	B
C-A	169.80	169.80			169.80				
A-B	9.32	9.32			9.32				
A-C	176.82	176.82			176.82				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32.61	32.61	153.41	0.213	32.67	0.3	0.3	7.680	A
B-A	1.04	1.04	48.53	0.021	1.01	0.0	0.0	18.930	C
C-AB	63.17	63.17	133.67	0.473	63.33	1.1	0.9	13.016	B
C-A	138.29	138.29			138.29				
A-B	14.49	14.49			14.49				
A-C	173.09	173.09			173.09				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53.83	53.83	140.44	0.383	53.48	0.3	0.6	10.683	B
B-A	1.04	1.04	32.50	0.032	1.02	0.0	0.0	28.581	D
C-AB	84.12	84.12	124.61	0.675	83.09	0.9	2.0	21.182	C
C-A	144.25	144.25			144.25				
A-B	12.42	12.42			12.42				
A-C	217.40	217.40			217.40				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33.02	33.02	140.85	0.234	33.33	0.6	0.3	8.724	A
B-A	0.00	0.00	30.86	0.000	0.03	0.0	0.0	0.000	A
C-AB	81.88	81.88	123.55	0.663	81.87	2.0	2.0	21.603	C
C-A	156.02	156.02			156.02				
A-B	12.84	12.84			12.84				
A-C	220.30	220.30			220.30				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23.19	23.19	139.85	0.166	23.31	0.3	0.2	7.902	A
B-A	3.11	3.11	41.72	0.074	3.03	0.0	0.1	23.213	C
C-AB	69.99	69.99	125.41	0.558	70.65	2.0	1.3	16.589	C
C-A	128.26	128.26			128.26				
A-B	14.49	14.49			14.49				
A-C	205.60	205.60			205.60				

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	5.17	178.52
	B	1.03	0.00	61.92
	C	182.34	37.22	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.27	195.16
	B	6.20	0.00	61.92
	C	173.97	53.65	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.24	212.94
	B	5.17	0.00	42.39
	C	201.47	75.98	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.27	257.50
	B	3.10	0.00	37.63
	C	181.93	80.63	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.44	214.91
	B	0.00	0.00	62.54
	C	117.01	66.16	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.30	219.66
	B	2.07	0.00	93.97
	C	119.90	60.48	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	2
	C	5	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	2
	C	2	2	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	5	1	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	4	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	3
	B	0	0	2
	C	4	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A	B	C
From	A	0	9	4
	B	0	0	1
	C	8	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.68	19.25	2.0	C	60.06	360.38
B-A	0.18	51.22	0.2	F	2.93	17.57
C-AB	0.71	25.72	2.4	D	63.03	378.17
C-A					162.10	972.57
A-B					9.11	54.69
A-C					213.12	1278.69

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61.92	61.92	153.11	0.404	61.25	0.0	0.7	9.893	A
B-A	1.03	1.03	49.83	0.021	1.01	0.0	0.0	18.427	C
C-AB	37.22	37.22	134.64	0.276	36.84	0.0	0.4	9.168	A
C-A	182.34	182.34			182.34				
A-B	5.17	5.17			5.17				
A-C	178.52	178.52			178.52				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61.92	61.92	141.96	0.436	61.83	0.7	0.8	11.406	B
B-A	6.20	6.20	42.83	0.145	6.06	0.0	0.2	24.389	C
C-AB	53.66	53.66	129.54	0.414	53.34	0.4	0.7	11.833	B
C-A	173.96	173.96			173.96				
A-B	8.27	8.27			8.27				
A-C	195.16	195.16			195.16				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.39	42.39	135.04	0.314	42.69	0.8	0.5	9.918	A
B-A	5.17	5.17	29.46	0.175	5.13	0.2	0.2	36.918	E
C-AB	76.55	76.55	126.10	0.607	75.74	0.7	1.5	17.939	C
C-A	200.90	200.90			200.90				
A-B	7.24	7.24			7.24				
A-C	212.94	212.94			212.94				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37.63	37.63	124.24	0.303	37.66	0.5	0.4	10.401	B
B-A	3.10	3.10	20.72	0.150	3.12	0.2	0.2	51.216	F
C-AB	84.02	84.02	118.05	0.712	83.15	1.5	2.4	25.715	D
C-A	178.55	178.55			178.55				
A-B	8.27	8.27			8.27				
A-C	257.50	257.50			257.50				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62.54	62.54	142.22	0.440	62.21	0.4	0.8	11.265	B
B-A	0.00	0.00	40.66	0.000	0.18	0.2	0.0	0.000	A
C-AB	66.23	66.23	123.30	0.537	67.40	2.4	1.2	16.445	C
C-A	116.94	116.94			116.94				
A-B	13.44	13.44			13.44				
A-C	214.91	214.91			214.91				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93.97	93.97	139.18	0.675	92.76	0.8	2.0	19.251	C
B-A	2.07	2.07	36.39	0.057	2.01	0.0	0.1	26.139	D
C-AB	60.50	60.50	122.19	0.495	60.70	1.2	1.0	14.692	B
C-A	119.88	119.88			119.88				
A-B	12.30	12.30			12.30				
A-C	219.66	219.66			219.66				

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:15	17:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:15 - 16:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.25	199.47
	B	2.07	0.00	40.89
	C	156.71	64.70	0.00

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.32	182.08
	B	0.00	0.00	37.99
	C	175.14	70.29	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.49	178.35
	B	1.04	0.00	32.61
	C	143.56	63.15	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.42	222.66
	B	1.04	0.00	53.83
	C	150.81	82.82	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	12.84	225.56
	B	0.00	0.00	33.02
	C	162.41	80.75	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	14.49	210.86
	B	3.11	0.00	23.19
	C	133.63	69.88	0.00

Vehicle Mix

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	3
	C	2	2	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	3
	C	2	1	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	3
	C	1	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	4
	C	3	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	3
	C	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.39	10.88	0.6	B	36.92	221.54
B-A	0.08	30.28	0.1	D	1.21	7.25
C-AB	0.68	22.29	2.0	C	72.46	434.77
C-A					153.18	919.08
A-B					11.80	70.81
A-C					203.16	1218.96

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40.89	40.89	145.26	0.282	40.50	0.0	0.4	8.783	A
B-A	2.07	2.07	41.17	0.050	2.02	0.0	0.1	22.960	C
C-AB	64.75	64.75	128.77	0.503	63.75	0.0	1.0	13.869	B
C-A	156.67	156.67			156.67				
A-B	7.25	7.25			7.25				
A-C	199.47	199.47			199.47				

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37.99	37.99	152.51	0.249	38.05	0.4	0.3	8.077	A
B-A	0.00	0.00	40.05	0.000	0.05	0.1	0.0	0.000	A
C-AB	70.39	70.39	132.83	0.530	70.27	1.0	1.1	14.587	B
C-A	175.04	175.04			175.04				
A-B	9.32	9.32			9.32				
A-C	182.08	182.08			182.08				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32.61	32.61	151.85	0.215	32.67	0.3	0.3	7.780	A
B-A	1.04	1.04	46.75	0.022	1.01	0.0	0.0	19.668	C
C-AB	63.17	63.17	132.32	0.477	63.34	1.1	1.0	13.277	B
C-A	143.54	143.54			143.54				
A-B	14.49	14.49			14.49				
A-C	178.35	178.35			178.35				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53.83	53.83	138.84	0.388	53.47	0.3	0.6	10.880	B
B-A	1.04	1.04	30.73	0.034	1.02	0.0	0.0	30.278	D
C-AB	84.36	84.36	123.56	0.683	83.29	1.0	2.0	21.797	C
C-A	149.27	149.27			149.27				
A-B	12.42	12.42			12.42				
A-C	222.66	222.66			222.66				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33.02	33.02	139.30	0.237	33.34	0.6	0.3	8.853	A
B-A	0.00	0.00	29.08	0.000	0.03	0.0	0.0	0.000	A
C-AB	82.08	82.08	122.48	0.670	82.08	2.0	2.0	22.289	C
C-A	161.07	161.07			161.07				
A-B	12.84	12.84			12.84				
A-C	225.56	225.56			225.56				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23.19	23.19	138.24	0.168	23.31	0.3	0.2	8.016	A
B-A	3.11	3.11	39.89	0.078	3.02	0.0	0.1	24.359	C
C-AB	70.01	70.01	124.09	0.564	70.70	2.0	1.3	17.028	C
C-A	133.49	133.49			133.49				
A-B	14.49	14.49			14.49				
A-C	210.86	210.86			210.86				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 76 (three arm)_V3.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 04/04/2025 15:54:54

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2024														
Stream B-C	D1	0.2	7.27	0.16	A	2.09	A	D2	0.3	7.98	0.24	A	1.67	A
Stream B-A		0.2	24.65	0.18	C				0.3	17.87	0.22	C		
Stream C-AB		1.1	15.04	0.53	C				0.3	9.04	0.23	A		
FB WD														
Stream B-C	D3	0.2	7.43	0.17	A	2.20	A	D4	0.3	8.20	0.25	A	1.74	A
Stream B-A		0.2	27.10	0.19	D				0.3	19.06	0.23	C		
Stream C-AB		1.2	15.74	0.55	C				0.3	9.24	0.24	A		
FB+CD WD														
Stream B-C	D5	0.2	7.43	0.17	A	2.20	A	D6	0.3	8.20	0.25	A	1.74	A
Stream B-A		0.2	27.10	0.19	D				0.3	19.06	0.23	C		
Stream C-AB		1.2	15.74	0.55	C				0.3	9.24	0.24	A		
FB+CD+N2T WD														
Stream B-C	D7	0.2	7.54	0.17	A	2.20	A	D8	0.3	8.34	0.26	A	1.74	A
Stream B-A		0.2	28.77	0.19	D				0.3	19.91	0.24	C		
Stream C-AB		1.3	16.01	0.56	C				0.3	9.35	0.24	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

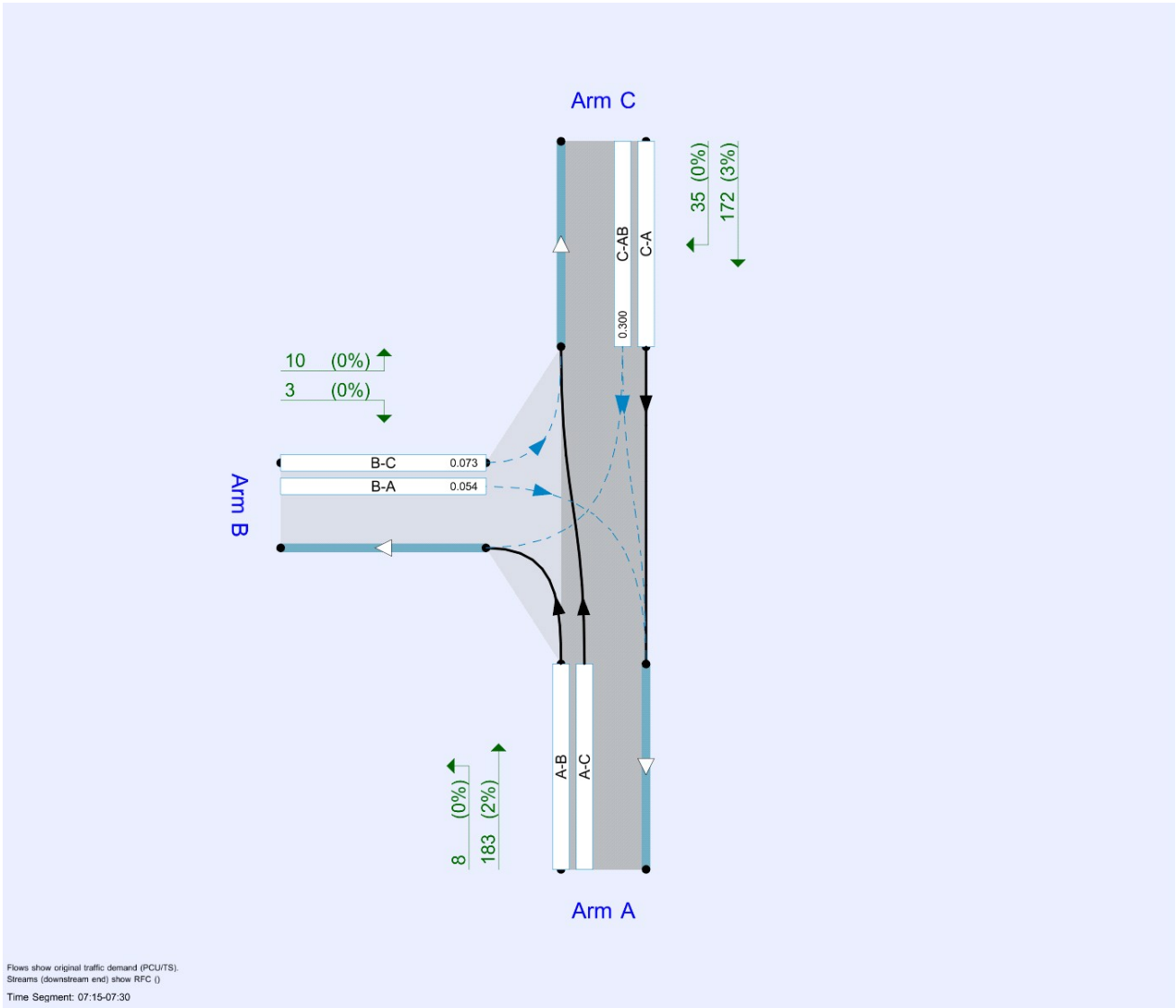
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A176 Noak Hill Road (S)		Major
B	Laindon Common Road (SW)		Minor
C	A176 Noak Hill Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.97			118.3	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	8.70	5.10	4.32	4.32		1.00	48	78

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	136.834	0.091	0.230	0.145	0.329
B-C	195.905	0.110	0.278	-	-
C-B	160.624	0.228	0.228	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.00	172.40
	B	3.00	0.00	10.00
	C	161.70	34.00	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	18.90	157.40
	B	4.00	0.00	11.10
	C	174.00	38.40	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	15.00	154.20
	B	3.00	0.00	10.00
	C	190.40	50.00	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	16.00	180.80
	B	2.00	0.00	14.00
	C	193.90	49.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	30.00	150.90
	B	3.00	0.00	24.00
	C	262.00	63.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	23.00	84.10
	B	15.00	0.00	9.90
	C	196.70	30.00	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	4
	B	0	0	9
	C	2	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	1	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	13
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.16	7.27	0.2	A	13.17	79.00
B-A	0.18	24.65	0.2	C	5.00	30.00
C-AB	0.53	15.04	1.1	C	44.72	268.30
C-A					195.80	1174.80
A-B					18.48	110.90
A-C					149.97	899.80

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.00	10.00	145.36	0.069	9.93	0.0	0.1	6.642	A
B-A	3.00	3.00	61.74	0.049	2.95	0.0	0.1	15.296	C
C-AB	34.02	34.02	119.65	0.284	33.63	0.0	0.4	10.418	B
C-A	161.68	161.68			161.68				
A-B	8.00	8.00			8.00				
A-C	172.40	172.40			172.40				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11.10	11.10	146.83	0.076	11.09	0.1	0.1	6.910	A
B-A	4.00	4.00	61.19	0.065	3.98	0.1	0.1	15.728	C
C-AB	38.46	38.46	120.68	0.319	38.39	0.4	0.5	10.926	B
C-A	173.94	173.94			173.94				
A-B	18.90	18.90			18.90				
A-C	157.40	157.40			157.40				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.00	10.00	149.28	0.067	10.01	0.1	0.1	6.782	A
B-A	3.00	3.00	55.74	0.054	3.01	0.1	0.1	17.072	C
C-AB	50.37	50.37	123.00	0.409	50.15	0.5	0.7	12.315	B
C-A	190.03	190.03			190.03				
A-B	15.00	15.00			15.00				
A-C	154.20	154.20			154.20				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.00	14.00	142.12	0.099	13.97	0.1	0.1	7.020	A
B-A	2.00	2.00	48.39	0.041	2.01	0.1	0.0	19.413	C
C-AB	49.47	49.47	116.95	0.423	49.43	0.7	0.7	13.320	B
C-A	193.43	193.43			193.43				
A-B	16.00	16.00			16.00				
A-C	180.80	180.80			180.80				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.00	24.00	147.60	0.163	23.92	0.1	0.2	7.271	A
B-A	3.00	3.00	39.44	0.076	2.96	0.0	0.1	24.647	C
C-AB	65.97	65.97	125.09	0.527	65.58	0.7	1.1	15.039	C
C-A	259.03	259.03			259.03				
A-B	30.00	30.00			30.00				
A-C	150.90	150.90			150.90				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9.90	9.90	146.86	0.067	10.02	0.2	0.1	6.766	A
B-A	15.00	15.00	84.45	0.178	14.87	0.1	0.2	12.910	B
C-AB	30.00	30.00	136.27	0.220	30.84	1.1	0.3	8.601	A
C-A	196.70	196.70			196.70				
A-B	23.00	23.00			23.00				
A-C	84.10	84.10			84.10				

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.00	147.10
	B	9.00	0.00	18.00
	C	173.60	22.40	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.00	133.10
	B	9.00	0.00	33.00
	C	185.30	23.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.00	133.60
	B	14.00	0.00	29.60
	C	214.10	29.20	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.00	144.80
	B	14.00	0.00	29.40
	C	206.80	26.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	16.00	110.00
	B	11.00	0.00	38.00
	C	201.60	28.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.00	138.20
	B	14.00	0.00	29.00
	C	156.50	20.00	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.24	7.98	0.3	A	29.50	177.00
B-A	0.22	17.87	0.3	C	11.83	71.00
C-AB	0.23	9.04	0.3	A	24.77	148.62
C-A					189.65	1137.88
A-B					10.50	63.00
A-C					134.47	806.80

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18.00	18.00	146.17	0.123	17.86	0.0	0.1	7.007	A
B-A	9.00	9.00	70.25	0.128	8.86	0.0	0.1	14.626	B
C-AB	22.40	22.40	124.19	0.180	22.18	0.0	0.2	8.805	A
C-A	173.60	173.60			173.60				
A-B	13.00	13.00			13.00				
A-C	147.10	147.10			147.10				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33.00	33.00	152.66	0.216	32.87	0.1	0.3	7.505	A
B-A	9.00	9.00	70.01	0.129	9.00	0.1	0.1	14.750	B
C-AB	23.00	23.00	128.29	0.179	23.00	0.2	0.2	8.547	A
C-A	185.30	185.30			185.30				
A-B	9.00	9.00			9.00				
A-C	133.10	133.10			133.10				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29.60	29.60	145.94	0.203	29.62	0.3	0.3	7.751	A
B-A	14.00	14.00	65.04	0.215	13.88	0.1	0.3	17.551	C
C-AB	29.21	29.21	128.65	0.227	29.13	0.2	0.3	9.037	A
C-A	214.09	214.09			214.09				
A-B	7.00	7.00			7.00				
A-C	133.60	133.60			133.60				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29.40	29.40	142.55	0.206	29.40	0.3	0.3	7.976	A
B-A	14.00	14.00	64.36	0.218	13.99	0.3	0.3	17.866	C
C-AB	26.00	26.00	125.64	0.207	26.03	0.3	0.3	9.038	A
C-A	206.80	206.80			206.80				
A-B	9.00	9.00			9.00				
A-C	144.80	144.80			144.80				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38.00	38.00	156.32	0.243	37.94	0.3	0.3	7.599	A
B-A	11.00	11.00	70.49	0.156	11.09	0.3	0.2	15.170	C
C-AB	28.00	28.00	131.96	0.212	28.00	0.3	0.3	8.656	A
C-A	201.60	201.60			201.60				
A-B	16.00	16.00			16.00				
A-C	110.00	110.00			110.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29.00	29.00	146.05	0.199	29.07	0.3	0.3	7.697	A
B-A	14.00	14.00	75.35	0.186	13.96	0.2	0.2	14.652	B
C-AB	20.00	20.00	127.12	0.157	20.08	0.3	0.2	8.413	A
C-A	156.50	156.50			156.50				
A-B	9.00	9.00			9.00				
A-C	138.20	138.20			138.20				

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.27	178.22
	B	3.10	0.00	10.34
	C	167.16	35.15	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	19.54	162.72
	B	4.14	0.00	11.47
	C	179.88	39.70	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	15.51	159.41
	B	3.10	0.00	10.34
	C	196.83	51.69	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	16.54	186.91
	B	2.07	0.00	14.47
	C	200.45	50.66	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	31.01	156.00
	B	3.10	0.00	24.81
	C	270.85	65.13	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	23.78	86.94
	B	15.51	0.00	10.23
	C	203.34	31.01	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	4
	B	0	0	9
	C	2	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	1	0	0

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	3
B	0	0	0
C	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	4
B	0	0	13
C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.17	7.43	0.2	A	13.61	81.67
B-A	0.19	27.10	0.2	D	5.17	31.01
C-AB	0.55	15.74	1.2	C	46.48	278.85
C-A					202.17	1212.99
A-B					19.11	114.65
A-C					155.03	930.20

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.34	10.34	143.59	0.072	10.26	0.0	0.1	6.748	A
B-A	3.10	3.10	59.20	0.052	3.05	0.0	0.1	16.012	C
C-AB	35.18	35.18	118.29	0.297	34.77	0.0	0.4	10.726	B
C-A	167.13	167.13			167.13				
A-B	8.27	8.27			8.27				
A-C	178.22	178.22			178.22				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11.47	11.47	145.11	0.079	11.46	0.1	0.1	7.017	A
B-A	4.14	4.14	58.60	0.071	4.11	0.1	0.1	16.518	C
C-AB	39.78	39.78	119.39	0.333	39.70	0.4	0.5	11.283	B
C-A	179.80	179.80			179.80				
A-B	19.54	19.54			19.54				
A-C	162.72	162.72			162.72				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.34	10.34	147.60	0.070	10.35	0.1	0.1	6.883	A
B-A	3.10	3.10	53.00	0.059	3.11	0.1	0.1	18.048	C
C-AB	52.21	52.21	122.01	0.428	51.96	0.5	0.7	12.805	B
C-A	196.32	196.32			196.32				
A-B	15.51	15.51			15.51				
A-C	159.41	159.41			159.41				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.47	14.47	140.23	0.103	14.44	0.1	0.1	7.152	A
B-A	2.07	2.07	45.47	0.045	2.08	0.1	0.0	20.753	C
C-AB	51.33	51.33	115.84	0.443	51.28	0.7	0.8	13.929	B
C-A	199.78	199.78			199.78				
A-B	16.54	16.54			16.54				
A-C	186.91	186.91			186.91				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.81	24.81	145.70	0.170	24.72	0.1	0.2	7.434	A
B-A	3.10	3.10	36.23	0.086	3.06	0.0	0.1	27.103	D
C-AB	69.34	69.34	125.70	0.552	68.88	0.8	1.2	15.742	C
C-A	266.64	266.64			266.64				
A-B	31.01	31.01			31.01				
A-C	156.00	156.00			156.00				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.23	10.23	145.52	0.070	10.36	0.2	0.1	6.849	A
B-A	15.51	15.51	82.17	0.189	15.37	0.1	0.2	13.447	B
C-AB	31.02	31.02	135.45	0.229	31.97	1.2	0.3	8.775	A
C-A	203.34	203.34			203.34				
A-B	23.78	23.78			23.78				
A-C	86.94	86.94			86.94				

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.46	152.28
	B	9.32	0.00	18.63
	C	179.72	23.19	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.32	137.79
	B	9.32	0.00	34.16
	C	191.83	23.81	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.25	138.31
	B	14.49	0.00	30.64
	C	221.65	30.23	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.32	149.90
	B	14.49	0.00	30.44
	C	214.09	26.92	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	16.56	113.88
	B	11.39	0.00	39.34
	C	208.70	28.99	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.32	143.07
	B	14.49	0.00	30.02
	C	162.02	20.70	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.25	8.20	0.3	A	30.54	183.24
B-A	0.23	19.06	0.3	C	12.25	73.50
C-AB	0.24	9.24	0.3	A	25.64	153.86
C-A					196.33	1177.98
A-B					10.87	65.22
A-C					139.21	835.23

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18.63	18.63	144.33	0.129	18.49	0.0	0.1	7.145	A
B-A	9.32	9.32	67.81	0.137	9.16	0.0	0.2	15.306	C
C-AB	23.19	23.19	122.91	0.189	22.96	0.0	0.2	8.984	A
C-A	179.72	179.72			179.72				
A-B	13.46	13.46			13.46				
A-C	152.28	152.28			152.28				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34.16	34.16	150.90	0.226	34.02	0.1	0.3	7.691	A
B-A	9.32	9.32	67.61	0.138	9.32	0.2	0.2	15.436	C
C-AB	23.81	23.81	127.15	0.187	23.81	0.2	0.2	8.708	A
C-A	191.83	191.83			191.83				
A-B	9.32	9.32			9.32				
A-C	137.79	137.79			137.79				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.64	30.64	143.69	0.213	30.66	0.3	0.3	7.963	A
B-A	14.49	14.49	62.38	0.232	14.36	0.2	0.3	18.687	C
C-AB	30.24	30.24	127.53	0.237	30.16	0.2	0.3	9.235	A
C-A	221.64	221.64			221.64				
A-B	7.25	7.25			7.25				
A-C	138.31	138.31			138.31				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.44	30.44	140.17	0.217	30.43	0.3	0.3	8.201	A
B-A	14.49	14.49	61.68	0.235	14.49	0.3	0.3	19.064	C
C-AB	26.92	26.92	124.41	0.216	26.95	0.3	0.3	9.237	A
C-A	214.08	214.08			214.08				
A-B	9.32	9.32			9.32				
A-C	149.90	149.90			149.90				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.34	39.34	154.59	0.254	39.28	0.3	0.3	7.801	A
B-A	11.39	11.39	68.08	0.167	11.48	0.3	0.2	15.931	C
C-AB	28.99	28.99	130.96	0.221	28.99	0.3	0.3	8.825	A
C-A	208.70	208.70			208.70				
A-B	16.56	16.56			16.56				
A-C	113.88	113.88			113.88				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.02	30.02	144.06	0.208	30.09	0.3	0.3	7.903	A
B-A	14.49	14.49	73.04	0.198	14.46	0.2	0.2	15.350	C
C-AB	20.71	20.71	125.94	0.164	20.79	0.3	0.2	8.565	A
C-A	162.01	162.01			162.01				
A-B	9.32	9.32			9.32				
A-C	143.07	143.07			143.07				

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.27	178.22
	B	3.10	0.00	10.34
	C	167.16	35.15	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	19.54	162.72
	B	4.14	0.00	11.47
	C	179.88	39.70	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	15.51	159.41
	B	3.10	0.00	10.34
	C	196.83	51.69	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	16.54	186.91
	B	2.07	0.00	14.47
	C	200.45	50.66	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	31.01	156.00
	B	3.10	0.00	24.81
	C	270.85	65.13	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	23.78	86.94
	B	15.51	0.00	10.23
	C	203.34	31.01	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	4
	B	0	0	9
	C	2	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	1	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A	B	C
From	A	0	0	4
	B	0	0	13
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.17	7.43	0.2	A	13.61	81.67
B-A	0.19	27.10	0.2	D	5.17	31.01
C-AB	0.55	15.74	1.2	C	46.48	278.85
C-A					202.17	1212.99
A-B					19.11	114.65
A-C					155.03	930.20

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.34	10.34	143.59	0.072	10.26	0.0	0.1	6.748	A
B-A	3.10	3.10	59.20	0.052	3.05	0.0	0.1	16.012	C
C-AB	35.18	35.18	118.29	0.297	34.77	0.0	0.4	10.726	B
C-A	167.13	167.13			167.13				
A-B	8.27	8.27			8.27				
A-C	178.22	178.22			178.22				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11.47	11.47	145.11	0.079	11.46	0.1	0.1	7.017	A
B-A	4.14	4.14	58.60	0.071	4.11	0.1	0.1	16.518	C
C-AB	39.78	39.78	119.39	0.333	39.70	0.4	0.5	11.283	B
C-A	179.80	179.80			179.80				
A-B	19.54	19.54			19.54				
A-C	162.72	162.72			162.72				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.34	10.34	147.60	0.070	10.35	0.1	0.1	6.883	A
B-A	3.10	3.10	53.00	0.059	3.11	0.1	0.1	18.048	C
C-AB	52.21	52.21	122.01	0.428	51.96	0.5	0.7	12.805	B
C-A	196.32	196.32			196.32				
A-B	15.51	15.51			15.51				
A-C	159.41	159.41			159.41				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.47	14.47	140.23	0.103	14.44	0.1	0.1	7.152	A
B-A	2.07	2.07	45.47	0.045	2.08	0.1	0.0	20.753	C
C-AB	51.33	51.33	115.84	0.443	51.28	0.7	0.8	13.929	B
C-A	199.78	199.78			199.78				
A-B	16.54	16.54			16.54				
A-C	186.91	186.91			186.91				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.81	24.81	145.70	0.170	24.72	0.1	0.2	7.434	A
B-A	3.10	3.10	36.23	0.086	3.06	0.0	0.1	27.103	D
C-AB	69.34	69.34	125.70	0.552	68.88	0.8	1.2	15.742	C
C-A	266.64	266.64			266.64				
A-B	31.01	31.01			31.01				
A-C	156.00	156.00			156.00				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.23	10.23	145.52	0.070	10.36	0.2	0.1	6.849	A
B-A	15.51	15.51	82.17	0.189	15.37	0.1	0.2	13.447	B
C-AB	31.02	31.02	135.45	0.229	31.97	1.2	0.3	8.775	A
C-A	203.34	203.34			203.34				
A-B	23.78	23.78			23.78				
A-C	86.94	86.94			86.94				

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.46	152.28
	B	9.32	0.00	18.63
	C	179.72	23.19	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.32	137.79
	B	9.32	0.00	34.16
	C	191.83	23.81	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.25	138.31
	B	14.49	0.00	30.64
	C	221.65	30.23	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.32	149.90
	B	14.49	0.00	30.44
	C	214.09	26.92	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	16.56	113.88
	B	11.39	0.00	39.34
	C	208.70	28.99	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.32	143.07
	B	14.49	0.00	30.02
	C	162.02	20.70	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.25	8.20	0.3	A	30.54	183.24
B-A	0.23	19.06	0.3	C	12.25	73.50
C-AB	0.24	9.24	0.3	A	25.64	153.86
C-A					196.33	1177.98
A-B					10.87	65.22
A-C					139.21	835.23

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18.63	18.63	144.33	0.129	18.49	0.0	0.1	7.145	A
B-A	9.32	9.32	67.81	0.137	9.16	0.0	0.2	15.306	C
C-AB	23.19	23.19	122.91	0.189	22.96	0.0	0.2	8.984	A
C-A	179.72	179.72			179.72				
A-B	13.46	13.46			13.46				
A-C	152.28	152.28			152.28				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34.16	34.16	150.90	0.226	34.02	0.1	0.3	7.691	A
B-A	9.32	9.32	67.61	0.138	9.32	0.2	0.2	15.436	C
C-AB	23.81	23.81	127.15	0.187	23.81	0.2	0.2	8.708	A
C-A	191.83	191.83			191.83				
A-B	9.32	9.32			9.32				
A-C	137.79	137.79			137.79				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.64	30.64	143.69	0.213	30.66	0.3	0.3	7.963	A
B-A	14.49	14.49	62.38	0.232	14.36	0.2	0.3	18.687	C
C-AB	30.24	30.24	127.53	0.237	30.16	0.2	0.3	9.235	A
C-A	221.64	221.64			221.64				
A-B	7.25	7.25			7.25				
A-C	138.31	138.31			138.31				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.44	30.44	140.17	0.217	30.43	0.3	0.3	8.201	A
B-A	14.49	14.49	61.68	0.235	14.49	0.3	0.3	19.064	C
C-AB	26.92	26.92	124.41	0.216	26.95	0.3	0.3	9.237	A
C-A	214.08	214.08			214.08				
A-B	9.32	9.32			9.32				
A-C	149.90	149.90			149.90				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.34	39.34	154.59	0.254	39.28	0.3	0.3	7.801	A
B-A	11.39	11.39	68.08	0.167	11.48	0.3	0.2	15.931	C
C-AB	28.99	28.99	130.96	0.221	28.99	0.3	0.3	8.825	A
C-A	208.70	208.70			208.70				
A-B	16.56	16.56			16.56				
A-C	113.88	113.88			113.88				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.02	30.02	144.06	0.208	30.09	0.3	0.3	7.903	A
B-A	14.49	14.49	73.04	0.198	14.46	0.2	0.2	15.350	C
C-AB	20.71	20.71	125.94	0.164	20.79	0.3	0.2	8.565	A
C-A	162.01	162.01			162.01				
A-B	9.32	9.32			9.32				
A-C	143.07	143.07			143.07				

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	8.27	183.48
	B	3.10	0.00	10.34
	C	172.42	35.15	0.00

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	19.54	167.97
	B	4.14	0.00	11.47
	C	185.13	39.70	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	15.51	164.67
	B	3.10	0.00	10.34
	C	202.09	51.69	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	16.54	192.16
	B	2.07	0.00	14.47
	C	205.71	50.66	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	31.01	161.25
	B	3.10	0.00	24.81
	C	276.11	65.13	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	23.78	92.20
	B	15.51	0.00	10.23
	C	208.60	31.01	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	3	0	0

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	5
	B	0	0	9
	C	3	0	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	3	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	1	0	0

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	5
B	0	0	0
C	1	0	0

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	6
B	0	0	13
C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.17	7.54	0.2	A	13.61	81.67
B-A	0.19	28.77	0.2	D	5.17	31.01
C-AB	0.56	16.01	1.3	C	46.56	279.39
C-A					207.33	1244.00
A-B					19.11	114.65
A-C					160.29	961.73

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.34	10.34	142.08	0.073	10.26	0.0	0.1	6.825	A
B-A	3.10	3.10	57.23	0.054	3.05	0.0	0.1	16.594	C
C-AB	35.19	35.19	117.11	0.300	34.76	0.0	0.4	10.876	B
C-A	172.38	172.38			172.38				
A-B	8.27	8.27			8.27				
A-C	183.48	183.48			183.48				

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11.47	11.47	143.58	0.080	11.46	0.1	0.1	7.098	A
B-A	4.14	4.14	56.61	0.073	4.11	0.1	0.1	17.136	C
C-AB	39.79	39.79	118.21	0.337	39.71	0.4	0.5	11.453	B
C-A	185.04	185.04			185.04				
A-B	19.54	19.54			19.54				
A-C	167.97	167.97			167.97				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.34	10.34	146.07	0.071	10.35	0.1	0.1	6.961	A
B-A	3.10	3.10	51.02	0.061	3.11	0.1	0.1	18.790	C
C-AB	52.26	52.26	120.92	0.432	52.01	0.5	0.7	13.016	B
C-A	201.52	201.52			201.52				
A-B	15.51	15.51			15.51				
A-C	164.67	164.67			164.67				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.47	14.47	138.71	0.104	14.44	0.1	0.1	7.240	A
B-A	2.07	2.07	43.52	0.048	2.08	0.1	0.1	21.726	C
C-AB	51.40	51.40	114.79	0.448	51.34	0.7	0.8	14.176	B
C-A	204.96	204.96			204.96				
A-B	16.54	16.54			16.54				
A-C	192.16	192.16			192.16				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24.81	24.81	144.07	0.172	24.72	0.1	0.2	7.536	A
B-A	3.10	3.10	34.29	0.090	3.06	0.1	0.1	28.773	D
C-AB	69.74	69.74	125.12	0.557	69.26	0.8	1.3	16.010	C
C-A	271.50	271.50			271.50				
A-B	31.01	31.01			31.01				
A-C	161.25	161.25			161.25				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.23	10.23	143.99	0.071	10.36	0.2	0.1	6.924	A
B-A	15.51	15.51	79.98	0.194	15.37	0.1	0.2	13.902	B
C-AB	31.02	31.02	134.30	0.231	32.00	1.3	0.3	8.881	A
C-A	208.59	208.59			208.59				
A-B	23.78	23.78			23.78				
A-C	92.20	92.20			92.20				

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	13.46	157.54
	B	9.32	0.00	18.63
	C	184.97	23.19	0.00

16:45 - 17:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.32	143.05
	B	9.32	0.00	34.16
	C	197.09	23.81	0.00

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	7.25	143.56
	B	14.49	0.00	30.64
	C	226.90	30.23	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.32	155.16
	B	14.49	0.00	30.44
	C	219.34	26.92	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	16.56	119.13
	B	11.39	0.00	39.34
	C	213.96	28.99	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	9.32	148.33
	B	14.49	0.00	30.02
	C	167.27	20.70	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	1	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.26	8.34	0.3	A	30.54	183.24
B-A	0.24	19.91	0.3	C	12.25	73.50
C-AB	0.24	9.35	0.3	A	25.64	153.86
C-A					201.59	1209.51
A-B					10.87	65.22
A-C					144.46	866.77

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18.63	18.63	142.76	0.131	18.49	0.0	0.1	7.232	A
B-A	9.32	9.32	65.80	0.142	9.16	0.0	0.2	15.844	C
C-AB	23.19	23.19	121.71	0.191	22.96	0.0	0.2	9.093	A
C-A	184.97	184.97			184.97				
A-B	13.46	13.46			13.46				
A-C	157.54	157.54			157.54				

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34.16	34.16	149.29	0.229	34.02	0.1	0.3	7.799	A
B-A	9.32	9.32	65.64	0.142	9.32	0.2	0.2	15.977	C
C-AB	23.81	23.81	125.95	0.189	23.81	0.2	0.2	8.810	A
C-A	197.08	197.08			197.08				
A-B	9.32	9.32			9.32				
A-C	143.05	143.05			143.05				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.64	30.64	141.88	0.216	30.66	0.3	0.3	8.094	A
B-A	14.49	14.49	60.37	0.240	14.35	0.2	0.3	19.558	C
C-AB	30.24	30.24	126.34	0.239	30.16	0.2	0.3	9.350	A
C-A	226.89	226.89			226.89				
A-B	7.25	7.25			7.25				
A-C	143.56	143.56			143.56				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.44	30.44	138.34	0.220	30.43	0.3	0.3	8.340	A
B-A	14.49	14.49	59.66	0.243	14.49	0.3	0.3	19.915	C
C-AB	26.92	26.92	123.21	0.219	26.95	0.3	0.3	9.352	A
C-A	219.34	219.34			219.34				
A-B	9.32	9.32			9.32				
A-C	155.16	155.16			155.16				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.34	39.34	152.91	0.257	39.28	0.3	0.3	7.916	A
B-A	11.39	11.39	66.10	0.172	11.49	0.3	0.2	16.511	C
C-AB	28.99	28.99	129.77	0.223	28.99	0.3	0.3	8.930	A
C-A	213.95	213.95			213.95				
A-B	16.56	16.56			16.56				
A-C	119.13	119.13			119.13				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30.02	30.02	142.39	0.211	30.09	0.3	0.3	8.019	A
B-A	14.49	14.49	71.03	0.204	14.45	0.2	0.3	15.895	C
C-AB	20.71	20.71	124.75	0.166	20.79	0.3	0.2	8.665	A
C-A	167.27	167.27			167.27				
A-B	9.32	9.32			9.32				
A-C	148.33	148.33			148.33				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 77 (four_arm)_V3.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 24/03/2025 10:09:55

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Arm A	D1	1.0	4.89	0.50	A	3.83	A	D2	0.3	3.38	0.24	A	3.55	A
Arm B		0.1	6.81	0.07	A				0.0	5.83	0.03	A		
Arm C		0.7	2.95	0.41	A				0.6	2.65	0.36	A		
Arm D		0.6	3.87	0.35	A				0.9	4.51	0.48	A		
	FB WD													
Arm A	D3	1.1	5.14	0.52	A	3.97	A	D4	0.3	3.46	0.25	A	3.67	A
Arm B		0.1	7.05	0.07	A				0.0	5.98	0.03	A		
Arm C		0.7	3.02	0.42	A				0.6	2.71	0.37	A		
Arm D		0.6	4.01	0.37	A				1.0	4.73	0.50	A		
	FB+CD WD													
Arm A	D5	1.1	5.14	0.52	A	3.97	A	D6	0.3	3.46	0.25	A	3.67	A
Arm B		0.1	7.05	0.07	A				0.0	5.98	0.03	A		
Arm C		0.7	3.02	0.42	A				0.6	2.71	0.37	A		
Arm D		0.6	4.01	0.37	A				1.0	4.73	0.50	A		
	FB+CD+N2T WD													
Arm A	D7	1.1	5.23	0.53	A	4.08	A	D8	0.3	3.50	0.26	A	3.81	A
Arm B		0.1	7.18	0.07	A				0.0	6.08	0.03	A		
Arm C		0.8	3.09	0.43	A				0.6	2.78	0.38	A		
Arm D		0.6	4.22	0.39	A				1.1	4.99	0.52	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

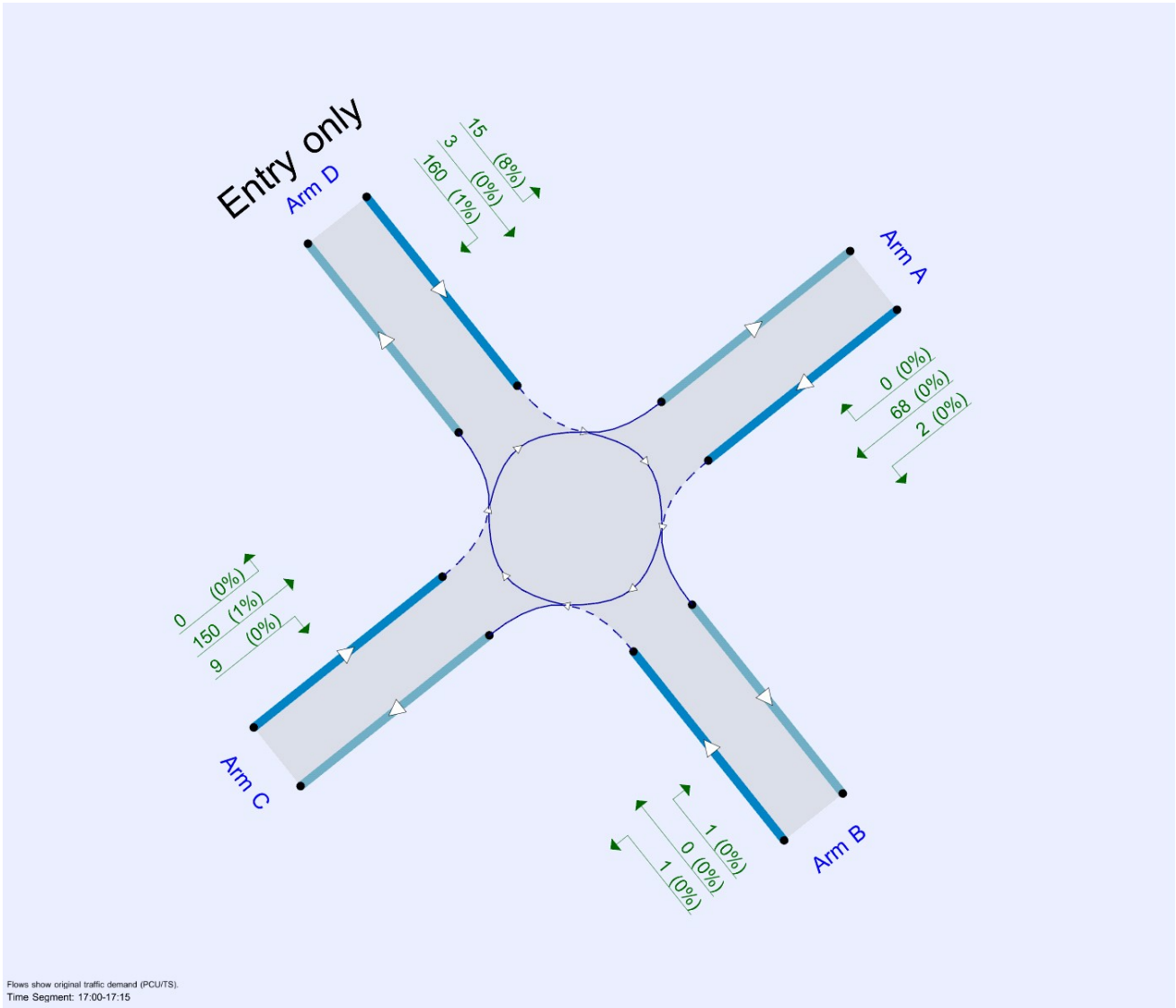
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓
D2	2024	PM	DIRECT	15:45	17:15	90	15	✓
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓
D4	FB WD	PM	DIRECT	15:45	17:15	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓
D6	FB+CD WD	PM	DIRECT	15:45	17:15	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	15:45	17:15	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A176 (NE)	
B	Kennel Lane (E)	
C	A176 Noak Hill Road (S)	
D	A176 Laindon Road (NW)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	3.60	7.63	15.3	22.2	61.9	26.0	
B	2.29	5.49	5.1	19.1	61.9	18.0	
C	5.58	7.75	11.5	27.8	61.9	32.0	
D	6.52	6.52	0.0	11.5	61.9	27.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A	0.566	446.458
B	0.447	263.804
C	0.619	528.838
D	0.578	481.107

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	1.00	0.00	65.40	0.00
	B	0.20	0.00	3.00	0.00
	C	212.40	3.00	0.00	0.00
	D	5.00	1.00	101.90	0.00

07:30 - 07:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	0.00	83.50	0.00
	B	0.00	0.00	4.00	0.00
	C	166.20	4.00	0.00	0.00
	D	6.00	1.00	113.70	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	2.00	84.10	0.00
	B	0.00	0.00	3.00	0.00
	C	145.20	0.00	0.00	0.00
	D	4.90	5.00	129.60	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	2.00	1.00	139.00	0.00
	B	0.00	0.00	8.40	0.00
	C	182.00	4.00	0.00	0.00
	D	5.00	3.00	118.20	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	9.00	176.40	0.00
	B	0.00	0.00	2.00	0.00
	C	186.10	15.00	0.00	0.00
	D	6.00	9.00	113.80	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	2.00	146.20	0.00
	B	1.40	0.00	9.00	0.00
	C	79.60	6.90	0.00	0.00
	D	5.90	2.00	89.30	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	5	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	4	0	0	0
	D	0	0	3	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	25	0	2	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	2	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	2	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	5	20	0	0
	D	20	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.50	4.89	1.0	A	118.60	711.60
B	0.07	6.81	0.1	A	5.17	31.00
C	0.41	2.95	0.7	A	167.40	1004.40
D	0.35	3.87	0.6	A	120.05	720.30

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	66.40	66.40	105.46	386.75	0.172	66.19	217.88	0.0	0.2	2.806	A
B	3.20	3.20	167.67	188.83	0.017	3.18	3.99	0.0	0.0	4.848	A
C	215.40	215.40	1.20	528.10	0.408	214.70	169.65	0.0	0.7	2.948	A
D	107.90	107.90	215.89	356.27	0.303	107.45	0.00	0.0	0.5	3.784	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	83.50	83.50	118.68	379.27	0.220	83.42	172.41	0.2	0.3	3.079	A
B	4.00	4.00	197.11	175.66	0.023	3.99	5.00	0.0	0.0	5.242	A
C	170.20	170.20	0.00	528.84	0.322	170.41	201.10	0.7	0.5	2.605	A
D	120.70	120.70	170.42	382.57	0.316	120.68	0.00	0.5	0.5	3.523	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	86.10	86.10	134.53	370.30	0.233	86.08	150.20	0.3	0.3	3.202	A
B	3.00	3.00	213.62	168.28	0.018	3.00	6.99	0.0	0.0	5.447	A
C	145.20	145.20	0.00	528.84	0.275	145.31	216.62	0.5	0.4	2.379	A
D	139.50	139.50	145.31	397.09	0.351	139.42	0.00	0.5	0.6	3.568	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	142.00	142.00	125.22	375.57	0.378	141.70	188.83	0.3	0.6	3.844	A
B	8.40	8.40	258.92	148.02	0.057	8.36	8.00	0.0	0.1	6.442	A
C	186.00	186.00	1.99	527.60	0.353	185.83	265.29	0.4	0.6	2.720	A
D	126.20	126.20	187.82	372.51	0.339	126.23	0.00	0.6	0.5	3.712	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	185.40	185.40	137.74	368.48	0.503	185.00	192.07	0.6	1.0	4.894	A
B	2.00	2.00	289.85	134.19	0.015	2.04	32.89	0.1	0.0	6.812	A
C	201.10	201.10	0.01	528.83	0.380	201.03	291.89	0.6	0.6	2.816	A
D	128.80	128.80	201.04	364.86	0.353	128.77	0.00	0.5	0.6	3.872	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	148.20	148.20	98.47	390.71	0.379	148.56	87.29	1.0	0.6	3.882	A
B	10.40	10.40	236.03	158.25	0.066	10.35	11.00	0.0	0.1	6.084	A
C	86.50	86.50	1.39	527.98	0.164	86.92	244.99	0.6	0.2	2.171	A
D	97.20	97.20	88.31	430.05	0.226	97.45	0.00	0.6	0.3	2.765	A

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

15:45 - 16:00

		To			
		A	B	C	D
From	A	1.00	3.00	85.80	0.00
	B	0.00	0.00	2.00	0.00
	C	149.60	2.00	0.00	0.00
	D	15.00	7.00	126.90	0.00

Demand (PCU/TS)

16:00 - 16:15

		To			
		A	B	C	D
From	A	1.00	0.00	72.90	0.00
	B	0.00	0.00	5.00	0.00
	C	154.30	9.00	1.00	0.00
	D	14.00	12.00	159.10	0.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	2.00	72.90	0.00
	B	0.00	0.00	5.00	0.00
	C	175.20	7.00	0.00	0.00
	D	14.50	4.00	141.20	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	1.00	4.00	71.60	0.00
	B	0.00	0.00	3.00	0.00
	C	162.70	5.00	0.00	0.00
	D	10.40	8.00	137.90	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	1.00	77.70	0.00
	B	0.00	0.00	2.00	0.00
	C	178.10	10.00	0.00	0.00
	D	10.40	5.00	134.30	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	2.00	65.60	0.00
	B	1.00	0.00	1.00	0.00
	C	145.30	9.00	0.00	0.00
	D	14.50	3.00	154.70	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	1	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	1	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	8	0	1	0

Heavy Vehicle Percentages

16:30 - 16:45

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	2	0

Heavy Vehicle Percentages

16:45 - 17:00

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	2	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	1	0	0	0
	D	8	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.24	3.38	0.3	A	76.92	461.50
B	0.03	5.83	0.0	A	3.17	19.00
C	0.36	2.65	0.6	A	168.03	1008.20
D	0.48	4.51	0.9	A	161.98	971.90

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	89.80	89.80	135.35	369.83	0.243	89.47	165.13	0.0	0.3	3.281	A
B	2.00	2.00	212.86	168.61	0.012	1.99	11.96	0.0	0.0	5.401	A
C	151.60	151.60	1.00	528.22	0.287	151.19	213.86	0.0	0.4	2.417	A
D	148.90	148.90	152.19	393.11	0.379	148.29	0.00	0.0	0.6	3.691	A

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	73.90	73.90	180.78	344.11	0.215	73.95	169.27	0.3	0.3	3.377	A
B	5.00	5.00	233.76	159.27	0.031	4.98	20.96	0.0	0.0	5.833	A
C	164.30	164.30	1.00	528.22	0.311	164.25	237.74	0.4	0.5	2.487	A
D	185.10	185.10	165.25	385.55	0.480	184.79	0.00	0.6	0.9	4.507	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	74.90	74.90	152.37	360.20	0.208	74.91	189.62	0.3	0.3	3.196	A
B	5.00	5.00	214.24	168.00	0.030	5.00	13.04	0.0	0.0	5.521	A
C	182.20	182.20	0.00	528.84	0.345	182.12	219.24	0.5	0.5	2.624	A
D	159.70	159.70	182.13	375.80	0.425	159.86	0.00	0.9	0.8	4.253	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	76.60	76.60	150.94	361.01	0.212	76.60	174.17	0.3	0.3	3.163	A
B	3.00	3.00	210.55	169.65	0.018	3.01	16.98	0.0	0.0	5.402	A
C	167.70	167.70	1.00	528.22	0.317	167.75	212.57	0.5	0.5	2.543	A
D	156.30	156.30	168.75	383.53	0.408	156.35	0.00	0.8	0.7	4.039	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	78.70	78.70	149.30	361.93	0.217	78.69	188.44	0.3	0.3	3.216	A
B	2.00	2.00	211.98	169.01	0.012	2.01	16.01	0.0	0.0	5.388	A
C	188.10	188.10	0.00	528.84	0.356	188.02	213.98	0.5	0.6	2.654	A
D	149.70	149.70	188.03	372.39	0.402	149.72	0.00	0.7	0.7	4.127	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	67.60	67.60	166.62	352.12	0.192	67.64	160.91	0.3	0.2	3.165	A
B	2.00	2.00	220.26	165.31	0.012	2.00	14.01	0.0	0.0	5.510	A
C	154.30	154.30	0.99	528.22	0.292	154.44	221.26	0.6	0.4	2.425	A
D	172.20	172.20	155.43	391.23	0.440	172.10	0.00	0.7	0.8	4.154	A

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:15 - 07:30

		To			
		A	B	C	D
From	A	1.03	0.00	67.64	0.00
	B	0.21	0.00	3.10	0.00
	C	219.67	3.10	0.00	0.00
	D	5.17	1.03	105.39	0.00

Demand (PCU/TS)

07:30 - 07:45

		To			
		A	B	C	D
From	A	0.00	0.00	86.36	0.00
	B	0.00	0.00	4.14	0.00
	C	171.89	4.14	0.00	0.00
	D	6.21	1.03	117.59	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	2.07	86.98	0.00
	B	0.00	0.00	3.10	0.00
	C	150.17	0.00	0.00	0.00
	D	5.07	5.17	134.04	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	2.07	1.03	143.76	0.00
	B	0.00	0.00	8.69	0.00
	C	188.23	4.14	0.00	0.00
	D	5.17	3.10	122.25	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	9.31	182.44	0.00
	B	0.00	0.00	2.07	0.00
	C	192.47	15.51	0.00	0.00
	D	6.21	9.31	117.70	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	2.07	151.21	0.00
	B	1.45	0.00	9.31	0.00
	C	82.33	7.14	0.00	0.00
	D	6.10	2.07	92.36	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	5	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	4	0	0	0
	D	0	0	3	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	25	0	2	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	2	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	2	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	5	20	0	0
	D	20	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.52	5.14	1.1	A	122.66	735.96
B	0.07	7.05	0.1	A	5.34	32.06
C	0.42	3.02	0.7	A	173.13	1038.79
D	0.37	4.01	0.6	A	124.16	744.96

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	68.67	68.67	109.05	384.72	0.179	68.46	225.32	0.0	0.2	2.844	A
B	3.31	3.31	173.39	186.27	0.018	3.29	4.12	0.0	0.0	4.918	A
C	222.77	222.77	1.24	528.07	0.422	222.03	175.44	0.0	0.7	3.018	A
D	111.59	111.59	223.26	352.01	0.317	111.11	0.00	0.0	0.5	3.907	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	86.36	86.36	122.75	376.97	0.229	86.28	178.33	0.2	0.3	3.133	A
B	4.14	4.14	203.85	172.64	0.024	4.13	5.17	0.0	0.0	5.340	A
C	176.03	176.03	0.00	528.84	0.333	176.25	207.98	0.7	0.5	2.646	A
D	124.83	124.83	176.26	379.19	0.329	124.82	0.00	0.5	0.5	3.627	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	89.05	89.05	139.13	367.69	0.242	89.03	155.35	0.3	0.3	3.266	A
B	3.10	3.10	220.93	165.01	0.019	3.11	7.23	0.0	0.0	5.558	A
C	150.17	150.17	0.00	528.84	0.284	150.29	224.04	0.5	0.4	2.411	A
D	144.28	144.28	150.29	394.21	0.366	144.19	0.00	0.5	0.6	3.678	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	146.86	146.86	129.50	373.14	0.394	146.54	195.29	0.3	0.6	3.966	A
B	8.69	8.69	267.77	144.06	0.060	8.64	8.27	0.0	0.1	6.644	A
C	192.37	192.37	2.06	527.56	0.365	192.18	274.35	0.4	0.6	2.772	A
D	130.52	130.52	194.24	368.79	0.354	130.55	0.00	0.6	0.6	3.840	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	191.75	191.75	142.46	365.81	0.524	191.30	198.65	0.6	1.1	5.143	A
B	2.07	2.07	299.74	129.77	0.016	2.12	34.02	0.1	0.0	7.055	A
C	207.98	207.98	0.01	528.83	0.393	207.91	301.85	0.6	0.7	2.876	A
D	133.21	133.21	207.92	360.88	0.369	133.18	0.00	0.6	0.6	4.015	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	153.27	153.27	101.86	388.79	0.394	153.68	90.29	1.1	0.7	3.998	A
B	10.76	10.76	244.16	154.62	0.070	10.70	11.38	0.0	0.1	6.249	A
C	89.46	89.46	1.44	527.95	0.169	89.91	253.42	0.7	0.2	2.188	A
D	100.53	100.53	91.34	428.29	0.235	100.80	0.00	0.6	0.3	2.806	A

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	1.04	3.11	88.86	0.00
	B	0.00	0.00	2.07	0.00
	C	154.94	2.07	0.00	0.00
	D	15.54	7.25	131.43	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	1.04	0.00	75.50	0.00
	B	0.00	0.00	5.18	0.00
	C	159.81	9.32	1.04	0.00
	D	14.50	12.43	164.78	0.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	2.07	75.50	0.00
	B	0.00	0.00	5.18	0.00
	C	181.45	7.25	0.00	0.00
	D	15.02	4.14	146.24	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	1.04	4.14	74.16	0.00
	B	0.00	0.00	3.11	0.00
	C	168.51	5.18	0.00	0.00
	D	10.77	8.29	142.82	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	1.04	80.47	0.00
	B	0.00	0.00	2.07	0.00
	C	184.46	10.36	0.00	0.00
	D	10.77	5.18	139.09	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	2.07	67.94	0.00
	B	1.04	0.00	1.04	0.00
	C	150.49	9.32	0.00	0.00
	D	15.02	3.11	160.22	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	1	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	1	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	8	0	1	0

Heavy Vehicle Percentages

16:30 - 16:45

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	2	0

Heavy Vehicle Percentages

16:45 - 17:00

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	2	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	1	0	0	0
	D	8	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.25	3.46	0.3	A	79.66	477.97
B	0.03	5.98	0.0	A	3.28	19.68
C	0.37	2.71	0.6	A	174.03	1044.19
D	0.50	4.73	1.0	A	167.77	1006.59

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	93.01	93.01	140.16	367.11	0.253	92.66	171.02	0.0	0.3	3.350	A
B	2.07	2.07	220.44	165.23	0.013	2.06	12.38	0.0	0.0	5.515	A
C	157.01	157.01	1.03	528.20	0.297	156.58	221.46	0.0	0.4	2.452	A
D	154.22	154.22	157.62	389.97	0.395	153.56	0.00	0.0	0.7	3.821	A

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	76.54	76.54	187.20	340.47	0.225	76.59	175.31	0.3	0.3	3.457	A
B	5.18	5.18	242.08	155.55	0.033	5.16	21.71	0.0	0.0	5.984	A
C	170.16	170.16	1.04	528.20	0.322	170.12	246.21	0.4	0.5	2.528	A
D	191.71	191.71	171.15	382.14	0.502	191.36	0.00	0.7	1.0	4.734	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	77.57	77.57	157.82	357.11	0.217	77.59	196.39	0.3	0.3	3.262	A
B	5.18	5.18	221.90	164.57	0.031	5.18	13.51	0.0	0.0	5.648	A
C	188.70	188.70	0.00	528.84	0.357	188.62	227.08	0.5	0.6	2.674	A
D	165.40	165.40	188.63	372.04	0.445	165.58	0.00	1.0	0.8	4.447	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	79.33	79.33	156.33	357.95	0.222	79.33	180.39	0.3	0.3	3.229	A
B	3.11	3.11	218.08	166.28	0.019	3.12	17.59	0.0	0.0	5.515	A
C	173.69	173.69	1.03	528.20	0.329	173.74	220.16	0.6	0.5	2.584	A
D	161.88	161.88	174.78	380.05	0.426	161.94	0.00	0.8	0.8	4.209	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	81.51	81.51	154.63	358.92	0.227	81.50	195.16	0.3	0.3	3.284	A
B	2.07	2.07	219.55	165.63	0.013	2.08	16.58	0.0	0.0	5.504	A
C	194.81	194.81	0.00	528.84	0.368	194.73	221.62	0.5	0.6	2.708	A
D	155.04	155.04	194.74	368.51	0.421	155.06	0.00	0.8	0.7	4.305	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	70.01	70.01	172.57	348.76	0.201	70.06	166.65	0.3	0.3	3.229	A
B	2.07	2.07	228.11	161.80	0.013	2.07	14.51	0.0	0.0	5.634	A
C	159.81	159.81	1.03	528.20	0.303	159.95	229.16	0.6	0.4	2.462	A
D	178.35	178.35	160.98	388.02	0.460	178.24	0.00	0.7	0.9	4.339	A

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:15 - 07:30

		To			
		A	B	C	D
From	A	1.03	0.00	67.64	0.00
	B	0.21	0.00	3.10	0.00
	C	219.67	3.10	0.00	0.00
	D	5.17	1.03	105.39	0.00

Demand (PCU/TS)

07:30 - 07:45

		To			
		A	B	C	D
From	A	0.00	0.00	86.36	0.00
	B	0.00	0.00	4.14	0.00
	C	171.89	4.14	0.00	0.00
	D	6.21	1.03	117.59	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	2.07	86.98	0.00
	B	0.00	0.00	3.10	0.00
	C	150.17	0.00	0.00	0.00
	D	5.07	5.17	134.04	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	2.07	1.03	143.76	0.00
	B	0.00	0.00	8.69	0.00
	C	188.23	4.14	0.00	0.00
	D	5.17	3.10	122.25	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	9.31	182.44	0.00
	B	0.00	0.00	2.07	0.00
	C	192.47	15.51	0.00	0.00
	D	6.21	9.31	117.70	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	2.07	151.21	0.00
	B	1.45	0.00	9.31	0.00
	C	82.33	7.14	0.00	0.00
	D	6.10	2.07	92.36	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	5	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	4	0	0	0
	D	0	0	3	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	25	0	2	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	2	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	2	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	5	20	0	0
	D	20	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.52	5.14	1.1	A	122.66	735.96
B	0.07	7.05	0.1	A	5.34	32.06
C	0.42	3.02	0.7	A	173.13	1038.79
D	0.37	4.01	0.6	A	124.16	744.96

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	68.67	68.67	109.05	384.72	0.179	68.46	225.32	0.0	0.2	2.844	A
B	3.31	3.31	173.39	186.27	0.018	3.29	4.12	0.0	0.0	4.918	A
C	222.77	222.77	1.24	528.07	0.422	222.03	175.44	0.0	0.7	3.018	A
D	111.59	111.59	223.26	352.01	0.317	111.11	0.00	0.0	0.5	3.907	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	86.36	86.36	122.75	376.97	0.229	86.28	178.33	0.2	0.3	3.133	A
B	4.14	4.14	203.85	172.64	0.024	4.13	5.17	0.0	0.0	5.340	A
C	176.03	176.03	0.00	528.84	0.333	176.25	207.98	0.7	0.5	2.646	A
D	124.83	124.83	176.26	379.19	0.329	124.82	0.00	0.5	0.5	3.627	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	89.05	89.05	139.13	367.69	0.242	89.03	155.35	0.3	0.3	3.266	A
B	3.10	3.10	220.93	165.01	0.019	3.11	7.23	0.0	0.0	5.558	A
C	150.17	150.17	0.00	528.84	0.284	150.29	224.04	0.5	0.4	2.411	A
D	144.28	144.28	150.29	394.21	0.366	144.19	0.00	0.5	0.6	3.678	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	146.86	146.86	129.50	373.14	0.394	146.54	195.29	0.3	0.6	3.966	A
B	8.69	8.69	267.77	144.06	0.060	8.64	8.27	0.0	0.1	6.644	A
C	192.37	192.37	2.06	527.56	0.365	192.18	274.35	0.4	0.6	2.772	A
D	130.52	130.52	194.24	368.79	0.354	130.55	0.00	0.6	0.6	3.840	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	191.75	191.75	142.46	365.81	0.524	191.30	198.65	0.6	1.1	5.143	A
B	2.07	2.07	299.74	129.77	0.016	2.12	34.02	0.1	0.0	7.055	A
C	207.98	207.98	0.01	528.83	0.393	207.91	301.85	0.6	0.7	2.876	A
D	133.21	133.21	207.92	360.88	0.369	133.18	0.00	0.6	0.6	4.015	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	153.27	153.27	101.86	388.79	0.394	153.68	90.29	1.1	0.7	3.998	A
B	10.76	10.76	244.16	154.62	0.070	10.70	11.38	0.0	0.1	6.249	A
C	89.46	89.46	1.44	527.95	0.169	89.91	253.42	0.7	0.2	2.188	A
D	100.53	100.53	91.34	428.29	0.235	100.80	0.00	0.6	0.3	2.806	A

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	1.04	3.11	88.86	0.00
	B	0.00	0.00	2.07	0.00
	C	154.94	2.07	0.00	0.00
	D	15.54	7.25	131.43	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	1.04	0.00	75.50	0.00
	B	0.00	0.00	5.18	0.00
	C	159.81	9.32	1.04	0.00
	D	14.50	12.43	164.78	0.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	2.07	75.50	0.00
	B	0.00	0.00	5.18	0.00
	C	181.45	7.25	0.00	0.00
	D	15.02	4.14	146.24	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	1.04	4.14	74.16	0.00
	B	0.00	0.00	3.11	0.00
	C	168.51	5.18	0.00	0.00
	D	10.77	8.29	142.82	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	1.04	80.47	0.00
	B	0.00	0.00	2.07	0.00
	C	184.46	10.36	0.00	0.00
	D	10.77	5.18	139.09	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	2.07	67.94	0.00
	B	1.04	0.00	1.04	0.00
	C	150.49	9.32	0.00	0.00
	D	15.02	3.11	160.22	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	1	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	1	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	8	0	1	0

Heavy Vehicle Percentages

16:30 - 16:45

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	2	0

Heavy Vehicle Percentages

16:45 - 17:00

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	0	0	2	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	1	0	0	0
	D	8	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.25	3.46	0.3	A	79.66	477.97
B	0.03	5.98	0.0	A	3.28	19.68
C	0.37	2.71	0.6	A	174.03	1044.19
D	0.50	4.73	1.0	A	167.77	1006.59

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	93.01	93.01	140.16	367.11	0.253	92.66	171.02	0.0	0.3	3.350	A
B	2.07	2.07	220.44	165.23	0.013	2.06	12.38	0.0	0.0	5.515	A
C	157.01	157.01	1.03	528.20	0.297	156.58	221.46	0.0	0.4	2.452	A
D	154.22	154.22	157.62	389.97	0.395	153.56	0.00	0.0	0.7	3.821	A

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	76.54	76.54	187.20	340.47	0.225	76.59	175.31	0.3	0.3	3.457	A
B	5.18	5.18	242.08	155.55	0.033	5.16	21.71	0.0	0.0	5.984	A
C	170.16	170.16	1.04	528.20	0.322	170.12	246.21	0.4	0.5	2.528	A
D	191.71	191.71	171.15	382.14	0.502	191.36	0.00	0.7	1.0	4.734	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	77.57	77.57	157.82	357.11	0.217	77.59	196.39	0.3	0.3	3.262	A
B	5.18	5.18	221.90	164.57	0.031	5.18	13.51	0.0	0.0	5.648	A
C	188.70	188.70	0.00	528.84	0.357	188.62	227.08	0.5	0.6	2.674	A
D	165.40	165.40	188.63	372.04	0.445	165.58	0.00	1.0	0.8	4.447	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	79.33	79.33	156.33	357.95	0.222	79.33	180.39	0.3	0.3	3.229	A
B	3.11	3.11	218.08	166.28	0.019	3.12	17.59	0.0	0.0	5.515	A
C	173.69	173.69	1.03	528.20	0.329	173.74	220.16	0.6	0.5	2.584	A
D	161.88	161.88	174.78	380.05	0.426	161.94	0.00	0.8	0.8	4.209	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	81.51	81.51	154.63	358.92	0.227	81.50	195.16	0.3	0.3	3.284	A
B	2.07	2.07	219.55	165.63	0.013	2.08	16.58	0.0	0.0	5.504	A
C	194.81	194.81	0.00	528.84	0.368	194.73	221.62	0.5	0.6	2.708	A
D	155.04	155.04	194.74	368.51	0.421	155.06	0.00	0.8	0.7	4.305	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	70.01	70.01	172.57	348.76	0.201	70.06	166.65	0.3	0.3	3.229	A
B	2.07	2.07	228.11	161.80	0.013	2.07	14.51	0.0	0.0	5.634	A
C	159.81	159.81	1.03	528.20	0.303	159.95	229.16	0.6	0.4	2.462	A
D	178.35	178.35	160.98	388.02	0.460	178.24	0.00	0.7	0.9	4.339	A

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:15 - 07:30

		To			
		A	B	C	D
From	A	1.03	0.00	67.64	0.00
	B	0.21	0.00	3.10	0.00
	C	224.93	3.10	0.00	0.00
	D	5.17	1.03	110.64	0.00

Demand (PCU/TS)

07:30 - 07:45

		To			
		A	B	C	D
From	A	0.00	0.00	86.36	0.00
	B	0.00	0.00	4.14	0.00
	C	177.15	4.14	0.00	0.00
	D	6.21	1.03	122.85	0.00

07:45 - 08:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	2.07	86.98	0.00
	B	0.00	0.00	3.10	0.00
	C	155.43	0.00	0.00	0.00
	D	5.07	5.17	139.29	0.00

08:00 - 08:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	2.07	1.03	143.76	0.00
	B	0.00	0.00	8.69	0.00
	C	193.49	4.14	0.00	0.00
	D	5.17	3.10	127.50	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	9.31	182.44	0.00
	B	0.00	0.00	2.07	0.00
	C	197.73	15.51	0.00	0.00
	D	6.21	9.31	122.95	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	2.07	151.21	0.00
	B	1.45	0.00	9.31	0.00
	C	87.58	7.14	0.00	0.00
	D	6.10	2.07	97.61	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	4	0	0	0
	D	0	0	7	0

07:30 - 07:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	4	0

07:45 - 08:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	3	0	0	0
	D	25	0	3	0

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	4	0	0	0
	D	0	0	3	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	4	0	0	0
	D	0	0	3	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	7	20	0	0
	D	20	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.53	5.23	1.1	A	122.66	735.96
B	0.07	7.18	0.1	A	5.34	32.06
C	0.43	3.09	0.8	A	178.39	1070.32
D	0.39	4.22	0.6	A	129.42	776.50

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	68.67	68.67	114.26	381.77	0.180	68.45	230.54	0.0	0.2	2.871	A
B	3.31	3.31	178.60	183.94	0.018	3.29	4.12	0.0	0.0	4.982	A
C	228.03	228.03	1.24	528.07	0.432	227.25	180.65	0.0	0.8	3.095	A
D	116.85	116.85	228.48	348.99	0.335	116.32	0.00	0.0	0.5	4.106	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	86.36	86.36	128.01	373.99	0.231	86.27	183.59	0.2	0.3	3.166	A
B	4.14	4.14	209.11	170.29	0.024	4.13	5.17	0.0	0.0	5.416	A
C	181.28	181.28	0.00	528.84	0.343	181.52	213.24	0.8	0.5	2.713	A
D	130.09	130.09	181.52	376.15	0.346	130.07	0.00	0.5	0.5	3.802	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	89.05	89.05	144.38	364.72	0.244	89.02	160.61	0.3	0.3	3.301	A
B	3.10	3.10	226.18	162.66	0.019	3.11	7.23	0.0	0.0	5.640	A
C	155.43	155.43	0.00	528.84	0.294	155.55	229.29	0.5	0.4	2.475	A
D	149.53	149.53	155.55	391.17	0.382	149.44	0.00	0.5	0.6	3.847	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	146.86	146.86	134.76	370.17	0.397	146.53	200.54	0.3	0.7	4.019	A
B	8.69	8.69	273.02	141.72	0.061	8.64	8.27	0.0	0.1	6.762	A
C	197.62	197.62	2.06	527.56	0.375	197.43	279.60	0.4	0.6	2.841	A
D	135.78	135.78	199.49	365.76	0.371	135.80	0.00	0.6	0.6	4.030	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	191.75	191.75	147.71	362.83	0.528	191.29	203.90	0.7	1.1	5.233	A
B	2.07	2.07	304.99	127.42	0.016	2.12	34.01	0.1	0.0	7.184	A
C	213.24	213.24	0.01	528.83	0.403	213.17	307.10	0.6	0.7	2.949	A
D	138.47	138.47	213.18	357.84	0.387	138.43	0.00	0.6	0.6	4.221	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	153.27	153.27	107.14	385.80	0.397	153.69	95.56	1.1	0.7	4.051	A
B	10.76	10.76	249.44	152.26	0.071	10.70	11.39	0.0	0.1	6.354	A
C	94.72	94.72	1.44	527.95	0.179	95.18	258.70	0.7	0.2	2.256	A
D	105.78	105.78	96.61	425.24	0.249	106.08	0.00	0.6	0.3	2.929	A

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	15:45	17:15	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

15:45 - 16:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	1.04	3.11	88.86	0.00
	B	0.00	0.00	2.07	0.00
	C	160.20	2.07	0.00	0.00
	D	15.54	7.25	136.69	0.00

16:00 - 16:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	1.04	0.00	75.50	0.00
	B	0.00	0.00	5.18	0.00
	C	165.06	9.32	1.04	0.00
	D	14.50	12.43	170.04	0.00

16:15 - 16:30

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	2.07	75.50	0.00
	B	0.00	0.00	5.18	0.00
	C	186.71	7.25	0.00	0.00
	D	15.02	4.14	151.50	0.00

16:30 - 16:45

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	1.04	4.14	74.16	0.00
	B	0.00	0.00	3.11	0.00
	C	173.76	5.18	0.00	0.00
	D	10.77	8.29	148.08	0.00

16:45 - 17:00

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	1.04	80.47	0.00
	B	0.00	0.00	2.07	0.00
	C	189.71	10.36	0.00	0.00
	D	10.77	5.18	144.35	0.00

17:00 - 17:15

Demand (PCU/TS)

		To			
		A	B	C	D
From	A	0.00	2.07	67.94	0.00
	B	1.04	0.00	1.04	0.00
	C	155.74	9.32	0.00	0.00
	D	15.02	3.11	165.48	0.00

Vehicle Mix

15:45 - 16:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	2	0

16:00 - 16:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	2	0

16:15 - 16:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	2	0	0	0
	D	8	0	3	0

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	3	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	4	0

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	2	0	0	0
	D	8	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A	0.26	3.50	0.3	A	79.66	477.97
B	0.03	6.08	0.0	A	3.28	19.68
C	0.38	2.78	0.6	A	179.29	1075.73
D	0.52	4.99	1.1	A	173.02	1038.13

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	93.01	93.01	145.36	364.16	0.255	92.66	176.25	0.0	0.3	3.386	A
B	2.07	2.07	225.64	162.90	0.013	2.06	12.38	0.0	0.0	5.595	A
C	162.27	162.27	1.03	528.20	0.307	161.82	226.67	0.0	0.5	2.513	A
D	159.47	159.47	162.85	386.95	0.412	158.76	0.00	0.0	0.7	4.005	A

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	76.54	76.54	192.43	337.51	0.227	76.59	180.56	0.3	0.3	3.497	A
B	5.18	5.18	247.32	153.21	0.034	5.16	21.70	0.0	0.0	6.079	A
C	175.42	175.42	1.04	528.20	0.332	175.37	251.44	0.5	0.5	2.593	A
D	196.96	196.96	176.41	379.11	0.520	196.59	0.00	0.7	1.1	4.994	A

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	77.57	77.57	163.09	354.13	0.219	77.59	201.64	0.3	0.3	3.297	A
B	5.18	5.18	227.17	162.22	0.032	5.18	13.51	0.0	0.0	5.730	A
C	193.96	193.96	0.00	528.84	0.367	193.88	232.34	0.5	0.6	2.742	A
D	170.66	170.66	193.88	369.00	0.462	170.85	0.00	1.1	0.9	4.683	A

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	79.33	79.33	161.59	354.97	0.223	79.33	185.65	0.3	0.3	3.264	A
B	3.11	3.11	223.34	163.93	0.019	3.12	17.59	0.0	0.0	5.596	A
C	178.94	178.94	1.03	528.20	0.339	179.00	225.43	0.6	0.5	2.649	A
D	167.14	167.14	180.03	377.01	0.443	167.20	0.00	0.9	0.8	4.424	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	81.51	81.51	159.89	355.94	0.229	81.50	200.42	0.3	0.3	3.320	A
B	2.07	2.07	224.80	163.28	0.013	2.08	16.58	0.0	0.0	5.584	A
C	200.07	200.07	0.00	528.84	0.378	199.99	226.88	0.5	0.6	2.776	A
D	160.30	160.30	199.99	365.47	0.439	160.32	0.00	0.8	0.8	4.529	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	70.01	70.01	177.82	345.79	0.202	70.06	171.91	0.3	0.3	3.266	A
B	2.07	2.07	233.37	159.45	0.013	2.07	14.51	0.0	0.0	5.718	A
C	165.06	165.06	1.03	528.20	0.313	165.21	234.41	0.6	0.5	2.523	A
D	183.60	183.60	166.24	384.98	0.477	183.49	0.00	0.8	0.9	4.560	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 79 (three arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 24/03/2025 10:14:37

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2024														
Arm 1	D1	2.2	10.56	0.68	B	9.49	A	D2	2.1	10.55	0.68	B	8.10	A
Arm 2		2.6	8.79	0.72	A				1.5	6.01	0.61	A		
FB WD														
Arm 1	D3	2.4	11.35	0.70	B	10.35	B	D4	2.4	11.38	0.71	B	8.68	A
Arm 2		3.0	9.70	0.75	A				1.7	6.39	0.63	A		
FB+CD WD														
Arm 1	D5	2.4	11.35	0.70	B	10.35	B	D6	2.4	11.38	0.71	B	8.68	A
Arm 2		3.0	9.70	0.75	A				1.7	6.39	0.63	A		
FB+CD+N2T WD														
Arm 1	D7	2.4	11.35	0.70	B	10.53	B	D8	2.4	11.38	0.71	B	8.75	A
Arm 2		3.1	10.00	0.75	A				1.8	6.53	0.64	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

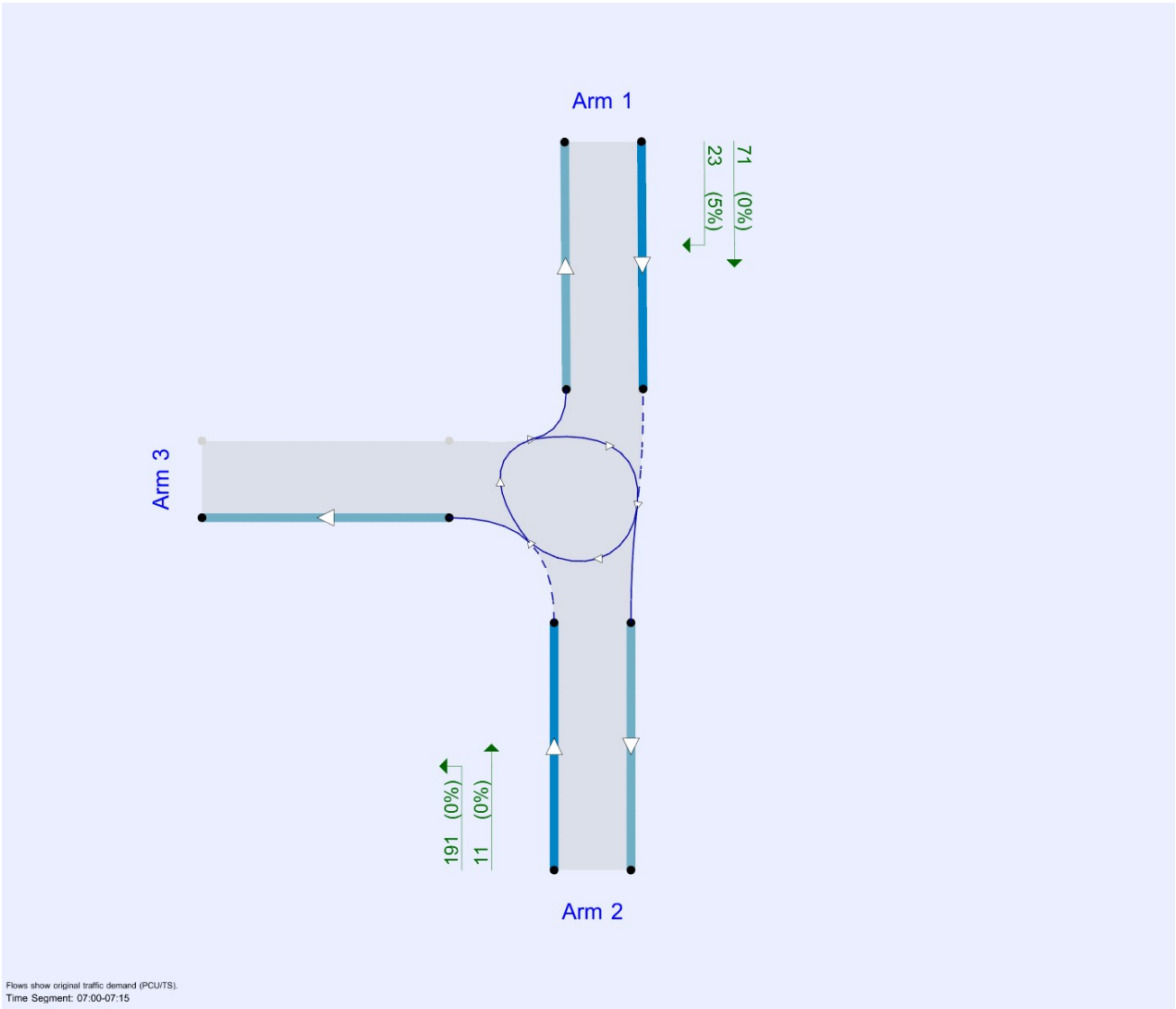
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:00	08:30	90	15	✓
D2	2024	PM	DIRECT	16:00	17:30	90	15	✓
D3	FB WD	AM	DIRECT	07:00	08:30	90	15	✓
D4	FB WD	PM	DIRECT	16:00	17:30	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:00	08:30	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:00	17:30	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:00	17:30	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	9.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Chapel Street	
2	A129 Southend Road	
3	A129 Sun Street	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.05	3.64	32.7	97.9	27.9	42.0	
2	3.70	6.40	16.8	28.2	27.9	41.0	
3							✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.534	272.546
2	0.636	405.450
3		

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3				

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	68.40	22.50
	2	10.40	0.00	182.40
	3	Exit-only	Exit-only	Exit-only

07:15 - 07:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.00	84.50	27.00
	2	23.80	0.00	253.20
	3	Exit-only	Exit-only	Exit-only

07:30 - 07:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	111.40	37.90
	2	24.80	1.00	249.30
	3	Exit-only	Exit-only	Exit-only

07:45 - 08:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.00	122.00	37.50
	2	16.90	1.00	169.40
	3	Exit-only	Exit-only	Exit-only

08:00 - 08:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	143.80	42.00
	2	34.90	0.00	203.70
	3	Exit-only	Exit-only	Exit-only

08:15 - 08:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	2.90	146.60	34.00
	2	34.40	1.00	152.90
	3	Exit-only	Exit-only	Exit-only

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	5
	2	0	0	0
	3	Exit-only	Exit-only	Exit-only

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	9	0	2
	3	Exit-only	Exit-only	Exit-only

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	3
	2	9	0	4
	3	Exit-only	Exit-only	Exit-only

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	3
	2	6	0	2
	3	Exit-only	Exit-only	Exit-only

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	3	0	3
	3	Exit-only	Exit-only	Exit-only

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	50	4	0
	2	0	0	5
	3	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.68	10.56	2.2	B	147.08	882.50
2	0.72	8.79	2.6	A	226.52	1359.10
3						

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	90.90	90.90	0.00	272.55	0.334	90.40	10.35	0.0	0.5	4.985	A
2	192.80	192.80	22.38	391.21	0.493	191.84	68.02	0.0	1.0	4.493	A
3			10.35				203.87				

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	112.50	112.50	0.00	272.55	0.413	112.30	24.63	0.5	0.7	5.660	A
2	277.00	277.00	27.95	387.67	0.715	275.46	84.35	1.0	2.5	8.152	A
3			24.63				278.78				

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	149.30	149.30	0.99	272.02	0.549	148.78	24.78	0.7	1.2	7.421	A
2	275.10	275.10	37.77	381.42	0.721	274.96	112.01	2.5	2.6	8.791	A
3			25.77				286.95				

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	160.50	160.50	1.00	272.01	0.590	160.28	18.04	1.2	1.4	8.192	A
2	187.30	187.30	38.46	380.97	0.492	188.93	122.82	2.6	1.0	4.856	A
3			19.04				208.35				

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	185.80	185.80	0.01	272.54	0.682	185.14	34.75	1.4	2.1	10.325	B
2	238.60	238.60	41.87	378.81	0.630	237.89	143.28	1.0	1.7	6.520	A
3			34.75				245.01				

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	183.50	183.50	0.99	272.02	0.675	183.44	37.33	2.1	2.2	10.558	B
2	188.30	188.30	36.94	381.94	0.493	188.99	147.49	1.7	1.0	4.864	A
3			38.32				187.61				

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	8.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3				

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	135.30	33.90
	2	41.40	0.00	154.80
	3	Exit-only	Exit-only	Exit-only

16:15 - 16:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	126.40	40.00
	2	45.70	0.00	183.60
	3	Exit-only	Exit-only	Exit-only

16:30 - 16:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	135.80	37.00
	2	39.00	1.00	147.60
	3	Exit-only	Exit-only	Exit-only

16:45 - 17:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.00	118.80	43.30
	2	37.00	0.00	156.90
	3	Exit-only	Exit-only	Exit-only

17:00 - 17:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	152.60	34.00
	2	49.40	0.00	184.40
	3	Exit-only	Exit-only	Exit-only

17:15 - 17:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	142.00	39.00
	2	48.00	0.00	129.40
	3	Exit-only	Exit-only	Exit-only

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	3
	2	0	0	1
	3	Exit-only	Exit-only	Exit-only

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	0
	2	2	0	1
	3	Exit-only	Exit-only	Exit-only

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	0	0	1
	3	Exit-only	Exit-only	Exit-only

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	2
	2	0	0	2
	3	Exit-only	Exit-only	Exit-only

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	0
	2	0	0	1
	3	Exit-only	Exit-only	Exit-only

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	0
	2	0	0	0
	3	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.68	10.55	2.1	B	173.18	1039.10
2	0.61	6.01	1.5	A	203.03	1218.20
3						

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	169.20	169.20	0.00	272.55	0.621	167.58	41.18	0.0	1.6	8.552	A
2	196.20	196.20	33.58	384.09	0.511	195.16	134.01	0.0	1.0	4.788	A
3			41.18				187.55				

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	166.40	166.40	0.00	272.55	0.611	166.41	45.62	1.6	1.6	8.588	A
2	229.30	229.30	39.94	380.04	0.603	228.83	126.47	1.0	1.5	6.010	A
3			45.62				223.15				

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	172.80	172.80	0.99	272.01	0.635	172.68	39.10	1.6	1.7	9.150	A
2	187.60	187.60	37.02	381.90	0.491	188.13	136.66	1.5	1.0	4.706	A
3			40.09				185.05				

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	163.10	163.10	0.01	272.54	0.598	163.28	37.99	1.7	1.5	8.409	A
2	193.90	193.90	44.25	377.29	0.514	193.82	119.03	1.0	1.1	4.980	A
3			38.00				200.07				

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	186.60	186.60	0.00	272.55	0.685	186.00	49.29	1.5	2.1	10.547	B
2	233.80	233.80	34.03	383.80	0.609	233.32	151.97	1.1	1.5	6.013	A
3			49.29				218.06				

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	181.00	181.00	0.00	272.55	0.664	181.08	48.09	2.1	2.1	10.083	B
2	177.40	177.40	38.95	380.67	0.466	178.07	142.13	1.5	0.9	4.458	A
3			48.09				168.92				

FB WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	10.35	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3				

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	70.71	23.26
	2	10.75	0.00	188.56
	3	Exit-only	Exit-only	Exit-only

07:15 - 07:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.03	87.35	27.91
	2	24.60	0.00	261.75
	3	Exit-only	Exit-only	Exit-only

07:30 - 07:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	115.16	39.18
	2	25.64	1.03	257.72
	3	Exit-only	Exit-only	Exit-only

07:45 - 08:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.03	126.12	38.77
	2	17.47	1.03	175.12
	3	Exit-only	Exit-only	Exit-only

08:00 - 08:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	148.66	43.42
	2	36.08	0.00	210.58
	3	Exit-only	Exit-only	Exit-only

08:15 - 08:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	3.00	151.55	35.15
	2	35.56	1.03	158.07
	3	Exit-only	Exit-only	Exit-only

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	5
	2	0	0	0
	3	Exit-only	Exit-only	Exit-only

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	9	0	2
	3	Exit-only	Exit-only	Exit-only

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	3
	2	9	0	4
	3	Exit-only	Exit-only	Exit-only

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	3
	2	6	0	2
	3	Exit-only	Exit-only	Exit-only

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	3	0	3
	3	Exit-only	Exit-only	Exit-only

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	50	4	0
	2	0	0	5
	3	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.70	11.35	2.4	B	152.05	912.31
2	0.75	9.70	3.0	A	234.17	1405.01
3						

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93.97	93.97	0.00	272.55	0.345	93.44	10.70	0.0	0.5	5.068	A
2	199.31	199.31	23.13	390.73	0.510	198.28	70.31	0.0	1.0	4.653	A
3			10.70				210.72				

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	116.30	116.30	0.00	272.55	0.427	116.09	25.44	0.5	0.7	5.795	A
2	286.36	286.36	28.89	387.07	0.740	284.57	87.19	1.0	2.8	8.893	A
3			25.44				288.01				

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	154.34	154.34	1.02	272.00	0.567	153.77	25.62	0.7	1.3	7.732	A
2	284.39	284.39	39.03	380.61	0.747	284.22	115.76	2.8	3.0	9.702	A
3			26.64				296.61				

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	165.92	165.92	1.04	271.99	0.610	165.67	18.67	1.3	1.6	8.605	A
2	193.63	193.63	39.76	380.15	0.509	195.54	126.95	3.0	1.1	5.061	A
3			19.71				215.60				

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	192.08	192.08	0.01	272.54	0.705	191.31	35.91	1.6	2.3	11.089	B
2	246.66	246.66	43.27	377.92	0.653	245.85	148.05	1.1	1.9	6.948	A
3			35.92				253.20				

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	189.70	189.70	1.03	272.00	0.697	189.63	38.60	2.3	2.4	11.353	B
2	194.66	194.66	38.19	381.15	0.511	195.45	152.47	1.9	1.1	5.055	A
3			39.63				194.02				

FB WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	8.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3				

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	140.07	35.09
	2	42.86	0.00	160.26
	3	Exit-only	Exit-only	Exit-only

16:15 - 16:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	130.85	41.41
	2	47.31	0.00	190.07
	3	Exit-only	Exit-only	Exit-only

16:30 - 16:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	140.59	38.30
	2	40.37	1.04	152.80
	3	Exit-only	Exit-only	Exit-only

16:45 - 17:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.04	122.99	44.83
	2	38.30	0.00	162.43
	3	Exit-only	Exit-only	Exit-only

17:00 - 17:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	157.98	35.20
	2	51.14	0.00	190.90
	3	Exit-only	Exit-only	Exit-only

17:15 - 17:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	147.00	40.37
	2	49.69	0.00	133.96
	3	Exit-only	Exit-only	Exit-only

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	3
	2	0	0	1
	3	Exit-only	Exit-only	Exit-only

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	0
	2	2	0	1
	3	Exit-only	Exit-only	Exit-only

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	0	0	1
	3	Exit-only	Exit-only	Exit-only

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	2
	2	0	0	2
	3	Exit-only	Exit-only	Exit-only

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	0
	2	0	0	1
	3	Exit-only	Exit-only	Exit-only

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	0
	2	0	0	0
	3	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.71	11.38	2.4	B	179.29	1075.72
2	0.63	6.39	1.7	A	210.19	1261.13
3						

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	175.16	175.16	0.00	272.55	0.643	173.39	42.62	0.0	1.8	9.031	A
2	203.11	203.11	34.74	383.34	0.530	201.99	138.65	0.0	1.1	4.983	A
3			42.62				194.11				

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	172.26	172.26	0.00	272.55	0.632	172.28	47.22	1.8	1.8	9.091	A
2	237.38	237.38	41.34	379.14	0.626	236.84	130.93	1.1	1.7	6.382	A
3			47.22				230.97				

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	178.89	178.89	1.03	272.00	0.658	178.75	40.49	1.8	1.9	9.742	A
2	194.21	194.21	38.32	381.07	0.510	194.82	141.46	1.7	1.1	4.899	A
3			41.52				191.62				

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	168.85	168.85	0.01	272.54	0.620	169.05	39.33	1.9	1.7	8.880	A
2	200.73	200.73	45.81	376.30	0.533	200.65	123.25	1.1	1.1	5.202	A
3			39.34				207.12				

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	193.18	193.18	0.00	272.55	0.709	192.48	51.01	1.7	2.4	11.378	B
2	242.04	242.04	35.22	383.04	0.632	241.49	157.26	1.1	1.7	6.387	A
3			51.01				225.70				

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187.38	187.38	0.00	272.55	0.688	187.47	49.79	2.4	2.3	10.842	B
2	183.65	183.65	40.31	379.80	0.484	184.41	147.15	1.7	0.9	4.625	A
3			49.79				174.92				

FB+CD WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	10.35	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3				

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	70.71	23.26
	2	10.75	0.00	188.56
	3	Exit-only	Exit-only	Exit-only

07:15 - 07:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.03	87.35	27.91
	2	24.60	0.00	261.75
	3	Exit-only	Exit-only	Exit-only

07:30 - 07:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	115.16	39.18
	2	25.64	1.03	257.72
	3	Exit-only	Exit-only	Exit-only

07:45 - 08:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.03	126.12	38.77
	2	17.47	1.03	175.12
	3	Exit-only	Exit-only	Exit-only

08:00 - 08:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	148.66	43.42
	2	36.08	0.00	210.58
	3	Exit-only	Exit-only	Exit-only

08:15 - 08:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	3.00	151.55	35.15
	2	35.56	1.03	158.07
	3	Exit-only	Exit-only	Exit-only

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	5
	2	0	0	0
	3	Exit-only	Exit-only	Exit-only

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	9	0	2
	3	Exit-only	Exit-only	Exit-only

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	3
	2	9	0	4
	3	Exit-only	Exit-only	Exit-only

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	3
	2	6	0	2
	3	Exit-only	Exit-only	Exit-only

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	3	0	3
	3	Exit-only	Exit-only	Exit-only

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	50	4	0
	2	0	0	5
	3	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.70	11.35	2.4	B	152.05	912.31
2	0.75	9.70	3.0	A	234.17	1405.01
3						

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93.97	93.97	0.00	272.55	0.345	93.44	10.70	0.0	0.5	5.068	A
2	199.31	199.31	23.13	390.73	0.510	198.28	70.31	0.0	1.0	4.653	A
3			10.70				210.72				

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	116.30	116.30	0.00	272.55	0.427	116.09	25.44	0.5	0.7	5.795	A
2	286.36	286.36	28.89	387.07	0.740	284.57	87.19	1.0	2.8	8.893	A
3			25.44				288.01				

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	154.34	154.34	1.02	272.00	0.567	153.77	25.62	0.7	1.3	7.732	A
2	284.39	284.39	39.03	380.61	0.747	284.22	115.76	2.8	3.0	9.702	A
3			26.64				296.61				

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	165.92	165.92	1.04	271.99	0.610	165.67	18.67	1.3	1.6	8.605	A
2	193.63	193.63	39.76	380.15	0.509	195.54	126.95	3.0	1.1	5.061	A
3			19.71				215.60				

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	192.08	192.08	0.01	272.54	0.705	191.31	35.91	1.6	2.3	11.089	B
2	246.66	246.66	43.27	377.92	0.653	245.85	148.05	1.1	1.9	6.948	A
3			35.92				253.20				

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	189.70	189.70	1.03	272.00	0.697	189.63	38.60	2.3	2.4	11.353	B
2	194.66	194.66	38.19	381.15	0.511	195.45	152.47	1.9	1.1	5.055	A
3			39.63				194.02				

FB+CD WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	8.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3				

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	140.07	35.09
	2	42.86	0.00	160.26
	3	Exit-only	Exit-only	Exit-only

16:15 - 16:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	130.85	41.41
	2	47.31	0.00	190.07
	3	Exit-only	Exit-only	Exit-only

16:30 - 16:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	140.59	38.30
	2	40.37	1.04	152.80
	3	Exit-only	Exit-only	Exit-only

16:45 - 17:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.04	122.99	44.83
	2	38.30	0.00	162.43
	3	Exit-only	Exit-only	Exit-only

17:00 - 17:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	157.98	35.20
	2	51.14	0.00	190.90
	3	Exit-only	Exit-only	Exit-only

17:15 - 17:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	147.00	40.37
	2	49.69	0.00	133.96
	3	Exit-only	Exit-only	Exit-only

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	3
	2	0	0	1
	3	Exit-only	Exit-only	Exit-only

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	0
	2	2	0	1
	3	Exit-only	Exit-only	Exit-only

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	0	0	1
	3	Exit-only	Exit-only	Exit-only

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	2
	2	0	0	2
	3	Exit-only	Exit-only	Exit-only

Heavy Vehicle Percentages

17:00 - 17:15

		To		
		1	2	3
From	1	0	3	0
	2	0	0	1
	3	Exit-only	Exit-only	Exit-only

Heavy Vehicle Percentages

17:15 - 17:30

		To		
		1	2	3
From	1	0	3	0
	2	0	0	0
	3	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.71	11.38	2.4	B	179.29	1075.72
2	0.63	6.39	1.7	A	210.19	1261.13
3						

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	175.16	175.16	0.00	272.55	0.643	173.39	42.62	0.0	1.8	9.031	A
2	203.11	203.11	34.74	383.34	0.530	201.99	138.65	0.0	1.1	4.983	A
3			42.62				194.11				

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	172.26	172.26	0.00	272.55	0.632	172.28	47.22	1.8	1.8	9.091	A
2	237.38	237.38	41.34	379.14	0.626	236.84	130.93	1.1	1.7	6.382	A
3			47.22				230.97				

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	178.89	178.89	1.03	272.00	0.658	178.75	40.49	1.8	1.9	9.742	A
2	194.21	194.21	38.32	381.07	0.510	194.82	141.46	1.7	1.1	4.899	A
3			41.52				191.62				

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	168.85	168.85	0.01	272.54	0.620	169.05	39.33	1.9	1.7	8.880	A
2	200.73	200.73	45.81	376.30	0.533	200.65	123.25	1.1	1.1	5.202	A
3			39.34				207.12				

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	193.18	193.18	0.00	272.55	0.709	192.48	51.01	1.7	2.4	11.378	B
2	242.04	242.04	35.22	383.04	0.632	241.49	157.26	1.1	1.7	6.387	A
3			51.01				225.70				

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187.38	187.38	0.00	272.55	0.688	187.47	49.79	2.4	2.3	10.842	B
2	183.65	183.65	40.31	379.80	0.484	184.41	147.15	1.7	0.9	4.625	A
3			49.79				174.92				

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	10.53	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:00	08:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3				

Origin-Destination Data

07:00 - 07:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	70.71	23.26
	2	10.75	0.00	191.19
	3	Exit-only	Exit-only	Exit-only

07:15 - 07:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.03	87.35	27.91
	2	24.60	0.00	264.38
	3	Exit-only	Exit-only	Exit-only

07:30 - 07:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	115.16	39.18
	2	25.64	1.03	260.35
	3	Exit-only	Exit-only	Exit-only

07:45 - 08:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.03	126.12	38.77
	2	17.47	1.03	177.75
	3	Exit-only	Exit-only	Exit-only

08:00 - 08:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	148.66	43.42
	2	36.08	0.00	213.21
	3	Exit-only	Exit-only	Exit-only

08:15 - 08:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	3.00	151.55	35.15
	2	35.56	1.03	160.69
	3	Exit-only	Exit-only	Exit-only

Vehicle Mix

07:00 - 07:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	5
	2	0	0	0
	3	Exit-only	Exit-only	Exit-only

07:15 - 07:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	9	0	3
	3	Exit-only	Exit-only	Exit-only

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	3
	2	9	0	4
	3	Exit-only	Exit-only	Exit-only

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	3
	2	6	0	3
	3	Exit-only	Exit-only	Exit-only

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	3	0	3
	3	Exit-only	Exit-only	Exit-only

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	50	4	0
	2	0	0	5
	3	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.70	11.35	2.4	B	152.05	912.31
2	0.75	10.00	3.1	A	236.80	1420.78
3						

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93.97	93.97	0.00	272.55	0.345	93.44	10.69	0.0	0.5	5.068	A
2	201.94	201.94	23.13	390.73	0.517	200.88	70.31	0.0	1.1	4.735	A
3			10.69				213.31				

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	116.30	116.30	0.00	272.55	0.427	116.09	25.44	0.5	0.7	5.795	A
2	288.99	288.99	28.89	387.07	0.747	287.12	87.19	1.1	2.9	9.138	A
3			25.44				290.58				

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	154.34	154.34	1.02	272.00	0.567	153.77	25.62	0.7	1.3	7.732	A
2	287.02	287.02	39.03	380.61	0.754	286.83	115.76	2.9	3.1	9.998	A
3			26.64				299.23				

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	165.92	165.92	1.04	271.99	0.610	165.67	18.67	1.3	1.6	8.605	A
2	196.26	196.26	39.76	380.15	0.516	198.25	126.95	3.1	1.1	5.162	A
3			19.71				218.30				

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	192.08	192.08	0.01	272.54	0.705	191.31	35.91	1.6	2.3	11.089	B
2	249.29	249.29	43.27	377.92	0.660	248.45	148.05	1.1	2.0	7.110	A
3			35.91				255.81				

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	189.70	189.70	1.03	272.00	0.697	189.63	38.60	2.3	2.4	11.353	B
2	197.29	197.29	38.19	381.15	0.518	198.11	152.47	2.0	1.1	5.155	A
3			39.63				196.67				

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	8.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:00	17:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3				

Origin-Destination Data

16:00 - 16:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	140.07	35.09
	2	42.86	0.00	162.88
	3	Exit-only	Exit-only	Exit-only

16:15 - 16:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	130.85	41.41
	2	47.31	0.00	192.70
	3	Exit-only	Exit-only	Exit-only

16:30 - 16:45

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	140.59	38.30
	2	40.37	1.04	155.43
	3	Exit-only	Exit-only	Exit-only

16:45 - 17:00

Demand (PCU/TS)

		To		
		1	2	3
From	1	1.04	122.99	44.83
	2	38.30	0.00	165.06
	3	Exit-only	Exit-only	Exit-only

17:00 - 17:15

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	157.98	35.20
	2	51.14	0.00	193.53
	3	Exit-only	Exit-only	Exit-only

17:15 - 17:30

Demand (PCU/TS)

		To		
		1	2	3
From	1	0.00	147.00	40.37
	2	49.69	0.00	136.59
	3	Exit-only	Exit-only	Exit-only

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	3
	2	0	0	2
	3	Exit-only	Exit-only	Exit-only

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	0
	2	2	0	2
	3	Exit-only	Exit-only	Exit-only

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	0	0	2
	3	Exit-only	Exit-only	Exit-only

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	2	2
	2	0	0	3
	3	Exit-only	Exit-only	Exit-only

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	0
	2	0	0	2
	3	Exit-only	Exit-only	Exit-only

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	0
	2	0	0	1
	3	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.71	11.38	2.4	B	179.29	1075.72
2	0.64	6.53	1.8	A	212.82	1276.90
3						

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	175.16	175.16	0.00	272.55	0.643	173.39	42.62	0.0	1.8	9.031	A
2	205.74	205.74	34.74	383.34	0.537	204.58	138.65	0.0	1.2	5.077	A
3			42.62				196.70				

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	172.26	172.26	0.00	272.55	0.632	172.28	47.21	1.8	1.8	9.091	A
2	240.01	240.01	41.34	379.14	0.633	239.45	130.93	1.2	1.7	6.525	A
3			47.21				233.58				

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	178.89	178.89	1.03	272.00	0.658	178.75	40.49	1.8	1.9	9.742	A
2	196.84	196.84	38.32	381.07	0.517	197.46	141.46	1.7	1.1	4.995	A
3			41.52				194.27				

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	168.85	168.85	0.01	272.54	0.620	169.05	39.33	1.9	1.7	8.882	A
2	203.36	203.36	45.81	376.30	0.540	203.27	123.25	1.1	1.2	5.304	A
3			39.34				209.74				

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	193.18	193.18	0.00	272.55	0.709	192.48	51.01	1.7	2.4	11.378	B
2	244.67	244.67	35.22	383.04	0.639	244.10	157.26	1.2	1.8	6.530	A
3			51.01				228.31				

17:15 - 17:30

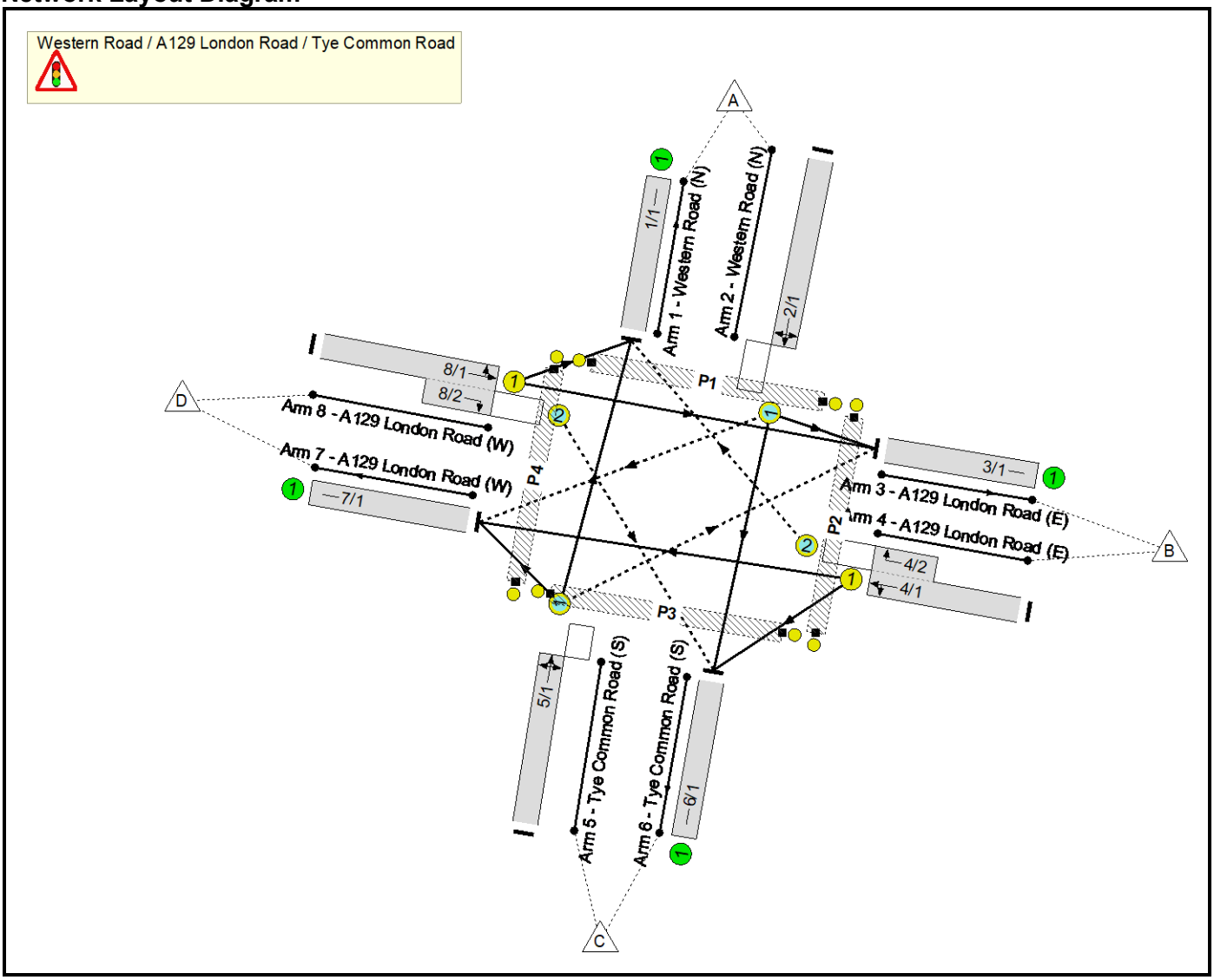
Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187.38	187.38	0.00	272.55	0.688	187.47	49.80	2.4	2.3	10.842	B
2	186.28	186.28	40.31	379.80	0.490	187.06	147.15	1.8	1.0	4.710	A
3			49.80				177.57				

Full Input Data And Results

User and Project Details

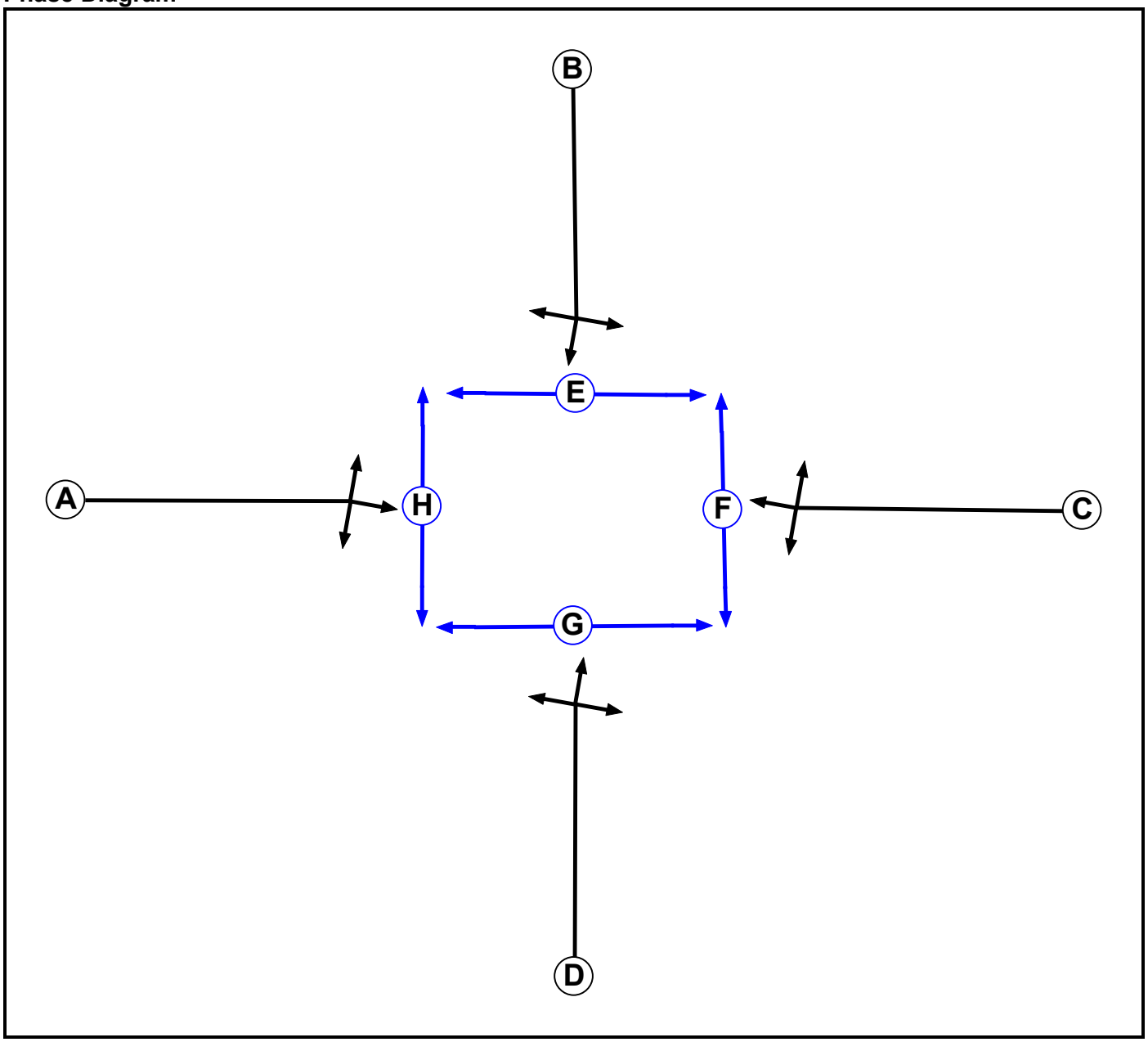
Project:	
Title:	
Location:	
Additional detail:	
File name:	Site 81_DM.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Pedestrian		-9999	9
F	Pedestrian		-9999	9
G	Pedestrian		-9999	9
H	Pedestrian		-9999	9

Full Input Data And Results

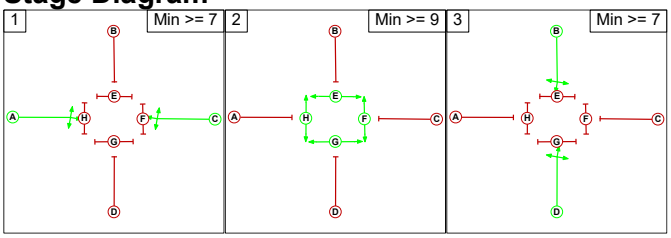
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		6	-	6	10	10	10	10
	B	10		10	-	12	12	12	12
	C	-	6		6	10	10	10	10
	D	10	-	10		12	12	12	12
	E	5	5	5	5		-	-	-
	F	5	5	5	5	-		-	-
	G	5	5	5	5	-	-		-
	H	5	5	5	5	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage		
	1	2	3
1		10	6
2	5		5
3	10	12	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Western Road / A129 London Road / Tye Common Road											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
2/1 (Western Road (N))	7/1 (Right)	1439	0	5/1	1.09	All	3.00	3.00	0.50	3	3.00
4/2 (A129 London Road (E))	1/1 (Right)	1439	0	8/1	1.09	All	3.00	-	0.50	3	2.00
5/1 (Tye Common Road (S))	3/1 (Right)	1439	0	2/1	1.09	All	2.00	2.00	0.50	2	2.00
8/2 (A129 London Road (W))	6/1 (Right)	1439	0	4/1	1.09	All	3.00	-	0.50	3	2.00

Full Input Data And Results

Lane Input Data

Junction: Western Road / A129 London Road / Tye Common Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Western Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (Western Road (N))	O	B	2	3	60.0	User	1831	-	-	-	-	-
3/1 (A129 London Road (E))	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (A129 London Road (E))	U	C	2	3	60.0	User	1873	-	-	-	-	-
4/2 (A129 London Road (E))	O	C	2	3	3.8	User	1800	-	-	-	-	-
5/1 (Tye Common Road (S))	O	D	2	3	60.0	User	1854	-	-	-	-	-
6/1 (Tye Common Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A129 London Road (W))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A129 London Road (W))	U	A	2	3	60.0	User	1883	-	-	-	-	-
8/2 (A129 London Road (W))	O	A	2	3	4.2	User	1800	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Base Peak'	07:30	08:30	01:00	
2: 'PM Base Peak'	17:00	18:00	01:00	
3: 'FB WD AM'	07:30	08:30	01:00	
4: 'FB WD PM'	17:00	18:00	01:00	
5: 'FB+CD WD AM'	07:30	08:30	01:00	
6: 'FB+CD WD PM'	17:00	18:00	01:00	
7: 'FB+CD+N2T WD AM'	07:30	08:30	01:00	
8: 'FB+CD+N2T WD PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	26	106	66	198
	B	32	0	20	489	541
	C	103	25	0	388	516
	D	44	432	187	0	663
	Tot.	179	483	313	943	1918

Traffic Lane Flows

Lane	Scenario 1: AM Base Peak
Junction: Western Road / A129 London Road / Tye Common Road	
1/1	179
2/1	198
3/1	483
4/1 (with short)	541(In) 509(Out)
4/2 (short)	32
5/1	516
6/1	313
7/1	943
8/1 (with short)	663(In) 476(Out)
8/2 (short)	187

Full Input Data And Results

Lane Saturation Flows

Junction: Western Road / A129 London Road / Tye Common Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Western Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Western Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1831	1831
3/1 (A129 London Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A129 London Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1873	1873
4/2 (A129 London Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (Tye Common Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1854	1854
6/1 (Tye Common Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A129 London Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A129 London Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1883	1883
8/2 (A129 London Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 2: 'PM Base Peak' (FG2: 'PM Base Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	51	122	50	223
	B	38	0	51	415	504
	C	124	38	0	311	473
	D	54	519	231	0	804
	Tot.	216	608	404	776	2004

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Base Peak
Junction: Western Road / A129 London Road / Tye Common Road	
1/1	216
2/1	223
3/1	608
4/1 (with short)	504(In) 466(Out)
4/2 (short)	38
5/1	473
6/1	404
7/1	776
8/1 (with short)	804(In) 573(Out)
8/2 (short)	231

Lane Saturation Flows

Junction: Western Road / A129 London Road / Tye Common Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Western Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Western Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1831	1831
3/1 (A129 London Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A129 London Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1873	1873
4/2 (A129 London Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (Tye Common Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1854	1854
6/1 (Tye Common Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A129 London Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A129 London Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1883	1883
8/2 (A129 London Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

Scenario 3: 'FB WD AM' (FG3: 'FB WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	27	110	69	206
	B	34	0	21	505	560
	C	106	26	0	401	533
	D	46	445	193	0	684
	Tot.	186	498	324	975	1983

Traffic Lane Flows

Lane	Scenario 3: FB WD AM
Junction: Western Road / A129 London Road / Tye Common Road	
1/1	186
2/1	206
3/1	498
4/1 (with short)	560(In) 526(Out)
4/2 (short)	34
5/1	533
6/1	324
7/1	975
8/1 (with short)	684(In) 491(Out)
8/2 (short)	193

Full Input Data And Results

Lane Saturation Flows

Junction: Western Road / A129 London Road / Tye Common Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Western Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Western Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1831	1831
3/1 (A129 London Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A129 London Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1873	1873
4/2 (A129 London Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (Tye Common Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1854	1854
6/1 (Tye Common Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A129 London Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A129 London Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1883	1883
8/2 (A129 London Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 4: 'FB WD PM' (FG4: 'FB WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	53	126	52	231
	B	40	0	53	429	522
	C	128	40	0	322	490
	D	56	537	239	0	832
	Tot.	224	630	418	803	2075

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: FB WD PM
Junction: Western Road / A129 London Road / Tye Common Road	
1/1	224
2/1	231
3/1	630
4/1 (with short)	522(In) 482(Out)
4/2 (short)	40
5/1	490
6/1	418
7/1	803
8/1 (with short)	832(In) 593(Out)
8/2 (short)	239

Lane Saturation Flows

Junction: Western Road / A129 London Road / Tye Common Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Western Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Western Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1831	1831
3/1 (A129 London Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A129 London Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1873	1873
4/2 (A129 London Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (Tye Common Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1854	1854
6/1 (Tye Common Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A129 London Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A129 London Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1883	1883
8/2 (A129 London Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

Scenario 5: 'FB+CD WD AM' (FG5: 'FB+CD WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	27	110	69	206
	B	34	0	21	505	560
	C	106	26	0	401	533
	D	46	445	193	0	684
	Tot.	186	498	324	975	1983

Traffic Lane Flows

Lane	Scenario 5: FB+CD WD AM
Junction: Western Road / A129 London Road / Tye Common Road	
1/1	186
2/1	206
3/1	498
4/1 (with short)	560(In) 526(Out)
4/2 (short)	34
5/1	533
6/1	324
7/1	975
8/1 (with short)	684(In) 491(Out)
8/2 (short)	193

Full Input Data And Results

Lane Saturation Flows

Junction: Western Road / A129 London Road / Tye Common Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Western Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Western Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1831	1831
3/1 (A129 London Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A129 London Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1873	1873
4/2 (A129 London Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (Tye Common Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1854	1854
6/1 (Tye Common Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A129 London Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A129 London Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1883	1883
8/2 (A129 London Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 6: 'FB+CD WD PM' (FG6: 'FB+CD WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	53	126	52	231
	B	40	0	53	429	522
	C	128	40	0	322	490
	D	56	537	239	0	832
	Tot.	224	630	418	803	2075

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: FB+CD WD PM
Junction: Western Road / A129 London Road / Tye Common Road	
1/1	224
2/1	231
3/1	630
4/1 (with short)	522(In) 482(Out)
4/2 (short)	40
5/1	490
6/1	418
7/1	803
8/1 (with short)	832(In) 593(Out)
8/2 (short)	239

Lane Saturation Flows

Junction: Western Road / A129 London Road / Tye Common Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Western Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Western Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1831	1831
3/1 (A129 London Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A129 London Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1873	1873
4/2 (A129 London Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (Tye Common Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1854	1854
6/1 (Tye Common Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A129 London Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A129 London Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1883	1883
8/2 (A129 London Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	27	131	69	227
	B	34	0	21	505	560
	C	127	26	0	401	554
	D	46	445	193	0	684
	Tot.	207	498	345	975	2025

Traffic Lane Flows

Lane	Scenario 7: FB+CD+N2T WD AM
Junction: Western Road / A129 London Road / Tye Common Road	
1/1	207
2/1	227
3/1	498
4/1 (with short)	560(In) 526(Out)
4/2 (short)	34
5/1	554
6/1	345
7/1	975
8/1 (with short)	684(In) 491(Out)
8/2 (short)	193

Full Input Data And Results

Lane Saturation Flows

Junction: Western Road / A129 London Road / Tye Common Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Western Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Western Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1831	1831
3/1 (A129 London Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A129 London Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1873	1873
4/2 (A129 London Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (Tye Common Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1854	1854
6/1 (Tye Common Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A129 London Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A129 London Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1883	1883
8/2 (A129 London Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	53	147	52	252
	B	40	0	53	429	522
	C	149	40	0	322	511
	D	56	537	239	0	832
	Tot.	245	630	439	803	2117

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: FB+CD+N2T WD PM
Junction: Western Road / A129 London Road / Tye Common Road	
1/1	245
2/1	252
3/1	630
4/1 (with short)	522(In) 482(Out)
4/2 (short)	40
5/1	511
6/1	439
7/1	803
8/1 (with short)	832(In) 593(Out)
8/2 (short)	239

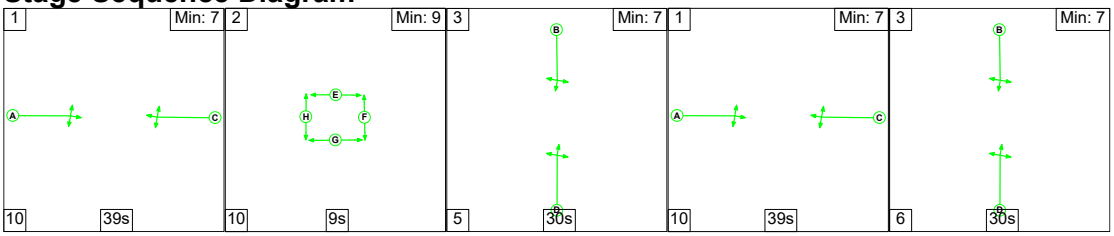
Lane Saturation Flows

Junction: Western Road / A129 London Road / Tye Common Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Western Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (Western Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1831	1831
3/1 (A129 London Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A129 London Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1873	1873
4/2 (A129 London Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (Tye Common Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1854	1854
6/1 (Tye Common Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A129 London Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A129 London Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1883	1883
8/2 (A129 London Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

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

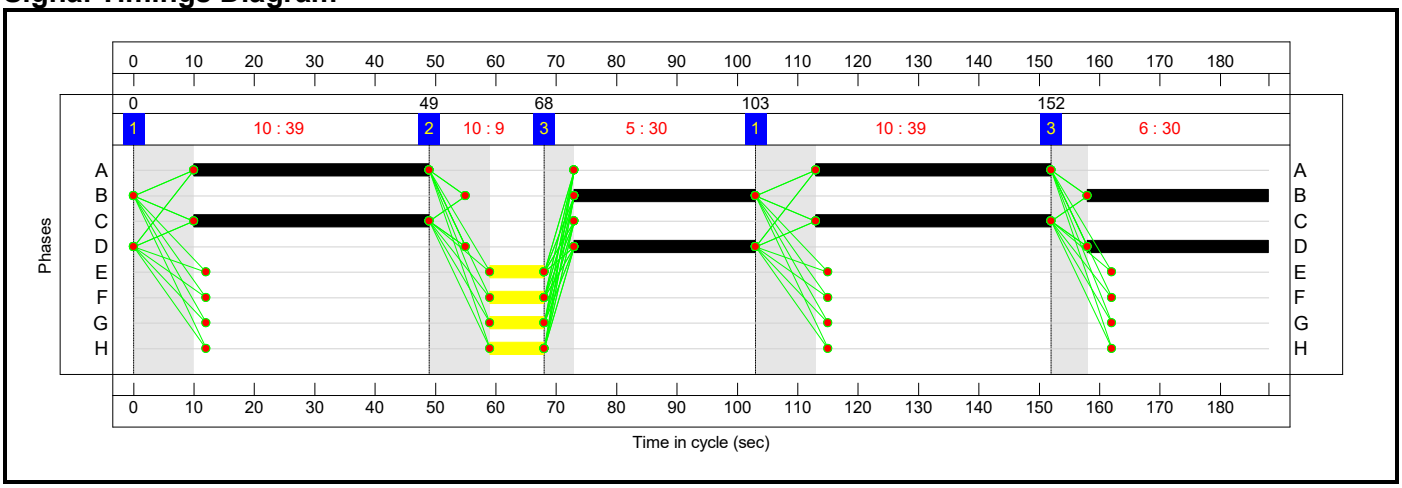
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	3
Duration	39	9	30	39	30
Change Point	0	49	68	103	152

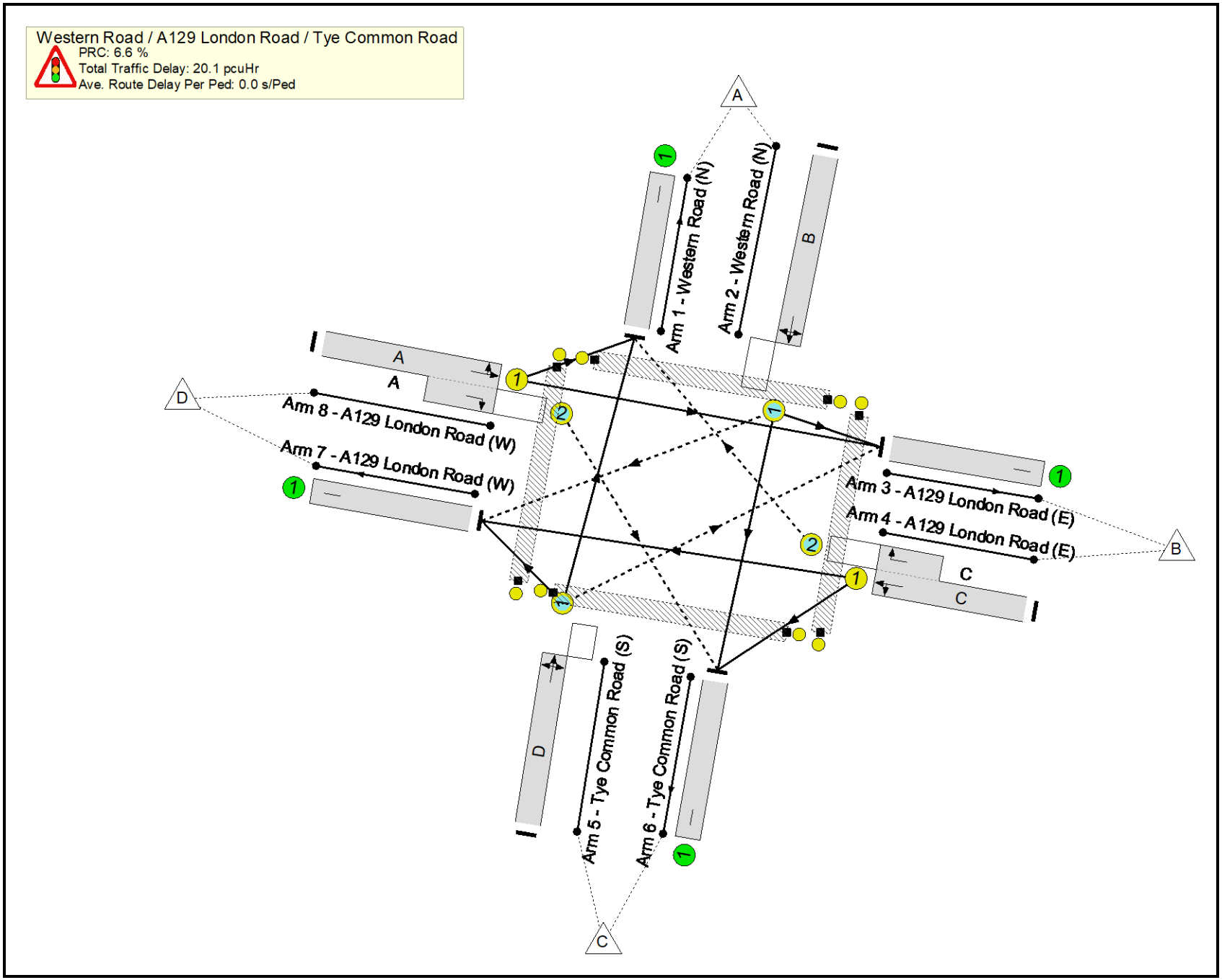
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.4%**
Western Road / A129 London Road / Tye Common Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.4%**
1/1	Western Road (N)	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
2/1	Western Road (N) Left Ahead Right	O	N/A	N/A	B		2	60	-	198	1831	393	50.3%
3/1	A129 London Road (E)	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
4/1+4/2	A129 London Road (E) Right Left Ahead	U+O	N/A	N/A	C		2	78	-	541	1873:1800	767+48	66.4 : 66.4%
5/1	Tye Common Road (S) Ahead Right Left	O	N/A	N/A	D		2	60	-	516	1854	611	84.4%
6/1	Tye Common Road (S)	U	N/A	N/A	-		-	-	-	313	Inf	Inf	0.0%
7/1	A129 London Road (W)	U	N/A	N/A	-		-	-	-	943	Inf	Inf	0.0%
8/1+8/2	A129 London Road (W) Left Ahead Right	U+O	N/A	N/A	A		2	78	-	663	1883:1800	613+241	77.6 : 77.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	9	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	9	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**256**	**0**	**54**	**13.1**	**5.8**	**1.2**	**20.1**	**-**	**-**	**-**	**-**
Western Road / A129 London Road / Tye Common Road	**-**	**-**	**256**	**0**	**54**	**13.1**	**5.8**	**1.2**	**20.1**	**-**	**-**	**-**	**-**
1/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	198	198	43	0	23	1.3	0.5	0.4	2.2	39.8	4.4	0.5	4.9
3/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	541	541	32	0	0	3.3	1.0	0.1	4.4	29.2	12.8	1.0	13.8
5/1	516	516	25	0	0	4.3	2.6	0.0	6.8	47.8	14.2	2.6	16.8
6/1	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	663	663	157	0	30	4.2	1.7	0.7	6.6	36.0	15.3	1.7	17.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

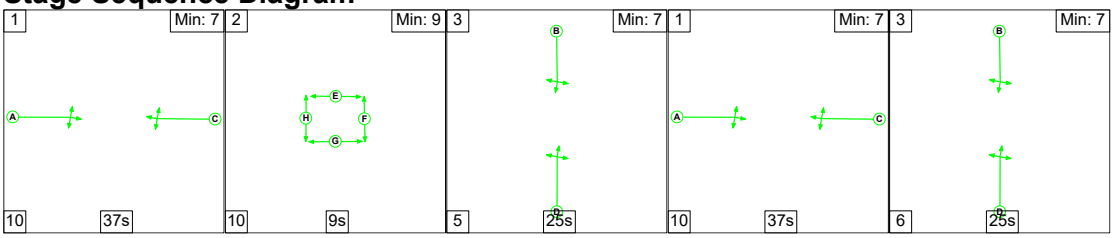
C1 - Western Road / A129 London Road / Tye Common Road PRC for Signalled Lanes (%): 6.6 Total Delay for Signalled Lanes (pcuHr): 20.05 Cycle Time (s): 188

PRC Over All Lanes (%): 6.6 Total Delay Over All Lanes(pcuHr): 20.05

Full Input Data And Results

Scenario 2: 'PM Base Peak' (FG2: 'PM Base Peak', Plan 1: 'Network Control Plan 1')

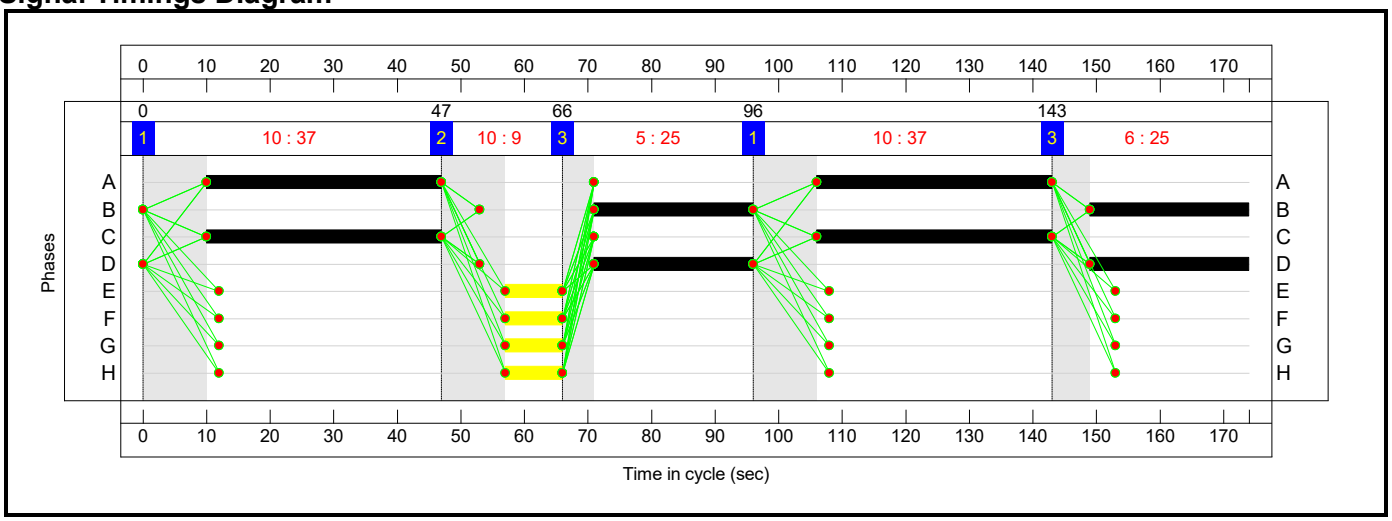
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	3
Duration	37	9	25	37	25
Change Point	0	47	66	96	143

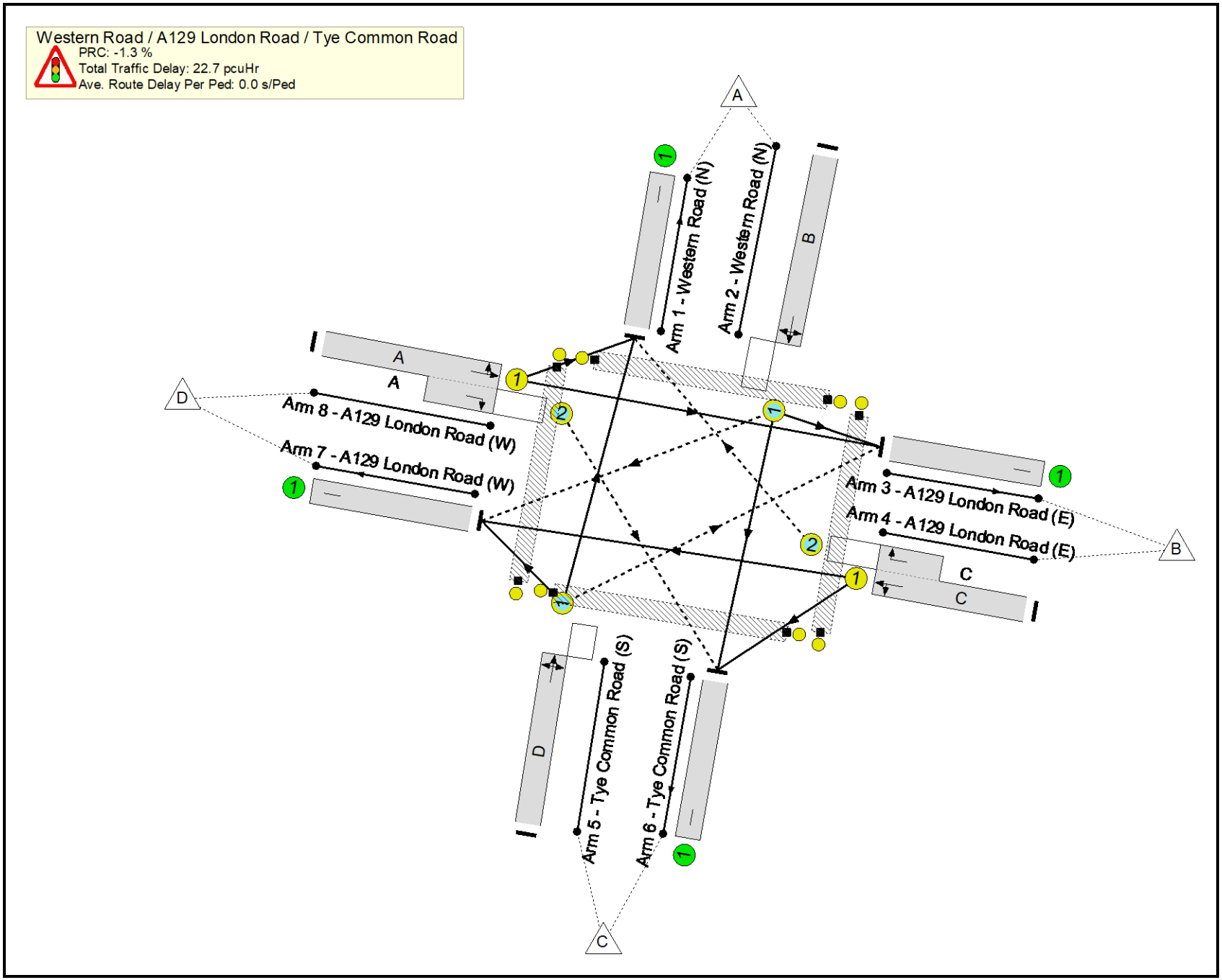
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.2%**
Western Road / A129 London Road / Tye Common Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.2%**
1/1	Western Road (N)	U	N/A	N/A	-		-	-	-	216	Inf	Inf	0.0%
2/1	Western Road (N) Left Ahead Right	O	N/A	N/A	B		2	50	-	223	1831	525	42.5%
3/1	A129 London Road (E)	U	N/A	N/A	-		-	-	-	608	Inf	Inf	0.0%
4/1+4/2	A129 London Road (E) Right Left Ahead	U+O	N/A	N/A	C		2	74	-	504	1873:1800	777+63	60.0 : 60.0%
5/1	Tye Common Road (S) Ahead Right Left	O	N/A	N/A	D		2	50	-	473	1854	554	85.4%
6/1	Tye Common Road (S)	U	N/A	N/A	-		-	-	-	404	Inf	Inf	0.0%
7/1	A129 London Road (W)	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
8/1+8/2	A129 London Road (W) Left Ahead Right	U+O	N/A	N/A	A		2	74	-	804	1883:1800	628+253	91.2 : 91.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	9	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	9	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**286**	**0**	**71**	**13.1**	**8.5**	**1.1**	**22.7**	**-**	**-**	**-**	**-**
Western Road / A129 London Road / Tye Common Road	**-**	**-**	**286**	**0**	**71**	**13.1**	**8.5**	**1.1**	**22.7**	**-**	**-**	**-**	**-**
1/1	216	216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	223	223	31	0	19	1.5	0.4	0.2	2.1	34.4	4.9	0.4	5.3
3/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	504	504	18	0	20	2.7	0.7	0.2	3.6	25.8	10.5	0.7	11.2
5/1	473	473	38	0	0	3.9	2.7	0.0	6.6	50.3	12.2	2.7	15.0
6/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	804	804	199	0	32	5.1	4.6	0.7	10.4	46.5	19.7	4.6	24.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

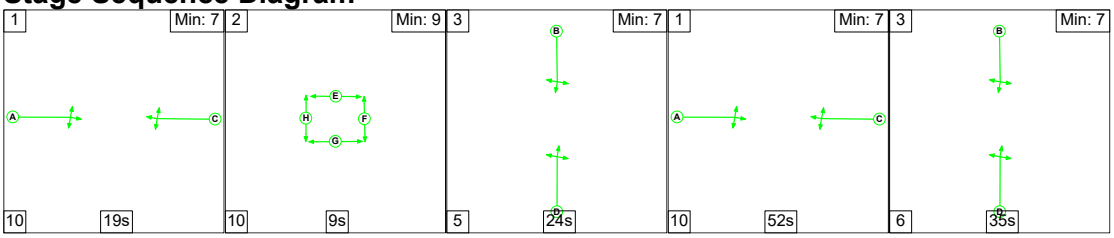
C1 - Western Road / A129 London Road / Tye Common Road PRC for Signalled Lanes (%): -1.3 Total Delay for Signalled Lanes (pcuHr): 22.72 Cycle Time (s): 174

PRC Over All Lanes (%): -1.3 Total Delay Over All Lanes(pcuHr): 22.72

Full Input Data And Results

Scenario 3: 'FB WD AM' (FG3: 'FB WD AM', Plan 1: 'Network Control Plan 1')

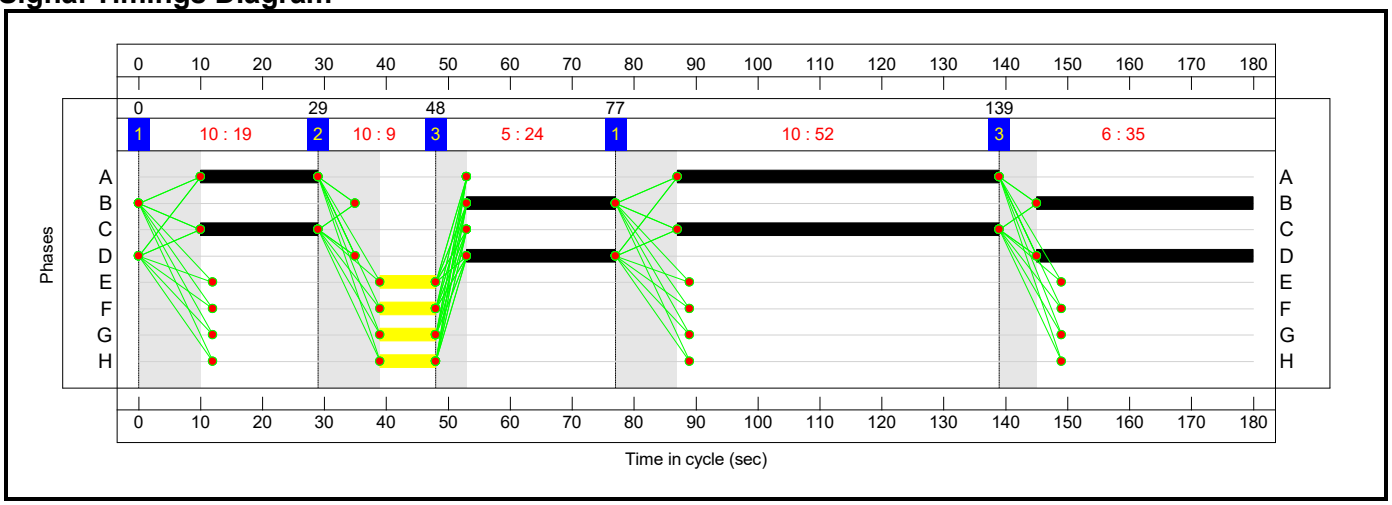
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	3
Duration	19	9	24	52	35
Change Point	0	29	48	77	139

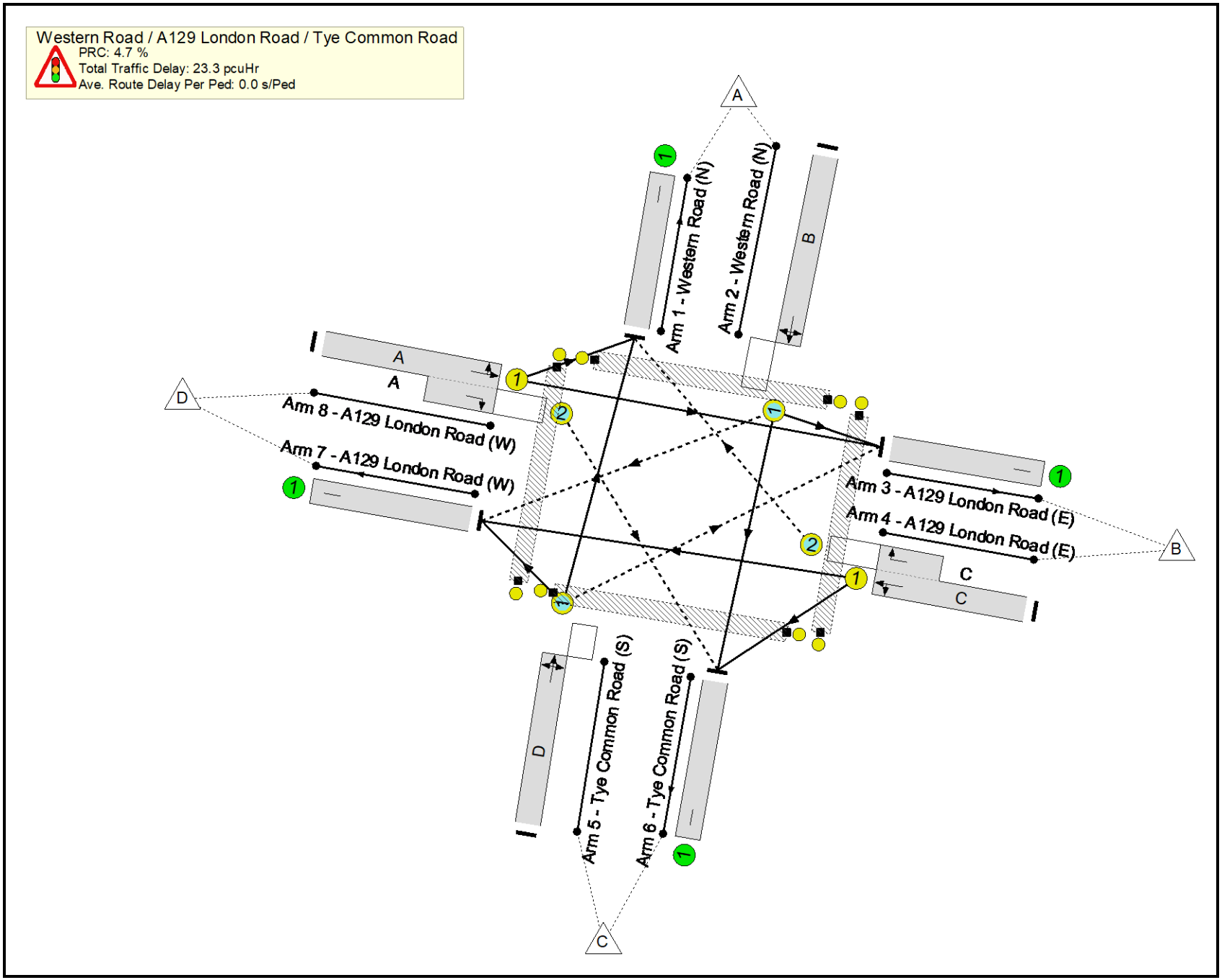
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.0%**
Western Road / A129 London Road / Tye Common Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.0%**
1/1	Western Road (N)	U	N/A	N/A	-		-	-	-	186	Inf	Inf	0.0%
2/1	Western Road (N) Left Ahead Right	O	N/A	N/A	B		2	59	-	206	1831	399	51.6%
3/1	A129 London Road (E)	U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%
4/1+4/2	A129 London Road (E) Right Left Ahead	U+O	N/A	N/A	C		2	71	-	560	1873:1800	731+47	71.9 : 71.9%
5/1	Tye Common Road (S) Ahead Right Left	O	N/A	N/A	D		2	59	-	533	1854	628	84.8%
6/1	Tye Common Road (S)	U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
7/1	A129 London Road (W)	U	N/A	N/A	-		-	-	-	975	Inf	Inf	0.0%
8/1+8/2	A129 London Road (W) Left Ahead Right	U+O	N/A	N/A	A		2	71	-	684	1883:1800	571+224	86.0 : 86.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	9	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	9	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**249**	**0**	**73**	**14.2**	**7.4**	**1.7**	**23.3**	**-**	**-**	**-**	**-**
Western Road / A129 London Road / Tye Common Road	**-**	**-**	**249**	**0**	**73**	**14.2**	**7.4**	**1.7**	**23.3**	**-**	**-**	**-**	**-**
1/1	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	206	206	57	0	12	1.3	0.5	0.4	2.2	38.3	4.3	0.5	4.8
3/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	560	560	21	0	13	3.5	1.3	0.1	4.8	31.2	12.0	1.3	13.3
5/1	533	533	26	0	0	4.2	2.6	0.0	6.8	45.9	13.9	2.6	16.6
6/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	975	975	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	684	684	144	0	49	5.3	2.9	1.2	9.5	49.8	16.6	2.9	19.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

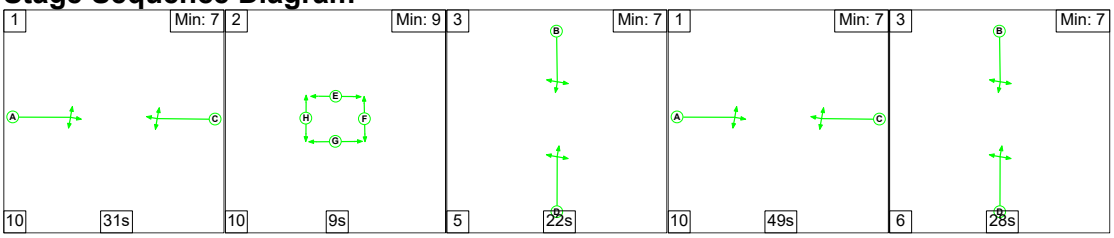
C1 - Western Road / A129 London Road / Tye Common Road PRC for Signalled Lanes (%): 4.7 Total Delay for Signalled Lanes (pcuHr): 23.31 Cycle Time (s): 180

PRC Over All Lanes (%): 4.7 Total Delay Over All Lanes(pcuHr): 23.31

Full Input Data And Results

Scenario 4: 'FB WD PM' (FG4: 'FB WD PM', Plan 1: 'Network Control Plan 1')

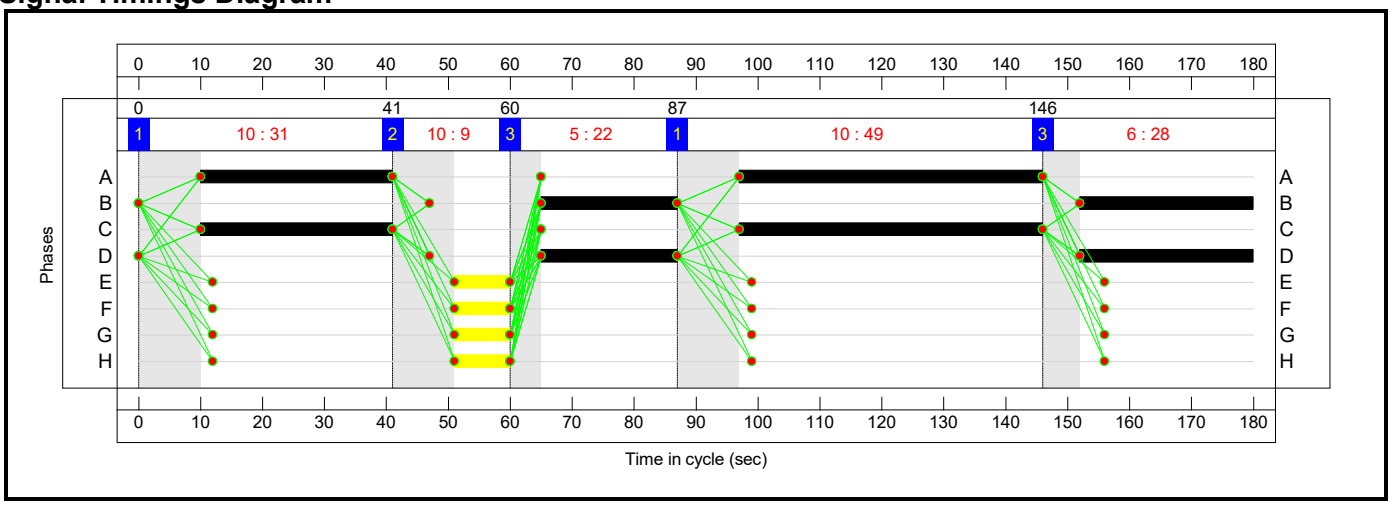
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	3
Duration	31	9	22	49	28
Change Point	0	41	60	87	146

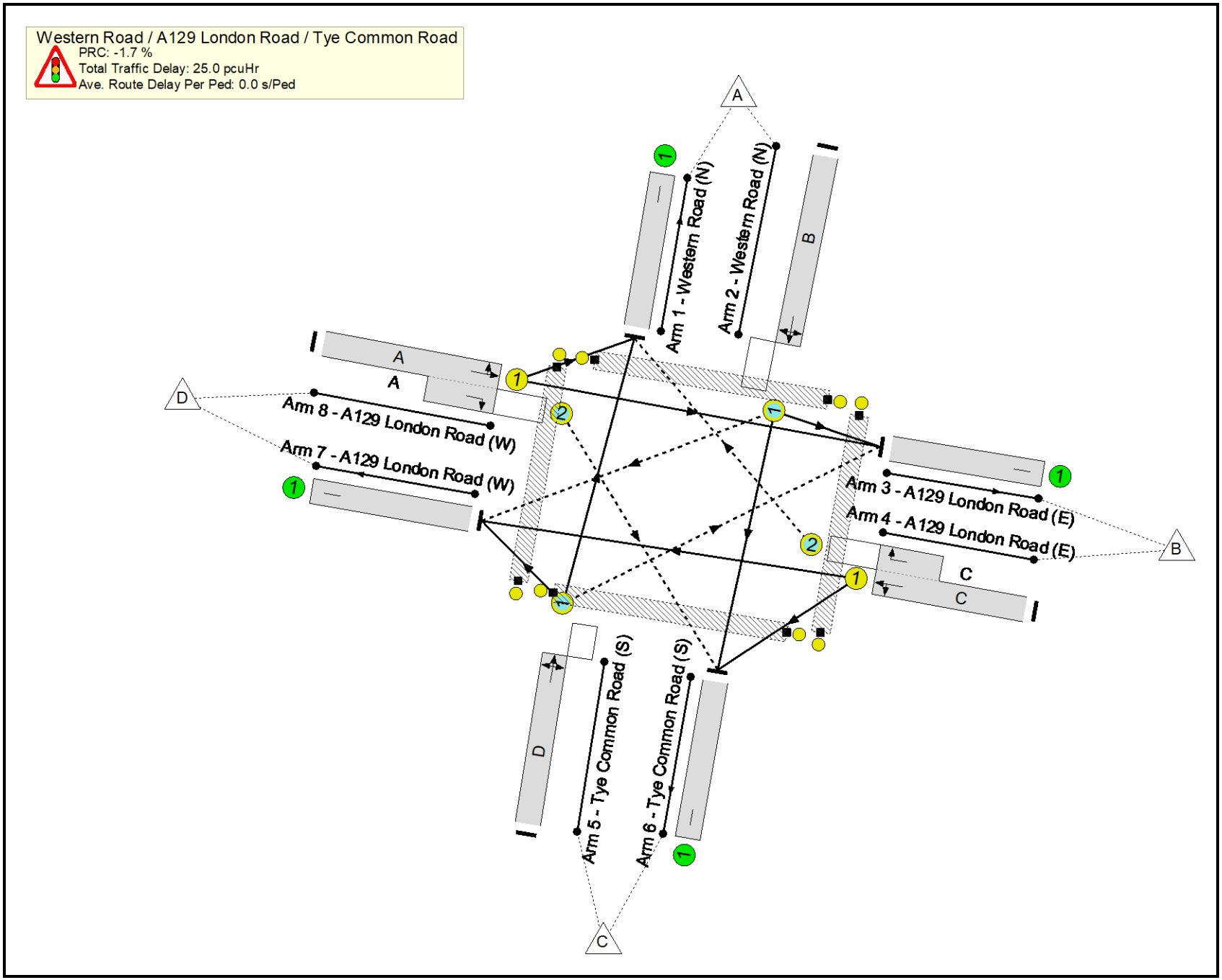
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.5%**
Western Road / A129 London Road / Tye Common Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.5%**
1/1	Western Road (N)	U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
2/1	Western Road (N) Left Ahead Right	O	N/A	N/A	B		2	50	-	231	1831	499	46.3%
3/1	A129 London Road (E)	U	N/A	N/A	-		-	-	-	630	Inf	Inf	0.0%
4/1+4/2	A129 London Road (E) Right Left Ahead	U+O	N/A	N/A	C		2	80	-	522	1873:1800	807+67	59.7 : 59.7%
5/1	Tye Common Road (S) Ahead Right Left	O	N/A	N/A	D		2	50	-	490	1854	536	91.5%
6/1	Tye Common Road (S)	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
7/1	A129 London Road (W)	U	N/A	N/A	-		-	-	-	803	Inf	Inf	0.0%
8/1+8/2	A129 London Road (W) Left Ahead Right	U+O	N/A	N/A	A		2	80	-	832	1883:1800	651+263	91.0 : 91.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	9	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	9	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**328**	**0**	**43**	**13.6**	**10.2**	**1.2**	**25.0**	**-**	**-**	**-**	**-**
Western Road / A129 London Road / Tye Common Road	**-**	**-**	**328**	**0**	**43**	**13.6**	**10.2**	**1.2**	**25.0**	**-**	**-**	**-**	**-**
1/1	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	231	231	27	0	25	1.7	0.4	0.2	2.3	36.6	4.7	0.4	5.1
3/1	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	522	522	37	0	3	2.6	0.7	0.2	3.6	24.9	10.4	0.7	11.2
5/1	490	490	40	0	0	4.2	4.5	0.0	8.7	64.1	11.7	4.5	16.2
6/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	832	832	224	0	15	5.0	4.6	0.7	10.3	44.8	19.8	4.6	24.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

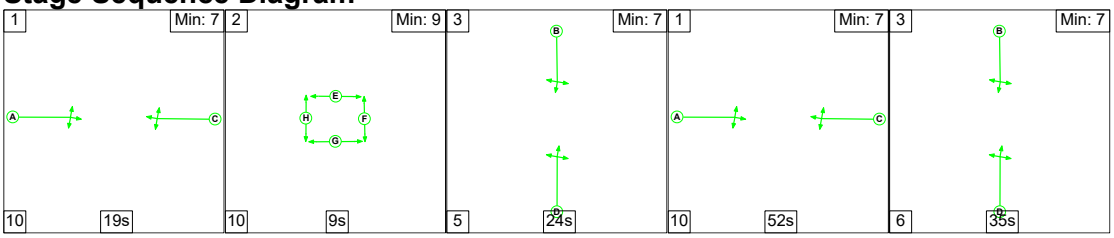
C1 - Western Road / A129 London Road / Tye Common Road PRC for Signalled Lanes (%): -1.7 Total Delay for Signalled Lanes (pcuHr): 25.03 Cycle Time (s): 180

PRC Over All Lanes (%): -1.7 Total Delay Over All Lanes(pcuHr): 25.03

Full Input Data And Results

Scenario 5: 'FB+CD WD AM' (FG5: 'FB+CD WD AM', Plan 1: 'Network Control Plan 1')

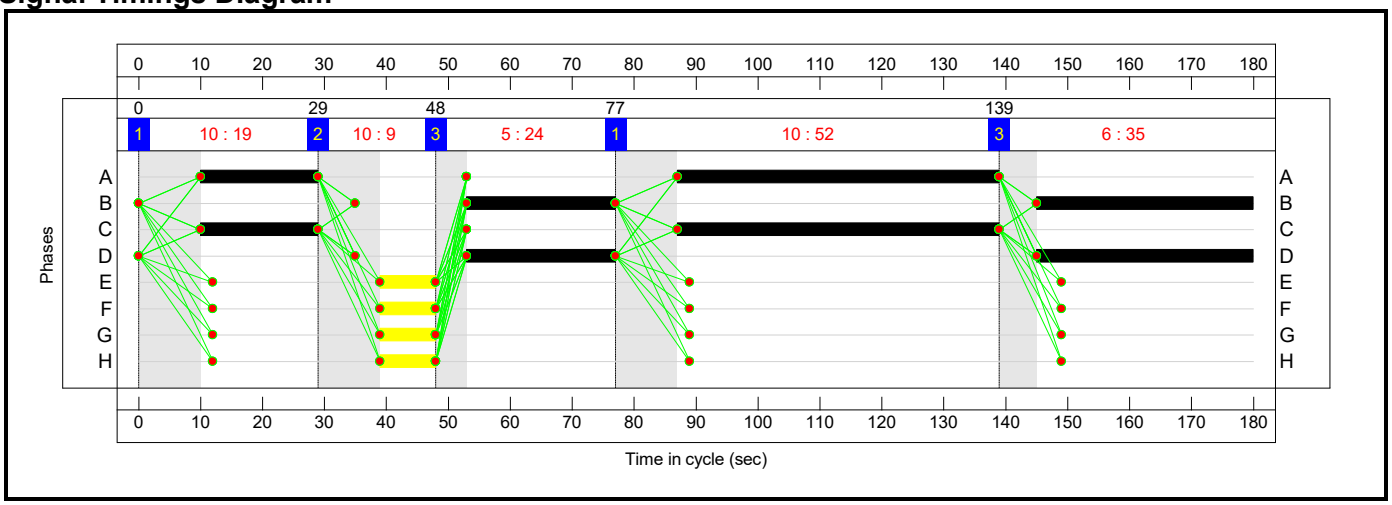
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	3
Duration	19	9	24	52	35
Change Point	0	29	48	77	139

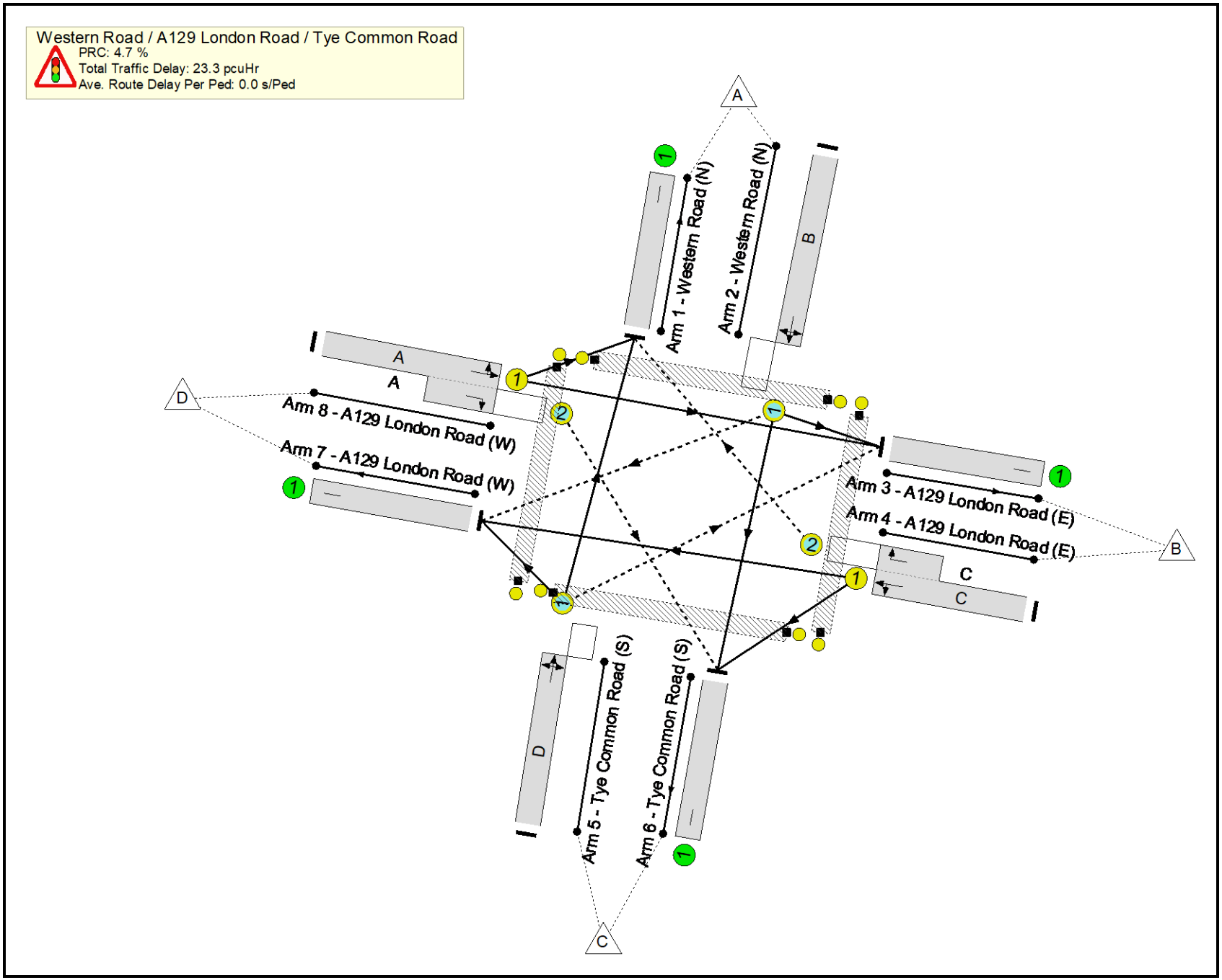
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.0%**
Western Road / A129 London Road / Tye Common Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.0%**
1/1	Western Road (N)	U	N/A	N/A	-		-	-	-	186	Inf	Inf	0.0%
2/1	Western Road (N) Left Ahead Right	O	N/A	N/A	B		2	59	-	206	1831	399	51.6%
3/1	A129 London Road (E)	U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%
4/1+4/2	A129 London Road (E) Right Left Ahead	U+O	N/A	N/A	C		2	71	-	560	1873:1800	731+47	71.9 : 71.9%
5/1	Tye Common Road (S) Ahead Right Left	O	N/A	N/A	D		2	59	-	533	1854	628	84.8%
6/1	Tye Common Road (S)	U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
7/1	A129 London Road (W)	U	N/A	N/A	-		-	-	-	975	Inf	Inf	0.0%
8/1+8/2	A129 London Road (W) Left Ahead Right	U+O	N/A	N/A	A		2	71	-	684	1883:1800	571+224	86.0 : 86.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	9	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	9	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**249**	**0**	**73**	**14.2**	**7.4**	**1.7**	**23.3**	**-**	**-**	**-**	**-**
Western Road / A129 London Road / Tye Common Road	**-**	**-**	**249**	**0**	**73**	**14.2**	**7.4**	**1.7**	**23.3**	**-**	**-**	**-**	**-**
1/1	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	206	206	57	0	12	1.3	0.5	0.4	2.2	38.3	4.3	0.5	4.8
3/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	560	560	21	0	13	3.5	1.3	0.1	4.8	31.2	12.0	1.3	13.3
5/1	533	533	26	0	0	4.2	2.6	0.0	6.8	45.9	13.9	2.6	16.6
6/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	975	975	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	684	684	144	0	49	5.3	2.9	1.2	9.5	49.8	16.6	2.9	19.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

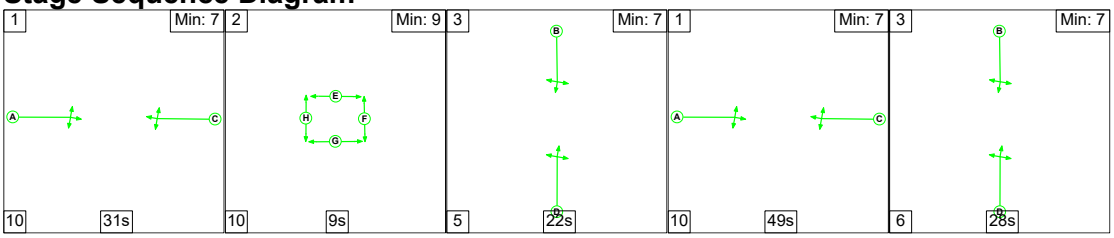
C1 - Western Road / A129 London Road / Tye Common Road PRC for Signalled Lanes (%): 4.7 Total Delay for Signalled Lanes (pcuHr): 23.31 Cycle Time (s): 180

PRC Over All Lanes (%): 4.7 Total Delay Over All Lanes(pcuHr): 23.31

Full Input Data And Results

Scenario 6: 'FB+CD WD PM' (FG6: 'FB+CD WD PM', Plan 1: 'Network Control Plan 1')

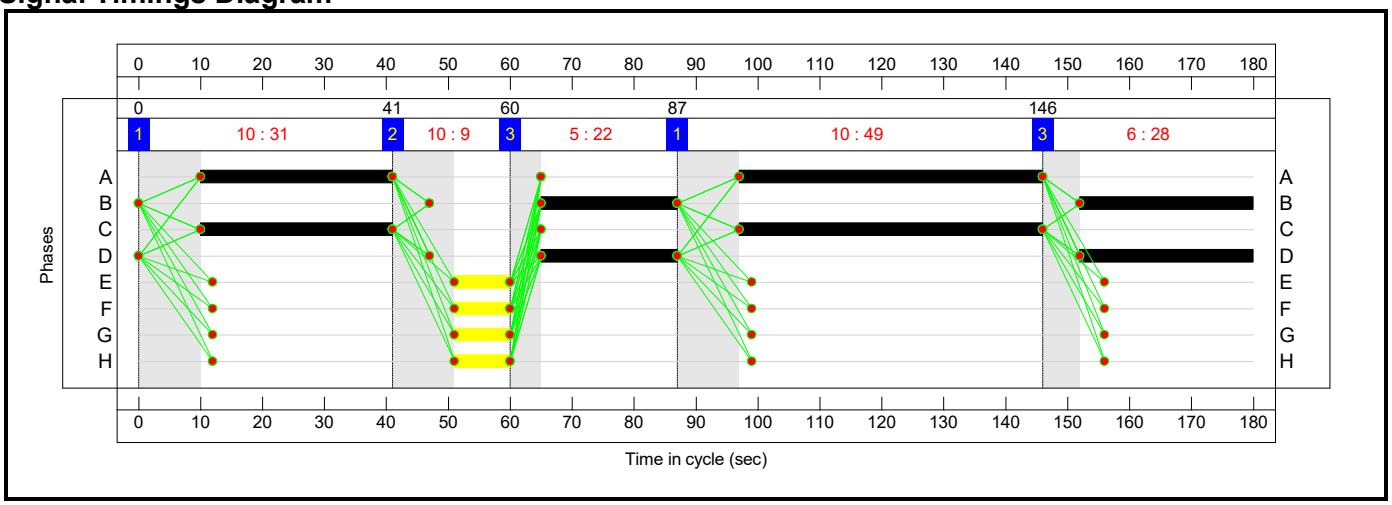
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	3
Duration	31	9	22	49	28
Change Point	0	41	60	87	146

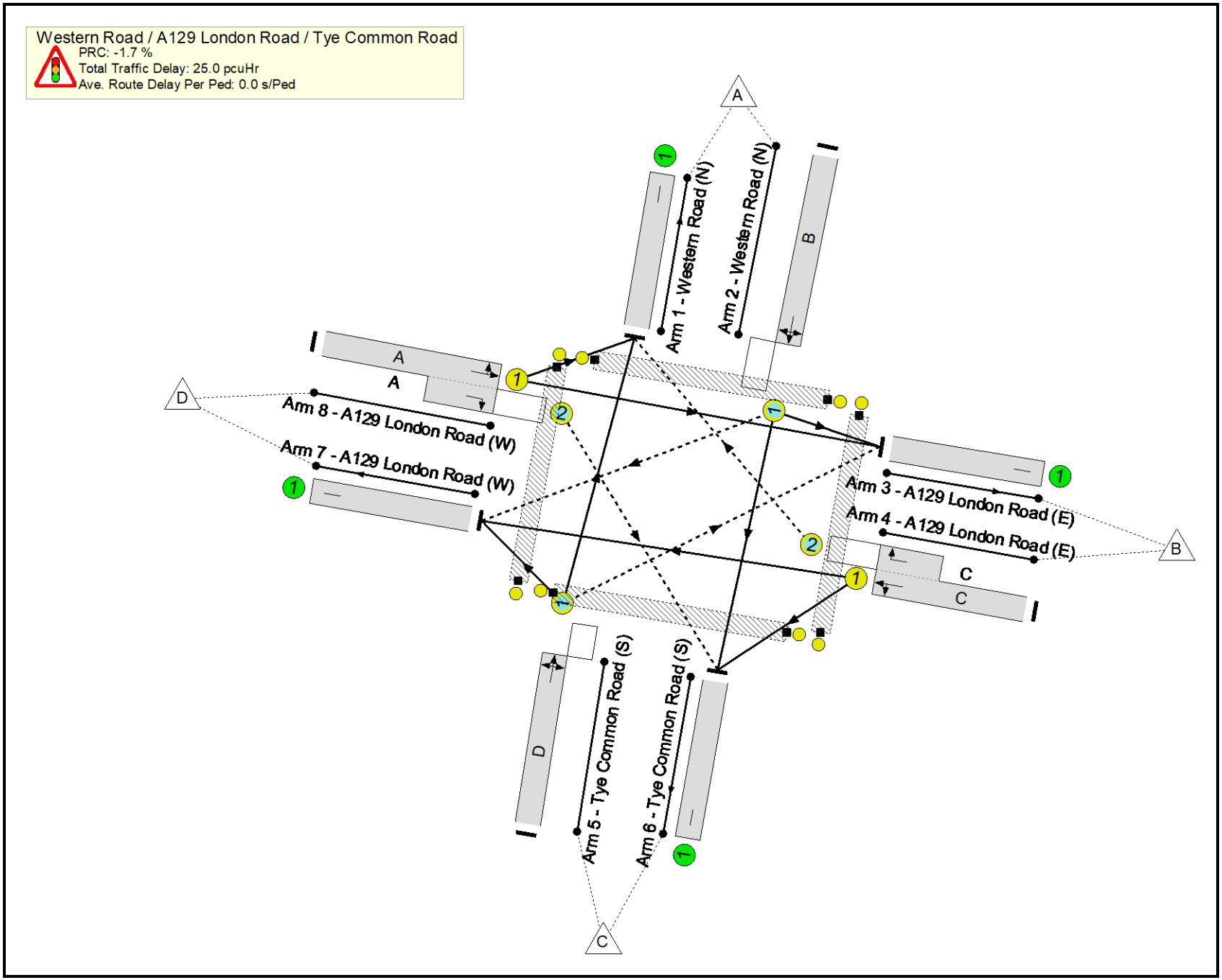
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.5%**
Western Road / A129 London Road / Tye Common Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.5%**
1/1	Western Road (N)	U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
2/1	Western Road (N) Left Ahead Right	O	N/A	N/A	B		2	50	-	231	1831	499	46.3%
3/1	A129 London Road (E)	U	N/A	N/A	-		-	-	-	630	Inf	Inf	0.0%
4/1+4/2	A129 London Road (E) Right Left Ahead	U+O	N/A	N/A	C		2	80	-	522	1873:1800	807+67	59.7 : 59.7%
5/1	Tye Common Road (S) Ahead Right Left	O	N/A	N/A	D		2	50	-	490	1854	536	91.5%
6/1	Tye Common Road (S)	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
7/1	A129 London Road (W)	U	N/A	N/A	-		-	-	-	803	Inf	Inf	0.0%
8/1+8/2	A129 London Road (W) Left Ahead Right	U+O	N/A	N/A	A		2	80	-	832	1883:1800	651+263	91.0 : 91.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	9	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	9	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**328**	**0**	**43**	**13.6**	**10.2**	**1.2**	**25.0**	**-**	**-**	**-**	**-**
Western Road / A129 London Road / Tye Common Road	**-**	**-**	**328**	**0**	**43**	**13.6**	**10.2**	**1.2**	**25.0**	**-**	**-**	**-**	**-**
1/1	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	231	231	27	0	25	1.7	0.4	0.2	2.3	36.6	4.7	0.4	5.1
3/1	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	522	522	37	0	3	2.6	0.7	0.2	3.6	24.9	10.4	0.7	11.2
5/1	490	490	40	0	0	4.2	4.5	0.0	8.7	64.1	11.7	4.5	16.2
6/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	832	832	224	0	15	5.0	4.6	0.7	10.3	44.8	19.8	4.6	24.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

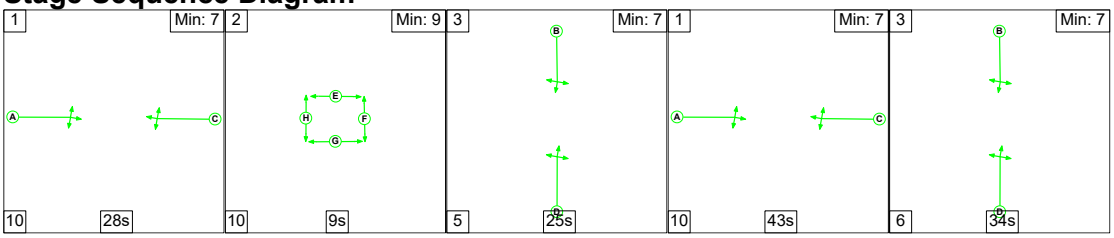
C1 - Western Road / A129 London Road / Tye Common Road PRC for Signalled Lanes (%): -1.7 Total Delay for Signalled Lanes (pcuHr): 25.03 Cycle Time (s): 180

PRC Over All Lanes (%): -1.7 Total Delay Over All Lanes(pcuHr): 25.03

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

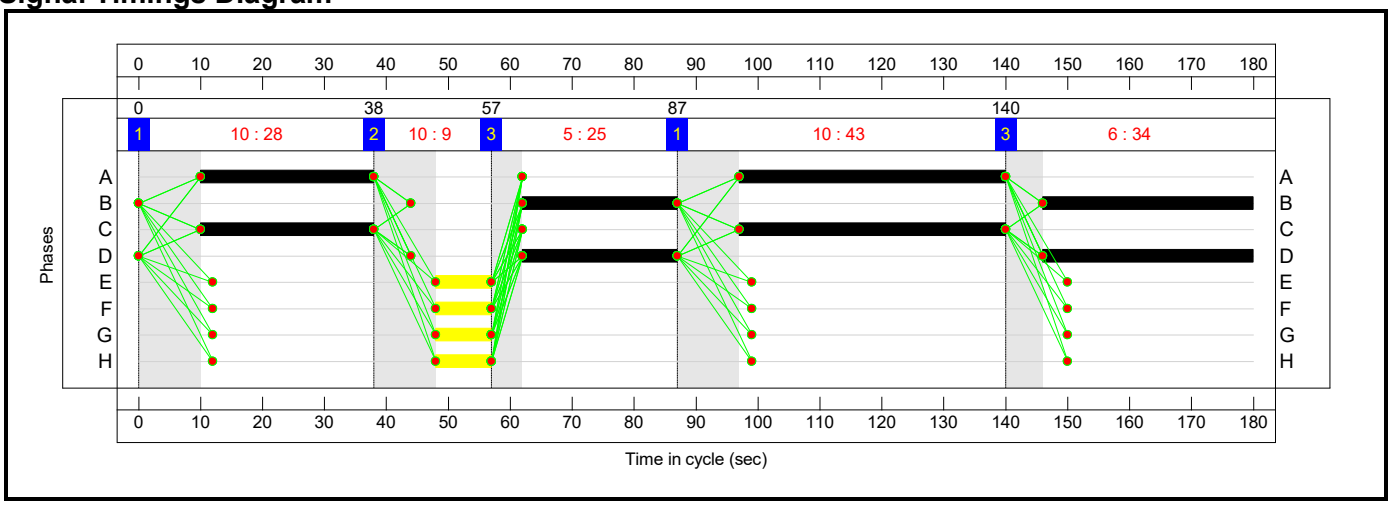
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	3
Duration	28	9	25	43	34
Change Point	0	38	57	87	140

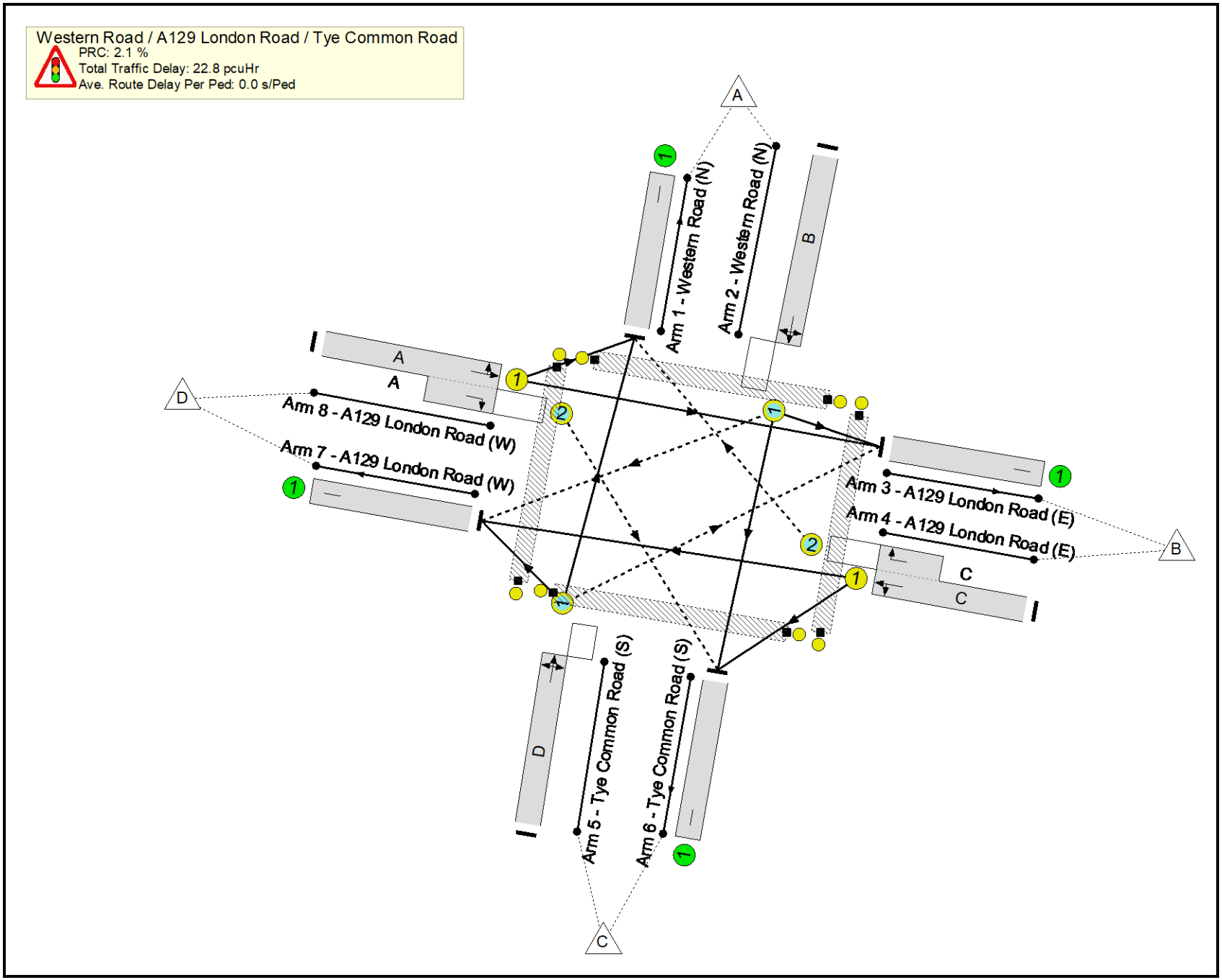
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.2%**
Western Road / A129 London Road / Tye Common Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.2%**
1/1	Western Road (N)	U	N/A	N/A	-		-	-	-	207	Inf	Inf	0.0%
2/1	Western Road (N) Left Ahead Right	O	N/A	N/A	B		2	59	-	227	1831	446	50.9%
3/1	A129 London Road (E)	U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%
4/1+4/2	A129 London Road (E) Right Left Ahead	U+O	N/A	N/A	C		2	71	-	560	1873:1800	731+47	71.9 : 71.9%
5/1	Tye Common Road (S) Ahead Right Left	O	N/A	N/A	D		2	59	-	554	1854	628	88.2%
6/1	Tye Common Road (S)	U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%
7/1	A129 London Road (W)	U	N/A	N/A	-		-	-	-	975	Inf	Inf	0.0%
8/1+8/2	A129 London Road (W) Left Ahead Right	U+O	N/A	N/A	A		2	71	-	684	1883:1800	586+222	83.7 : 86.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	9	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	9	-	0	-	0	0.0%

Full Input Data And Results

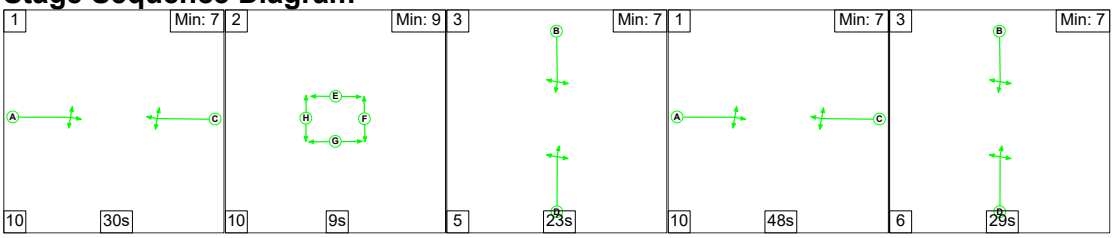
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**237**	**0**	**85**	**13.6**	**7.8**	**1.3**	**22.8**	**-**	**-**	**-**	**-**
Western Road / A129 London Road / Tye Common Road	**-**	**-**	**237**	**0**	**85**	**13.6**	**7.8**	**1.3**	**22.8**	**-**	**-**	**-**	**-**
1/1	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	227	227	35	0	34	1.4	0.5	0.4	2.3	36.6	4.4	0.5	4.9
3/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	560	560	34	0	0	3.5	1.3	0.1	4.9	31.2	12.4	1.3	13.6
5/1	554	554	26	0	0	4.3	3.4	0.0	7.7	50.3	13.2	3.4	16.6
6/1	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	975	975	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	684	684	142	0	51	4.4	2.6	0.8	7.9	41.4	14.7	2.6	17.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Western Road / A129 London Road / Tye Common Road PRC for Signalled Lanes (%): 2.1 Total Delay for Signalled Lanes (pcuHr): 22.76 Cycle Time (s): 180
PRC Over All Lanes (%): 2.1 Total Delay Over All Lanes(pcuHr): 22.76

Full Input Data And Results

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

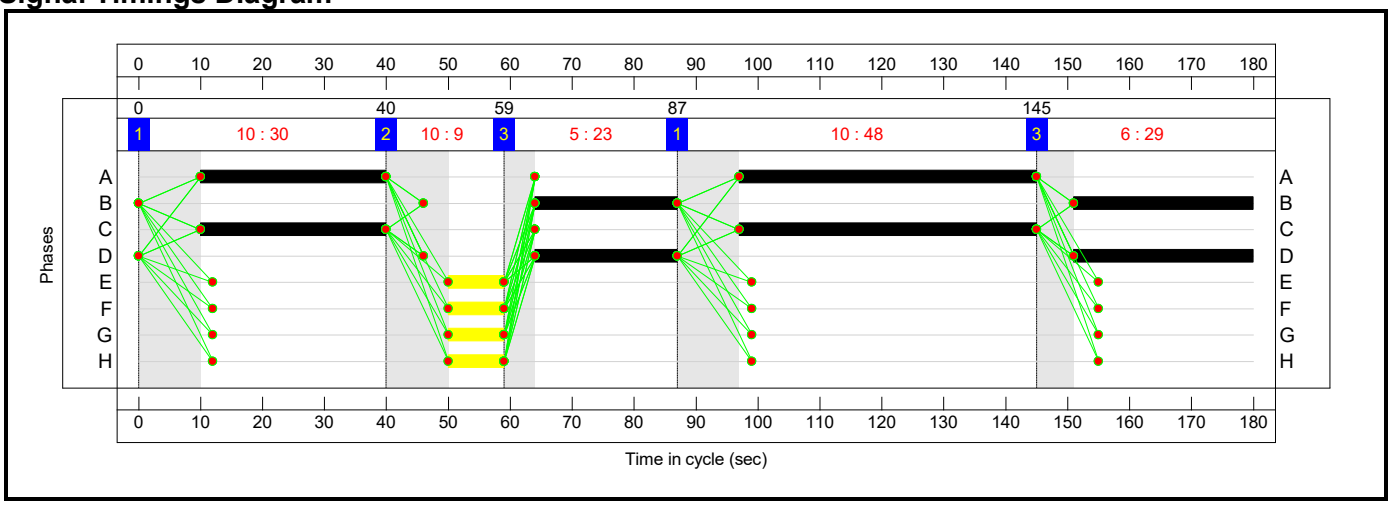
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	3
Duration	30	9	23	48	29
Change Point	0	40	59	87	145

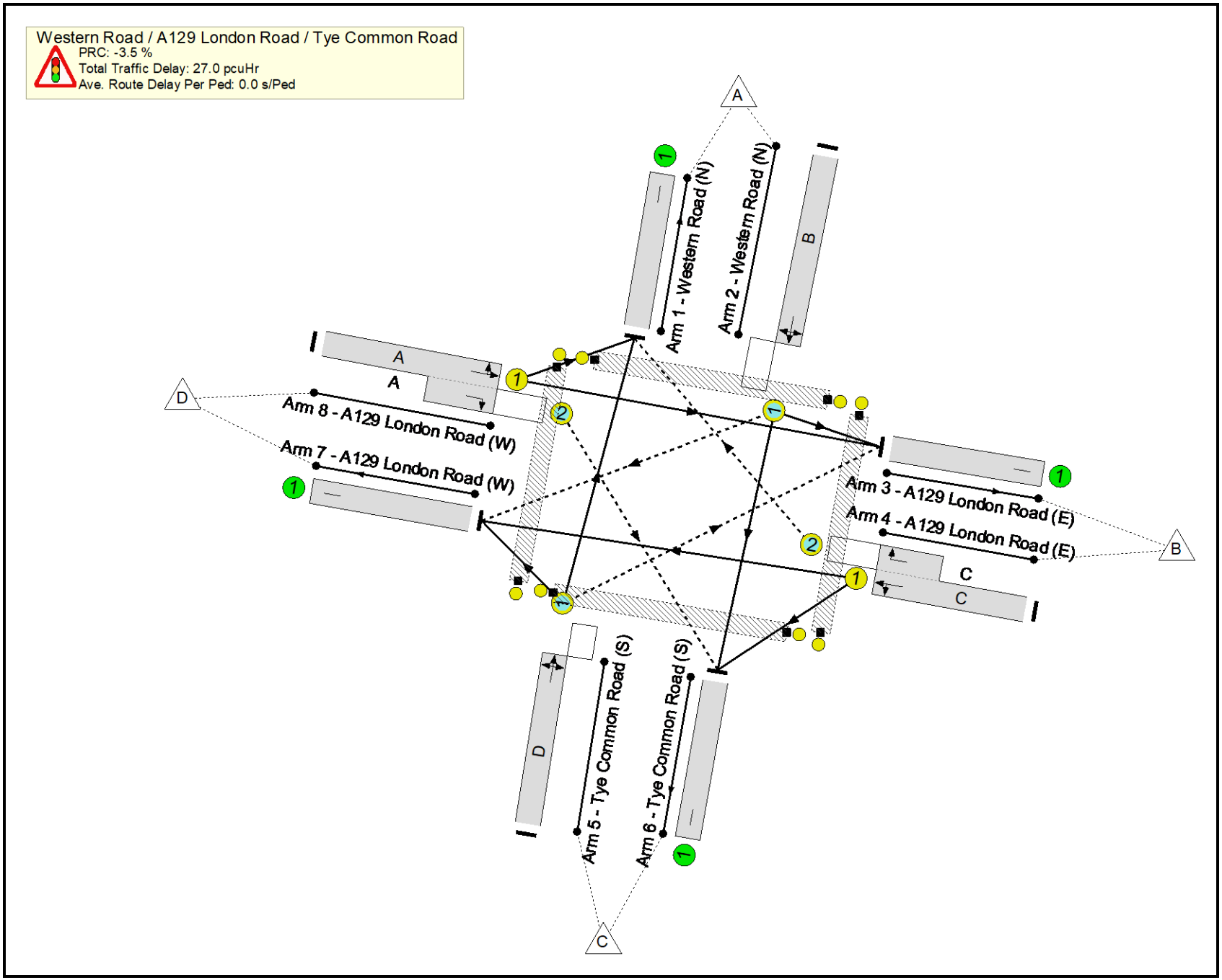
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.1%**
Western Road / A129 London Road / Tye Common Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.1%**
1/1	Western Road (N)	U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%
2/1	Western Road (N) Left Ahead Right	O	N/A	N/A	B		2	52	-	252	1831	524	48.1%
3/1	A129 London Road (E)	U	N/A	N/A	-		-	-	-	630	Inf	Inf	0.0%
4/1+4/2	A129 London Road (E) Right Left Ahead	U+O	N/A	N/A	C		2	78	-	522	1873:1800	788+65	61.1 : 61.1%
5/1	Tye Common Road (S) Ahead Right Left	O	N/A	N/A	D		2	52	-	511	1854	556	91.9%
6/1	Tye Common Road (S)	U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
7/1	A129 London Road (W)	U	N/A	N/A	-		-	-	-	803	Inf	Inf	0.0%
8/1+8/2	A129 London Road (W) Left Ahead Right	U+O	N/A	N/A	A		2	78	-	832	1883:1800	637+257	93.1 : 93.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	9	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	9	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	9	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**312**	**0**	**59**	**14.1**	**11.6**	**1.3**	**27.0**	**-**	**-**	**-**	**-**
Western Road / A129 London Road / Tye Common Road	**-**	**-**	**312**	**0**	**59**	**14.1**	**11.6**	**1.3**	**27.0**	**-**	**-**	**-**	**-**
1/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	252	252	27	0	25	1.8	0.5	0.3	2.5	35.8	5.1	0.5	5.6
3/1	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	522	522	29	0	11	2.7	0.8	0.2	3.8	26.0	10.7	0.8	11.5
5/1	511	511	40	0	0	4.3	4.7	0.0	9.0	63.6	12.2	4.7	16.9
6/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	832	832	216	0	23	5.3	5.7	0.8	11.7	50.8	20.3	5.7	26.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Western Road / A129 London Road / Tye Common Road PRC for Signalled Lanes (%): -3.5 Total Delay for Signalled Lanes (pcuHr): 27.04 Cycle Time (s): 180
PRC Over All Lanes (%): -3.5 Total Delay Over All Lanes(pcuHr): 27.04

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site 82 (three arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 24/03/2025 10:26:34

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Stream B-C	D1	2.4	24.47	0.72	C	15.54	C	D2	1.7	18.34	0.64	C	12.52	B
Stream B-A		2.7	69.18	0.75	F				1.4	42.92	0.60	E		
Stream C-AB		4.3	30.69	0.80	D				4.7	29.54	0.83	D		
	FB WD													
Stream B-C	D3	4.0	40.56	0.83	E	21.86	C	D4	2.1	21.86	0.69	C	14.89	B
Stream B-A		4.0	100.47	0.84	F				1.7	52.78	0.66	F		
Stream C-AB		5.5	36.00	0.84	E				6.0	33.39	0.87	D		
	FB+CD WD													
Stream B-C	D5	4.0	40.56	0.83	E	21.86	C	D6	2.1	21.86	0.69	C	14.89	B
Stream B-A		4.0	100.47	0.84	F				1.7	52.78	0.66	F		
Stream C-AB		5.5	36.00	0.84	E				6.0	33.39	0.87	D		
	FB+CD+N2T WD													
Stream B-C	D7	6.3	64.75	0.91	F	27.69	D	D8	2.3	23.96	0.71	C	15.71	C
Stream B-A		5.1	125.78	0.89	F				2.0	59.87	0.70	F		
Stream C-AB		5.9	37.64	0.85	E				6.5	34.39	0.88	D		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

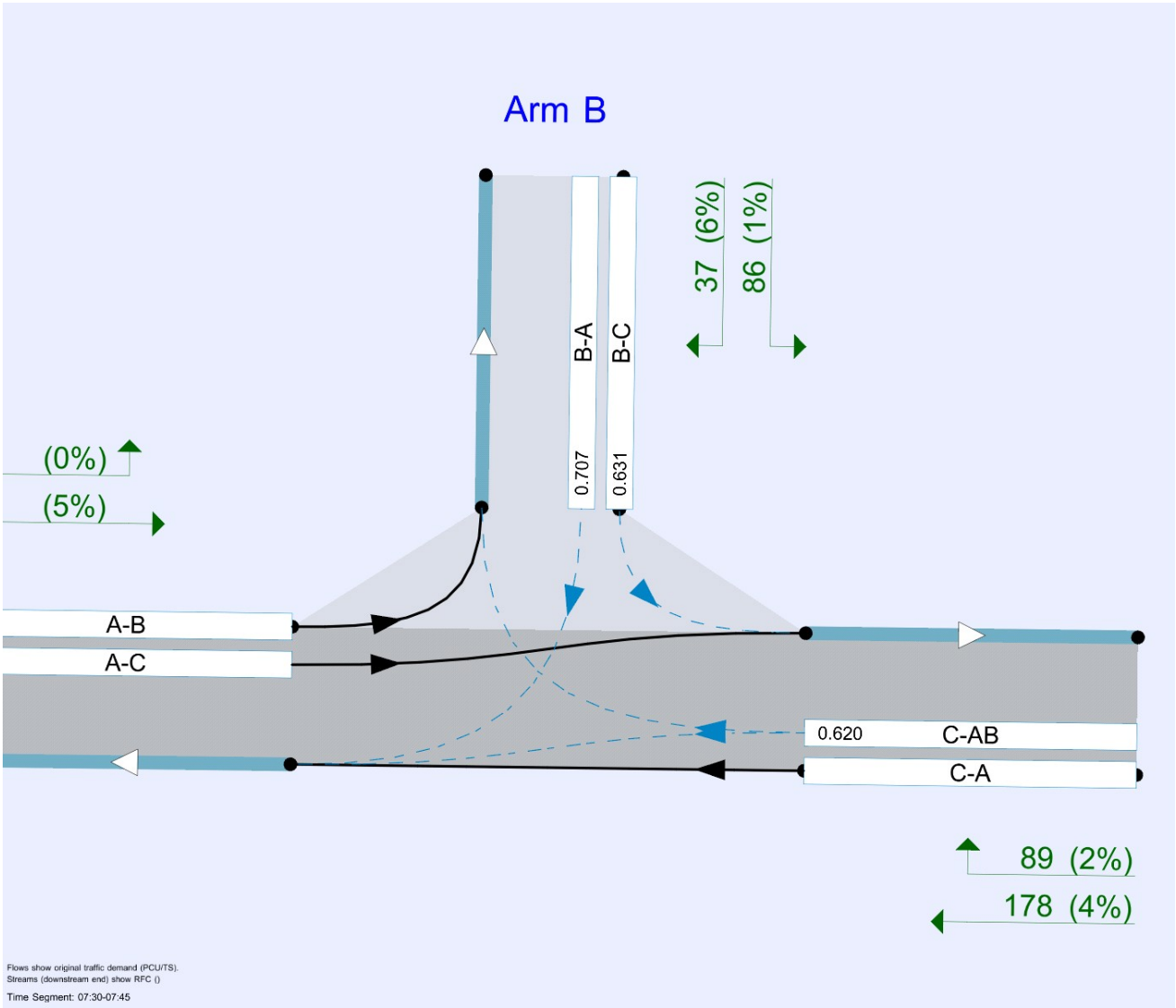
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓
D2	2024	PM	DIRECT	17:00	18:30	90	15	✓
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓
D4	FB WD	PM	DIRECT	17:00	18:30	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓
D6	FB+CD WD	PM	DIRECT	17:00	18:30	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	17:00	18:30	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		15.54	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A129 London Road (W)		Major
B	Mountnessing Road (N)		Minor
C	A129 London Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.20		✓	2.78	121.1	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	7.14	5.88	5.40	5.13		5.00	72	114

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	131.372	0.095	0.240	0.151	0.343
B-C	196.501	0.119	0.302	-	-
C-B	171.182	0.263	0.263	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.00	69.80
	B	35.60	0.00	82.90
	C	167.30	86.40	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	53.00	105.80
	B	30.00	0.00	88.00
	C	162.10	92.30	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	36.30	83.90
	B	37.90	0.00	90.80
	C	150.30	92.80	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	79.00	48.00
	B	22.40	0.00	92.90
	C	102.30	102.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	104.30	95.40
	B	22.00	0.00	86.00
	C	106.20	94.70	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	53.80	96.50
	B	25.90	0.00	70.00
	C	69.00	105.70	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	6	0	1
	C	3	2	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	7	0	0
	C	2	1	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	9	1
	B	3	0	2
	C	1	2	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	10	0	1
	C	1	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	0
	C	2	3	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	13	3
	B	4	0	0
	C	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.72	24.47	2.4	C	85.10	510.60
B-A	0.75	69.18	2.7	F	28.97	173.80
C-AB	0.80	30.69	4.3	D	108.77	652.63
C-A					113.08	678.47
A-B					58.57	351.40
A-C					83.23	499.40

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	82.90	82.90	143.54	0.578	81.57	0.0	1.3	14.411	B
B-A	35.60	35.60	56.91	0.626	34.03	0.0	1.6	39.420	E
C-AB	90.92	90.92	153.90	0.591	89.44	0.0	1.5	14.020	B
C-A	162.78	162.78			162.78				
A-B	25.00	25.00			25.00				
A-C	69.80	69.80			69.80				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88.00	88.00	125.66	0.700	87.13	1.3	2.2	23.231	C
B-A	30.00	30.00	42.47	0.706	29.45	1.6	2.1	68.943	F
C-AB	108.72	108.72	152.33	0.714	107.51	1.5	2.7	20.378	C
C-A	145.68	145.68			145.68				
A-B	53.00	53.00			53.00				
A-C	105.80	105.80			105.80				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90.80	90.80	126.61	0.717	90.63	2.2	2.4	24.466	C
B-A	37.90	37.90	50.72	0.747	37.33	2.1	2.7	69.178	F
C-AB	101.45	101.45	152.74	0.664	101.82	2.7	2.3	18.123	C
C-A	141.65	141.65			141.65				
A-B	36.30	36.30			36.30				
A-C	83.90	83.90			83.90				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92.90	92.90	158.19	0.587	93.77	2.4	1.5	14.499	B
B-A	22.40	22.40	58.50	0.383	24.43	2.7	0.7	28.587	D
C-AB	115.67	115.67	156.03	0.741	114.97	2.3	3.0	22.462	C
C-A	88.63	88.63			88.63				
A-B	79.00	79.00			79.00				
A-C	48.00	48.00			48.00				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86.00	86.00	140.08	0.614	85.94	1.5	1.6	16.817	C
B-A	22.00	22.00	46.81	0.470	21.76	0.7	0.9	38.645	E
C-AB	114.61	114.61	143.93	0.796	113.74	3.0	3.9	28.585	D
C-A	86.29	86.29			86.29				
A-B	104.30	104.30			104.30				
A-C	95.40	95.40			95.40				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70.00	70.00	142.00	0.493	70.57	1.6	1.0	12.700	B
B-A	25.90	25.90	54.57	0.475	25.87	0.9	0.9	31.601	D
C-AB	121.28	121.28	151.17	0.802	120.88	3.9	4.3	30.695	D
C-A	53.42	53.42			53.42				
A-B	53.80	53.80			53.80				
A-C	96.50	96.50			96.50				

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		12.52	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	17:00	18:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	43.50	130.60
	B	22.00	0.00	77.90
	C	84.00	77.90	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	42.00	132.90
	B	18.40	0.00	85.40
	C	89.00	104.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	35.00	110.40
	B	27.00	0.00	89.00
	C	101.00	78.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	47.50	127.80
	B	30.00	0.00	78.80
	C	89.00	90.90	0.00

18:00 - 18:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	41.50	114.00
	B	27.50	0.00	86.40
	C	86.20	103.20	0.00

18:15 - 18:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	29.00	78.00
	B	25.00	0.00	79.40
	C	82.00	81.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	0	0	1
	C	0	1	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	0
	B	0	0	0
	C	0	1	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		A	B	C
From	A	0	3	0
	B	4	0	0
	C	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.64	18.34	1.7	C	82.82	496.90
B-A	0.60	42.92	1.4	E	24.98	149.90
C-AB	0.83	29.54	4.7	D	99.06	594.38
C-A					78.64	471.82
A-B					39.75	238.50
A-C					115.62	693.70

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77.90	77.90	139.74	0.557	76.67	0.0	1.2	14.197	B
B-A	22.00	22.00	54.57	0.403	21.36	0.0	0.6	26.628	D
C-AB	81.01	81.01	130.40	0.621	79.38	0.0	1.6	17.389	C
C-A	80.89	80.89			80.89				
A-B	43.50	43.50			43.50				
A-C	130.60	130.60			130.60				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85.40	85.40	139.46	0.612	85.09	1.2	1.5	16.693	C
B-A	18.40	18.40	43.30	0.425	18.34	0.6	0.7	35.898	E
C-AB	129.41	129.41	155.66	0.831	126.33	1.6	4.7	29.544	D
C-A	63.59	63.59			63.59				
A-B	42.00	42.00			42.00				
A-C	132.90	132.90			132.90				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89.00	89.00	141.80	0.628	88.91	1.5	1.6	16.940	C
B-A	27.00	27.00	55.83	0.484	26.82	0.7	0.9	30.781	D
C-AB	80.42	80.42	137.06	0.587	83.59	4.7	1.5	17.773	C
C-A	98.58	98.58			98.58				
A-B	35.00	35.00			35.00				
A-C	110.40	110.40			110.40				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78.80	78.80	128.21	0.615	78.81	1.6	1.6	18.342	C
B-A	30.00	30.00	49.97	0.600	29.53	0.9	1.4	42.924	E
C-AB	100.20	100.20	137.97	0.726	99.12	1.5	2.6	22.598	C
C-A	79.70	79.70			79.70				
A-B	47.50	47.50			47.50				
A-C	127.80	127.80			127.80				

18:00 - 18:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86.40	86.40	135.19	0.639	86.31	1.6	1.7	18.343	C
B-A	27.50	27.50	48.99	0.561	27.52	1.4	1.3	42.025	E
C-AB	120.81	120.81	152.42	0.793	119.57	2.6	3.8	27.304	D
C-A	68.59	68.59			68.59				
A-B	41.50	41.50			41.50				
A-C	114.00	114.00			114.00				

18:15 - 18:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79.40	79.40	155.25	0.511	80.04	1.7	1.1	12.068	B
B-A	25.00	25.00	66.96	0.373	25.70	1.3	0.6	22.838	C
C-AB	82.53	82.53	145.75	0.566	85.00	3.8	1.4	15.384	C
C-A	80.47	80.47			80.47				
A-B	29.00	29.00			29.00				
A-C	78.00	78.00			78.00				

FB WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		21.86	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.84	72.16
	B	36.80	0.00	85.70
	C	172.95	89.32	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	54.79	109.37
	B	31.01	0.00	90.97
	C	167.58	95.42	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	37.53	86.73
	B	39.18	0.00	93.87
	C	155.38	95.93	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	81.67	49.62
	B	23.16	0.00	96.04
	C	105.76	105.45	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	107.82	98.62
	B	22.74	0.00	88.91
	C	109.79	97.90	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	55.62	99.76
	B	26.77	0.00	72.36
	C	71.33	109.27	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	6	0	1
	C	3	2	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	7	0	0
	C	2	1	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	9	1
	B	3	0	2
	C	1	2	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	10	0	1
	C	1	0	0

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	1	2
B	0	0	0
C	2	3	0

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	13	3
B	4	0	0
C	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.83	40.56	4.0	E	87.97	527.85
B-A	0.84	100.47	4.0	F	29.95	179.67
C-AB	0.84	36.00	5.5	E	117.25	703.48
C-A					112.10	672.58
A-B					60.55	363.27
A-C					86.04	516.27

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85.70	85.70	139.24	0.615	84.15	0.0	1.5	16.122	C
B-A	36.80	36.80	54.20	0.679	34.89	0.0	1.9	45.823	E
C-AB	95.43	95.43	155.35	0.614	93.78	0.0	1.6	14.648	B
C-A	166.84	166.84			166.84				
A-B	25.84	25.84			25.84				
A-C	72.16	72.16			72.16				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90.97	90.97	115.25	0.789	89.23	1.5	3.3	33.297	D
B-A	31.01	31.01	38.82	0.799	29.94	1.9	3.0	94.167	F
C-AB	118.44	118.44	158.74	0.746	116.87	1.6	3.2	21.774	C
C-A	144.56	144.56			144.56				
A-B	54.79	54.79			54.79				
A-C	109.37	109.37			109.37				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93.87	93.87	113.72	0.825	93.20	3.3	4.0	40.556	E
B-A	39.18	39.18	46.80	0.837	38.15	3.0	4.0	100.469	F
C-AB	107.79	107.79	155.83	0.692	108.27	3.2	2.7	19.551	C
C-A	143.52	143.52			143.52				
A-B	37.53	37.53			37.53				
A-C	86.73	86.73			86.73				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96.04	96.04	154.59	0.621	98.24	4.0	1.8	16.964	C
B-A	23.16	23.16	55.82	0.415	26.41	4.0	0.8	34.363	D
C-AB	124.28	124.28	160.78	0.773	123.40	2.7	3.6	24.708	C
C-A	86.92	86.92			86.92				
A-B	81.67	81.67			81.67				
A-C	49.62	49.62			49.62				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88.91	88.91	136.52	0.651	88.83	1.8	1.8	19.094	C
B-A	22.74	22.74	43.71	0.520	22.41	0.8	1.1	45.489	E
C-AB	126.63	126.63	151.64	0.835	125.31	3.6	4.9	32.321	D
C-A	81.06	81.06			81.06				
A-B	107.82	107.82			107.82				
A-C	98.62	98.62			98.62				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72.36	72.36	138.71	0.522	73.07	1.8	1.1	13.854	B
B-A	26.77	26.77	51.73	0.518	26.76	1.1	1.1	36.282	E
C-AB	130.92	130.92	156.30	0.838	130.39	4.9	5.5	35.995	E
C-A	49.68	49.68			49.68				
A-B	55.62	55.62			55.62				
A-C	99.76	99.76			99.76				

FB WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		14.89	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	17:00	18:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	45.03	135.20
	B	22.78	0.00	80.65
	C	86.96	80.65	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	43.48	137.58
	B	19.05	0.00	88.41
	C	92.14	107.67	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	36.23	114.29
	B	27.95	0.00	92.14
	C	104.56	80.75	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.17	132.30
	B	31.06	0.00	81.58
	C	92.14	94.10	0.00

18:00 - 18:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	42.96	118.02
	B	28.47	0.00	89.44
	C	89.24	106.84	0.00

18:15 - 18:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	30.02	80.75
	B	25.88	0.00	82.20
	C	84.89	83.85	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	0	0	1
	C	0	1	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	0
	B	0	0	0
	C	0	1	0

Heavy Vehicle Percentages

18:00 - 18:15

From \ To	A	B	C
A	0	3	0
B	4	0	0
C	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

From \ To	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.69	21.86	2.1	C	85.74	514.41
B-A	0.66	52.78	1.7	F	25.86	155.18
C-AB	0.87	33.39	6.0	D	106.51	639.05
C-A					77.45	464.73
A-B					41.15	246.90
A-C					119.69	718.15

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80.65	80.65	136.87	0.589	79.25	0.0	1.4	15.475	C
B-A	22.78	22.78	51.85	0.439	22.04	0.0	0.7	29.525	D
C-AB	85.12	85.12	130.65	0.652	83.27	0.0	1.9	18.625	C
C-A	82.48	82.48			82.48				
A-B	45.03	45.03			45.03				
A-C	135.20	135.20			135.20				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88.41	88.41	135.84	0.651	88.00	1.4	1.8	18.934	C
B-A	19.05	19.05	40.11	0.475	18.94	0.7	0.9	42.178	E
C-AB	144.34	144.34	165.49	0.872	140.16	1.9	6.0	33.386	D
C-A	55.46	55.46			55.46				
A-B	43.48	43.48			43.48				
A-C	137.58	137.58			137.58				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92.14	92.14	138.40	0.666	92.02	1.8	1.9	19.312	C
B-A	27.95	27.95	52.63	0.531	27.74	0.9	1.1	35.766	E
C-AB	84.17	84.17	137.18	0.614	88.46	6.0	1.7	19.986	C
C-A	101.13	101.13			101.13				
A-B	36.23	36.23			36.23				
A-C	114.29	114.29			114.29				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81.58	81.58	123.02	0.663	81.56	1.9	1.9	21.667	C
B-A	31.06	31.06	46.75	0.664	30.40	1.1	1.7	52.783	F
C-AB	107.53	107.53	141.18	0.762	106.14	1.7	3.1	24.867	C
C-A	78.71	78.71			78.71				
A-B	49.17	49.17			49.17				
A-C	132.30	132.30			132.30				

18:00 - 18:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89.44	89.44	130.14	0.687	89.28	1.9	2.1	21.864	C
B-A	28.47	28.47	45.64	0.624	28.46	1.7	1.7	52.341	F
C-AB	131.91	131.91	158.95	0.830	130.22	3.1	4.8	30.988	D
C-A	64.16	64.16			64.16				
A-B	42.96	42.96			42.96				
A-C	118.02	118.02			118.02				

18:15 - 18:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	82.20	82.20	152.77	0.538	83.09	2.1	1.2	13.077	B
B-A	25.88	25.88	64.48	0.401	26.89	1.7	0.7	25.294	D
C-AB	85.98	85.98	145.64	0.590	89.26	4.8	1.5	16.837	C
C-A	82.77	82.77			82.77				
A-B	30.02	30.02			30.02				
A-C	80.75	80.75			80.75				

FB+CD WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		21.86	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.84	72.16
	B	36.80	0.00	85.70
	C	172.95	89.32	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	54.79	109.37
	B	31.01	0.00	90.97
	C	167.58	95.42	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	37.53	86.73
	B	39.18	0.00	93.87
	C	155.38	95.93	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	81.67	49.62
	B	23.16	0.00	96.04
	C	105.76	105.45	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	107.82	98.62
	B	22.74	0.00	88.91
	C	109.79	97.90	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	55.62	99.76
	B	26.77	0.00	72.36
	C	71.33	109.27	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	6	0	1
	C	3	2	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	7	0	0
	C	2	1	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	9	1
	B	3	0	2
	C	1	2	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	10	0	1
	C	1	0	0

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	1	2
B	0	0	0
C	2	3	0

08:45 - 09:00

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	13	3
B	4	0	0
C	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.83	40.56	4.0	E	87.97	527.85
B-A	0.84	100.47	4.0	F	29.95	179.67
C-AB	0.84	36.00	5.5	E	117.25	703.48
C-A					112.10	672.58
A-B					60.55	363.27
A-C					86.04	516.27

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85.70	85.70	139.24	0.615	84.15	0.0	1.5	16.122	C
B-A	36.80	36.80	54.20	0.679	34.89	0.0	1.9	45.823	E
C-AB	95.43	95.43	155.35	0.614	93.78	0.0	1.6	14.648	B
C-A	166.84	166.84			166.84				
A-B	25.84	25.84			25.84				
A-C	72.16	72.16			72.16				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90.97	90.97	115.25	0.789	89.23	1.5	3.3	33.297	D
B-A	31.01	31.01	38.82	0.799	29.94	1.9	3.0	94.167	F
C-AB	118.44	118.44	158.74	0.746	116.87	1.6	3.2	21.774	C
C-A	144.56	144.56			144.56				
A-B	54.79	54.79			54.79				
A-C	109.37	109.37			109.37				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93.87	93.87	113.72	0.825	93.20	3.3	4.0	40.556	E
B-A	39.18	39.18	46.80	0.837	38.15	3.0	4.0	100.469	F
C-AB	107.79	107.79	155.83	0.692	108.27	3.2	2.7	19.551	C
C-A	143.52	143.52			143.52				
A-B	37.53	37.53			37.53				
A-C	86.73	86.73			86.73				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96.04	96.04	154.59	0.621	98.24	4.0	1.8	16.964	C
B-A	23.16	23.16	55.82	0.415	26.41	4.0	0.8	34.363	D
C-AB	124.28	124.28	160.78	0.773	123.40	2.7	3.6	24.708	C
C-A	86.92	86.92			86.92				
A-B	81.67	81.67			81.67				
A-C	49.62	49.62			49.62				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88.91	88.91	136.52	0.651	88.83	1.8	1.8	19.094	C
B-A	22.74	22.74	43.71	0.520	22.41	0.8	1.1	45.489	E
C-AB	126.63	126.63	151.64	0.835	125.31	3.6	4.9	32.321	D
C-A	81.06	81.06			81.06				
A-B	107.82	107.82			107.82				
A-C	98.62	98.62			98.62				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72.36	72.36	138.71	0.522	73.07	1.8	1.1	13.854	B
B-A	26.77	26.77	51.73	0.518	26.76	1.1	1.1	36.282	E
C-AB	130.92	130.92	156.30	0.838	130.39	4.9	5.5	35.995	E
C-A	49.68	49.68			49.68				
A-B	55.62	55.62			55.62				
A-C	99.76	99.76			99.76				

FB+CD WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		14.89	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	17:00	18:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	45.03	135.20
	B	22.78	0.00	80.65
	C	86.96	80.65	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	43.48	137.58
	B	19.05	0.00	88.41
	C	92.14	107.67	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	36.23	114.29
	B	27.95	0.00	92.14
	C	104.56	80.75	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.17	132.30
	B	31.06	0.00	81.58
	C	92.14	94.10	0.00

18:00 - 18:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	42.96	118.02
	B	28.47	0.00	89.44
	C	89.24	106.84	0.00

18:15 - 18:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	30.02	80.75
	B	25.88	0.00	82.20
	C	84.89	83.85	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	0	0	1
	C	0	1	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	0
	B	0	0	0
	C	0	1	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		A	B	C
From	A	0	3	0
	B	4	0	0
	C	0	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.69	21.86	2.1	C	85.74	514.41
B-A	0.66	52.78	1.7	F	25.86	155.18
C-AB	0.87	33.39	6.0	D	106.51	639.05
C-A					77.45	464.73
A-B					41.15	246.90
A-C					119.69	718.15

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80.65	80.65	136.87	0.589	79.25	0.0	1.4	15.475	C
B-A	22.78	22.78	51.85	0.439	22.04	0.0	0.7	29.525	D
C-AB	85.12	85.12	130.65	0.652	83.27	0.0	1.9	18.625	C
C-A	82.48	82.48			82.48				
A-B	45.03	45.03			45.03				
A-C	135.20	135.20			135.20				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88.41	88.41	135.84	0.651	88.00	1.4	1.8	18.934	C
B-A	19.05	19.05	40.11	0.475	18.94	0.7	0.9	42.178	E
C-AB	144.34	144.34	165.49	0.872	140.16	1.9	6.0	33.386	D
C-A	55.46	55.46			55.46				
A-B	43.48	43.48			43.48				
A-C	137.58	137.58			137.58				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92.14	92.14	138.40	0.666	92.02	1.8	1.9	19.312	C
B-A	27.95	27.95	52.63	0.531	27.74	0.9	1.1	35.766	E
C-AB	84.17	84.17	137.18	0.614	88.46	6.0	1.7	19.986	C
C-A	101.13	101.13			101.13				
A-B	36.23	36.23			36.23				
A-C	114.29	114.29			114.29				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81.58	81.58	123.02	0.663	81.56	1.9	1.9	21.667	C
B-A	31.06	31.06	46.75	0.664	30.40	1.1	1.7	52.783	F
C-AB	107.53	107.53	141.18	0.762	106.14	1.7	3.1	24.867	C
C-A	78.71	78.71			78.71				
A-B	49.17	49.17			49.17				
A-C	132.30	132.30			132.30				

18:00 - 18:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89.44	89.44	130.14	0.687	89.28	1.9	2.1	21.864	C
B-A	28.47	28.47	45.64	0.624	28.46	1.7	1.7	52.341	F
C-AB	131.91	131.91	158.95	0.830	130.22	3.1	4.8	30.988	D
C-A	64.16	64.16			64.16				
A-B	42.96	42.96			42.96				
A-C	118.02	118.02			118.02				

18:15 - 18:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	82.20	82.20	152.77	0.538	83.09	2.1	1.2	13.077	B
B-A	25.88	25.88	64.48	0.401	26.89	1.7	0.7	25.294	D
C-AB	85.98	85.98	145.64	0.590	89.26	4.8	1.5	16.837	C
C-A	82.77	82.77			82.77				
A-B	30.02	30.02			30.02				
A-C	80.75	80.75			80.75				

FB+CD+N2T WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		27.69	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:30	09:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	25.84	77.41
	B	36.80	0.00	85.70
	C	178.21	89.32	0.00

07:45 - 08:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	54.79	114.63
	B	31.01	0.00	90.97
	C	172.83	95.42	0.00

08:00 - 08:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	37.53	91.99
	B	39.18	0.00	93.87
	C	160.63	95.93	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	81.67	54.88
	B	23.16	0.00	96.04
	C	111.01	105.45	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	107.82	103.88
	B	22.74	0.00	88.91
	C	115.04	97.90	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	55.62	105.02
	B	26.77	0.00	72.36
	C	76.59	109.27	0.00

Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	6	0	1
	C	4	2	0

07:45 - 08:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	7	0	0
	C	3	1	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	9	3
	B	3	0	2
	C	2	2	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	10	0	1
	C	3	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	4
	B	0	0	0
	C	4	3	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	13	5
	B	4	0	0
	C	2	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.91	64.75	6.3	F	87.97	527.85
B-A	0.89	125.78	5.1	F	29.95	179.67
C-AB	0.85	37.64	5.9	E	119.60	717.63
C-A					115.00	689.98
A-B					60.55	363.27
A-C					91.30	547.81

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85.70	85.70	135.80	0.631	84.06	0.0	1.6	17.112	C
B-A	36.80	36.80	52.07	0.707	34.69	0.0	2.1	50.256	F
C-AB	96.04	96.04	154.86	0.620	94.34	0.0	1.7	14.903	B
C-A	171.49	171.49			171.49				
A-B	25.84	25.84			25.84				
A-C	77.41	77.41			77.41				

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90.97	90.97	106.98	0.850	88.18	1.6	4.4	43.893	E
B-A	31.01	31.01	36.43	0.851	29.58	2.1	3.5	111.514	F
C-AB	121.00	121.00	160.31	0.755	119.32	1.7	3.4	22.224	C
C-A	147.25	147.25			147.25				
A-B	54.79	54.79			54.79				
A-C	114.63	114.63			114.63				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93.87	93.87	103.07	0.911	91.99	4.4	6.3	64.753	F
B-A	39.18	39.18	43.93	0.892	37.60	3.5	5.1	125.776	F
C-AB	109.07	109.07	156.20	0.698	109.58	3.4	2.9	20.064	C
C-A	147.50	147.50			147.50				
A-B	37.53	37.53			37.53				
A-C	91.99	91.99			91.99				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96.04	96.04	151.11	0.636	100.48	6.3	1.9	19.662	C
B-A	23.16	23.16	53.51	0.433	27.45	5.1	0.8	40.278	E
C-AB	126.66	126.66	162.08	0.781	125.71	2.9	3.8	25.421	D
C-A	89.80	89.80			89.80				
A-B	81.67	81.67			81.67				
A-C	54.88	54.88			54.88				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88.91	88.91	133.79	0.665	88.85	1.9	1.9	20.268	C
B-A	22.74	22.74	41.59	0.547	22.37	0.8	1.2	50.357	F
C-AB	130.58	130.58	154.48	0.845	129.11	3.8	5.3	33.437	D
C-A	82.36	82.36			82.36				
A-B	107.82	107.82			107.82				
A-C	103.88	103.88			103.88				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72.36	72.36	136.06	0.532	73.13	1.9	1.2	14.473	B
B-A	26.77	26.77	49.59	0.540	26.76	1.2	1.2	39.672	E
C-AB	134.27	134.27	158.57	0.847	133.67	5.3	5.9	37.645	E
C-A	51.58	51.58			51.58				
A-B	55.62	55.62			55.62				
A-C	105.02	105.02			105.02				

FB+CD+N2T WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		15.71	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	17:00	18:30	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	45.03	140.46
	B	22.78	0.00	80.65
	C	92.22	80.65	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	43.48	142.84
	B	19.05	0.00	88.41
	C	97.39	107.67	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	36.23	119.55
	B	27.95	0.00	92.14
	C	109.82	80.75	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	49.17	137.56
	B	31.06	0.00	81.58
	C	97.39	94.10	0.00

18:00 - 18:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	42.96	123.27
	B	28.47	0.00	89.44
	C	94.49	106.84	0.00

18:15 - 18:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	30.02	86.01
	B	25.88	0.00	82.20
	C	90.15	83.85	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	3
	B	0	0	1
	C	2	1	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	1
	B	0	0	0
	C	2	1	0

Heavy Vehicle Percentages

18:00 - 18:15

		To		
		A	B	C
From	A	0	3	2
	B	4	0	0
	C	2	0	0

Heavy Vehicle Percentages

18:15 - 18:30

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.71	23.96	2.3	C	85.74	514.41
B-A	0.70	59.87	2.0	F	25.86	155.18
C-AB	0.88	34.39	6.5	D	108.53	651.17
C-A					80.69	484.14
A-B					41.15	246.90
A-C					124.95	749.68

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80.65	80.65	134.71	0.599	79.20	0.0	1.4	16.036	C
B-A	22.78	22.78	49.82	0.457	21.99	0.0	0.8	31.534	D
C-AB	85.78	85.78	130.19	0.659	83.85	0.0	1.9	19.044	C
C-A	87.08	87.08			87.08				
A-B	45.03	45.03			45.03				
A-C	140.46	140.46			140.46				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88.41	88.41	133.23	0.664	87.96	1.4	1.9	19.985	C
B-A	19.05	19.05	38.06	0.501	18.91	0.8	0.9	46.485	E
C-AB	149.59	149.59	169.32	0.883	144.98	1.9	6.5	34.388	D
C-A	55.47	55.47			55.47				
A-B	43.48	43.48			43.48				
A-C	142.84	142.84			142.84				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92.14	92.14	135.81	0.678	92.01	1.9	2.0	20.434	C
B-A	27.95	27.95	50.40	0.555	27.73	0.9	1.2	39.174	E
C-AB	84.62	84.62	136.86	0.618	89.34	6.5	1.8	20.872	C
C-A	105.94	105.94			105.94				
A-B	36.23	36.23			36.23				
A-C	119.55	119.55			119.55				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81.58	81.58	119.36	0.683	81.52	2.0	2.1	23.675	C
B-A	31.06	31.06	44.55	0.697	30.28	1.2	1.9	59.667	F
C-AB	109.45	109.45	142.00	0.771	107.96	1.8	3.3	25.543	D
C-A	82.05	82.05			82.05				
A-B	49.17	49.17			49.17				
A-C	137.56	137.56			137.56				

18:00 - 18:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89.44	89.44	126.44	0.707	89.24	2.1	2.3	23.957	C
B-A	28.47	28.47	43.42	0.656	28.44	1.9	2.0	59.867	F
C-AB	135.46	135.46	161.37	0.839	133.61	3.3	5.2	32.035	D
C-A	65.87	65.87			65.87				
A-B	42.96	42.96			42.96				
A-C	123.27	123.27			123.27				

18:15 - 18:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	82.20	82.20	150.47	0.546	83.24	2.3	1.2	13.587	B
B-A	25.88	25.88	62.39	0.415	27.08	2.0	0.8	27.121	D
C-AB	86.27	86.27	145.02	0.595	89.83	5.2	1.6	17.398	C
C-A	87.73	87.73			87.73				
A-B	30.02	30.02			30.02				
A-C	86.01	86.01			86.01				

Scenario 3: 'FB + CD + N2T AM' (FG3: 'FB + CD + N2T AM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	**87.8%**	**20.6**	-	-
Unnamed Junction	-	-	-	-	-	-	**87.8%**	**20.6**	-	-
1/1+1/2	A129 London Rd Ahead Right	U+O	39	955	1940:1687	638+450	87.8 : 87.8%	8.2	31.0	13.2
2/1	A129 London Rd Ahead Left	U	29	647	1821	759	85.3%	6.2	34.4	14.4
3/2+3/1	Mountnessing Road Right Left	U	19	486	1764:1687	134+426	86.8 : 86.8%	6.2	45.8	10.2
4/1		U	-	676	Inf	Inf	0.0%	0.0	0.0	0.0
5/1		U	-	735	Inf	Inf	0.0%	0.0	0.0	0.0
6/1		U	-	677	Inf	Inf	0.0%	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 2.5 Total Delay for Signalled Lanes (pcuHr): 20.58 Cycle Time (s): 72
PRC Over All Lanes (%): 2.5 Total Delay Over All Lanes(pcuHr): 20.58

Scenario 4: 'FB + CD + N2T PM' (FG4: 'FB + CD + N2T PM', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	**88.6%**	**21.2**	-	-
Unnamed Junction	-	-	-	-	-	-	**88.6%**	**21.2**	-	-
1/1+1/2	A129 London Rd Ahead Right	U+O	51	788	1940:1687	450+439	88.6 : 88.6%	8.4	38.4	12.7
2/1	A129 London Rd Ahead Left	U	39	695	1871	850	81.7%	6.2	32.1	16.8
3/2+3/1	Mountnessing Road Right Left	U	23	459	1764:1687	124+409	86.1 : 86.1%	6.6	51.4	11.5
4/1		U	-	506	Inf	Inf	0.0%	0.0	0.0	0.0
5/1		U	-	875	Inf	Inf	0.0%	0.0	0.0	0.0
6/1		U	-	561	Inf	Inf	0.0%	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1.6 Total Delay for Signalled Lanes (pcuHr): 21.16 Cycle Time (s): 88
PRC Over All Lanes (%): 1.6 Total Delay Over All Lanes(pcuHr): 21.16

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 83 (five_arm)_V2.j9
Path: C:\Users\shresthb4012\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files
Report generation date: 24/03/2025 11:23:19

»2024, AM
»2024, PM
»FB WD, AM
»FB WD, PM
»FB+CD WD, AM
»FB+CD WD, PM
»FB+CD+N2T WD, AM
»FB+CD+N2T WD, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024									
Arm 1	D1	1.0	5.43	0.50	A	D2	0.5	4.39	0.35	A
Arm 2		0.5	4.64	0.35	A		0.1	2.59	0.12	A
Arm 3		0.1	2.15	0.09	A		0.3	2.51	0.24	A
Arm 4		0.8	2.33	0.44	A		0.9	2.59	0.47	A
Arm 5		1.3	4.10	0.56	A		0.9	3.56	0.46	A
	FB WD									
Arm 1	D3	1.1	5.87	0.53	A	D4	0.6	4.66	0.37	A
Arm 2		0.6	4.97	0.37	A		0.1	2.67	0.12	A
Arm 3		0.1	2.20	0.09	A		0.3	2.61	0.26	A
Arm 4		0.8	2.42	0.45	A		1.0	2.72	0.49	A
Arm 5		1.4	4.40	0.58	A		1.0	3.77	0.49	A
	FB+CD WD									
Arm 1	D5	1.1	5.87	0.53	A	D6	0.6	4.66	0.37	A
Arm 2		0.6	4.97	0.37	A		0.1	2.67	0.12	A
Arm 3		0.1	2.20	0.09	A		0.3	2.61	0.26	A
Arm 4		0.8	2.42	0.45	A		1.0	2.72	0.49	A
Arm 5		1.4	4.40	0.58	A		1.0	3.77	0.49	A
	FB+CD+N2T WD									
Arm 1	D7	1.2	6.23	0.55	A	D8	0.6	4.91	0.39	A
Arm 2		0.6	5.15	0.38	A		0.1	2.73	0.13	A
Arm 3		0.1	2.25	0.09	A		0.4	2.67	0.26	A
Arm 4		0.9	2.50	0.46	A		1.0	2.81	0.50	A
Arm 5		1.6	4.64	0.60	A		1.0	3.97	0.51	A

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

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

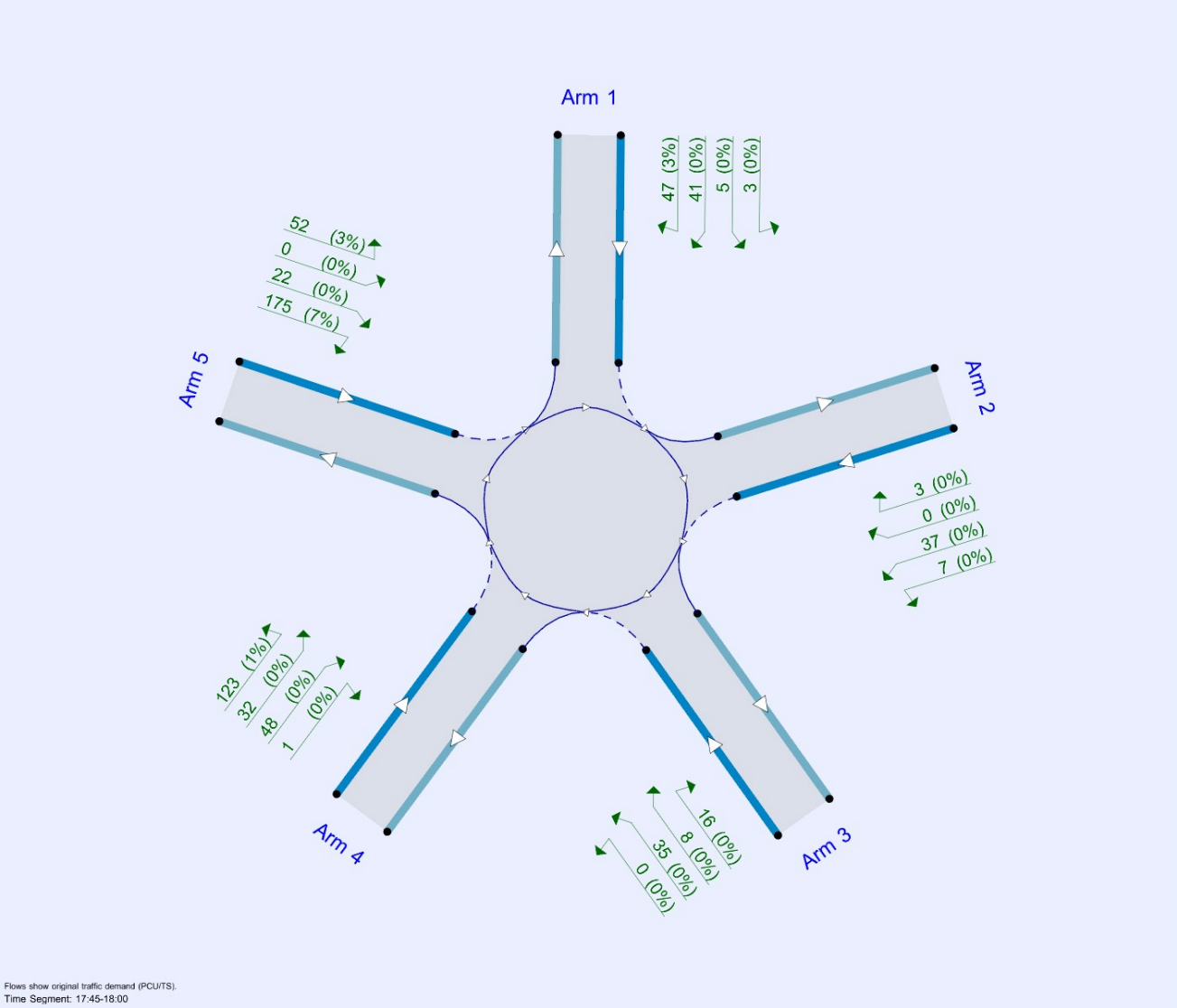
File summary

File Description

Title	
Location	
Site number	
Date	21/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\shresthb4012
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Analysis Set Details

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

2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5	3.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Brentwood Road (N)	
2	A127 (E)	
3	Dunton Technical Centre (SE)	
4	B148 West Mayne (S)	
5	A127 (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.49	7.56	7.9	16.7	87.4	34.0	
2	6.08	7.35	36.0	17.5	87.4	20.5	
3	7.02	8.64	3.1	22.5	87.4	19.5	
4	6.71	8.92	8.6	31.2	87.4	17.5	
5	5.48	7.22	9.4	42.9	87.4	13.5	

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	273.20	0.00
2	379.74	110.19
3	281.39	0.00
4	102.21	0.00
5	130.92	112.23

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.729	525.159
2	0.845	631.108
3	0.973	754.249
4	1.177	830.797
5	1.052	665.817

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	4.00	26.40	30.00	62.00
	2	9.00	0.00	52.00	10.00	0.00
	3	1.00	1.00	0.00	3.90	13.00
	4	51.10	19.90	5.00	6.00	162.70
	5	24.90	0.00	47.90	76.80	0.00

07:30 - 07:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	4.90	32.40	28.10	62.00
	2	8.90	1.00	37.00	19.00	1.00
	3	8.00	1.00	0.00	3.90	26.50
	4	70.00	34.60	1.40	5.00	195.80
	5	43.00	0.00	76.30	99.70	0.00

07:45 - 08:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	3.00	4.00	44.40	48.90	67.90
	2	7.00	1.00	55.00	40.80	2.00
	3	11.00	3.40	0.00	4.00	22.00
	4	55.00	30.90	0.00	7.00	147.10
	5	58.30	1.00	101.00	116.70	0.00

08:00 - 08:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.00	3.00	41.00	39.90	49.00
	2	7.00	0.00	49.90	41.00	1.00
	3	6.00	4.00	0.00	2.40	19.90
	4	80.00	41.90	1.00	4.00	177.00
	5	52.90	0.00	108.60	125.80	0.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	2.00	35.00	48.00	62.80
	2	3.00	1.00	44.00	43.80	0.00
	3	4.00	5.00	0.00	2.00	11.00
	4	50.00	44.60	3.00	5.00	139.10
	5	48.00	0.00	73.00	115.80	0.00

08:30 - 08:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	2.00	31.00	57.00	54.90
	2	3.00	0.00	43.00	43.70	0.00
	3	1.00	7.00	0.00	2.00	18.90
	4	37.40	38.60	3.00	3.40	143.50
	5	32.90	2.00	80.90	138.40	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	50	0
	4	6	6	0	0	2
	5	4	0	2	3	0

07:30 - 07:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	25	0	4	0
	2	13	0	0	0	0
	3	0	0	0	33	4
	4	0	13	0	0	2
	5	0	0	1	3	0

07:45 - 08:00

Heavy Vehicle Percentages

From \ To	1	2	3	4	5
1	0	0	0	2	1
2	0	0	0	5	0
3	0	0	0	0	0
4	0	3	0	0	4
5	2	0	0	1	0

08:00 - 08:15

Heavy Vehicle Percentages

From \ To	1	2	3	4	5
1	0	0	0	3	0
2	0	0	2	0	0
3	0	0	0	0	6
4	0	3	0	0	2
5	2	0	2	5	0

08:15 - 08:30

Heavy Vehicle Percentages

From \ To	1	2	3	4	5
1	0	0	0	0	3
2	0	0	0	5	0
3	0	0	0	0	0
4	0	10	0	0	2
5	0	0	0	6	0

08:30 - 08:45

Heavy Vehicle Percentages

From \ To	1	2	3	4	5
1	0	0	0	0	2
2	0	0	0	8	0
3	0	0	0	0	6
4	0	11	0	0	4
5	3	0	1	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.50	5.43	1.0	A	140.77	844.60
2	0.35	4.64	0.5	A	87.35	524.10
3	0.09	2.15	0.1	A	30.32	181.90
4	0.44	2.33	0.8	A	260.50	1563.00
5	0.56	4.10	1.3	A	237.32	1423.90

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	122.40	122.40	156.23	411.24	0.298	121.98	85.80	0.0	0.4	3.107	A
2	71.00	71.00	253.36	416.96	0.170	70.80	24.84	0.0	0.2	2.598	A
3	18.90	18.90	193.23	566.32	0.033	18.86	130.93	0.0	0.0	1.764	A
4	244.70	244.70	85.73	729.92	0.335	244.18	126.36	0.0	0.5	1.906	A
5	149.60	149.60	92.80	568.18	0.263	149.23	237.12	0.0	0.4	2.206	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	127.40	127.40	218.69	365.70	0.348	127.28	129.73	0.4	0.5	3.832	A
2	66.90	66.90	304.53	373.72	0.179	66.88	41.44	0.2	0.2	2.976	A
3	39.40	39.40	224.45	535.95	0.074	39.35	146.96	0.0	0.1	1.908	A
4	306.80	306.80	108.30	703.37	0.436	306.53	155.51	0.5	0.8	2.327	A
5	219.00	219.00	129.77	529.29	0.414	218.65	285.06	0.4	0.7	2.949	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	168.20	168.20	260.76	335.02	0.502	167.73	134.24	0.5	1.0	5.430	A
2	105.80	105.80	388.19	303.01	0.349	105.48	40.30	0.2	0.5	4.638	A
3	40.40	40.40	293.68	468.61	0.086	40.39	199.98	0.1	0.1	2.101	A
4	240.00	240.00	117.11	693.00	0.346	240.25	216.96	0.8	0.5	2.041	A
5	277.00	277.00	118.33	541.32	0.512	276.67	239.02	0.7	1.0	3.420	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	133.90	133.90	285.05	317.31	0.422	134.17	146.84	1.0	0.7	4.959	A
2	98.90	98.90	370.33	318.10	0.311	98.98	48.89	0.5	0.5	4.152	A
3	32.30	32.30	268.83	492.78	0.066	32.32	200.48	0.1	0.1	2.021	A
4	303.90	303.90	88.08	727.16	0.418	303.72	213.07	0.5	0.7	2.160	A
5	287.30	287.30	144.84	513.43	0.560	287.05	246.96	1.0	1.3	4.100	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	147.80	147.80	247.82	344.45	0.429	147.79	105.19	0.7	0.8	4.639	A
2	91.80	91.80	343.00	341.20	0.269	91.88	52.61	0.5	0.4	3.689	A
3	22.00	22.00	279.54	482.37	0.046	22.02	155.34	0.1	0.0	1.956	A
4	241.70	241.70	86.80	728.66	0.332	241.91	214.76	0.7	0.5	1.906	A
5	236.80	236.80	115.71	544.08	0.435	237.30	213.00	1.3	0.8	3.016	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	144.90	144.90	273.23	325.93	0.445	144.86	74.39	0.8	0.8	5.003	A
2	89.70	89.70	368.48	319.66	0.281	89.68	49.61	0.4	0.4	4.050	A
3	28.90	28.90	300.28	462.20	0.063	28.88	157.88	0.0	0.1	2.150	A
4	225.90	225.90	84.80	731.02	0.309	225.95	244.36	0.5	0.5	1.854	A
5	254.20	254.20	93.45	567.50	0.448	254.16	217.30	0.8	0.8	2.966	A

2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5	3.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	276.55	0.00
2	276.28	110.19
3	296.67	0.00
4	138.95	0.00
5	160.32	112.23

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	18.00	6.00	53.20	30.80
	2	2.90	3.00	3.00	33.90	1.00
	3	11.20	40.00	0.00	7.00	60.00
	4	52.10	37.00	1.00	8.00	131.70
	5	46.00	0.00	7.00	142.60	0.00

16:45 - 17:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.00	12.00	4.00	36.40	37.20
	2	3.00	2.00	7.00	30.80	0.00
	3	13.00	41.00	0.00	7.00	55.00
	4	38.00	55.00	0.00	6.00	126.90
	5	48.40	0.00	20.80	159.00	0.00

17:00 - 17:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	13.00	10.00	39.40	48.00
	2	3.40	3.00	6.00	32.40	0.00
	3	7.00	22.00	0.00	4.00	54.40
	4	51.40	86.90	0.00	4.00	171.60
	5	49.00	0.00	10.00	162.20	0.00

17:15 - 17:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.00	15.00	6.00	56.00	34.00
	2	1.00	4.00	3.00	31.90	0.00
	3	8.00	14.00	0.00	5.00	77.00
	4	43.90	64.80	1.00	5.00	160.50
	5	32.00	0.00	8.00	166.30	1.00

17:30 - 17:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	15.90	2.00	34.40	45.20
	2	3.00	2.00	4.00	39.90	0.00
	3	5.00	15.00	0.00	3.00	57.00
	4	58.00	72.00	0.00	8.00	146.00
	5	43.00	0.00	11.00	145.10	0.00

17:45 - 18:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.00	3.00	5.00	39.40	41.00
	2	3.00	1.00	7.00	35.40	0.00
	3	8.00	15.00	0.00	0.00	33.40
	4	31.00	46.00	1.00	6.00	114.60
	5	46.00	0.00	21.00	164.50	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	7
	2	50	0	0	3	0
	3	0	0	0	0	0
	4	2	0	0	0	2
	5	0	0	0	3	0

16:45 - 17:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	7	0
	3	0	0	0	0	0
	4	0	0	0	0	1
	5	0	0	0	3	0

17:00 - 17:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	1	0	0	1
	5	0	0	0	1	0

17:15 - 17:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	3	0
	3	0	0	0	0	0
	4	2	3	0	0	2
	5	0	0	0	4	0

17:30 - 17:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	7	0	0	0
	2	0	0	0	3	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	5	0

Heavy Vehicle Percentages

17:45 - 18:00

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.35	4.39	0.5	A	101.32	607.90
2	0.12	2.59	0.1	A	44.43	266.60
3	0.24	2.51	0.3	A	93.67	562.00
4	0.47	2.59	0.9	A	254.57	1527.40
5	0.46	3.56	0.9	A	213.82	1282.90

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	108.00	108.00	237.87	351.45	0.307	107.55	111.88	0.0	0.4	3.755	A
2	43.80	43.80	247.70	424.42	0.103	43.68	97.72	0.0	0.1	2.475	A
3	118.20	118.20	274.44	487.44	0.242	117.88	16.94	0.0	0.3	2.433	A
4	229.80	229.80	148.45	652.56	0.352	229.25	243.87	0.0	0.6	2.161	A
5	195.60	195.60	154.81	499.90	0.391	194.95	222.89	0.0	0.7	3.008	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	90.60	90.60	283.58	318.21	0.285	90.65	103.39	0.4	0.4	3.957	A
2	42.80	42.80	264.25	409.01	0.105	42.80	109.98	0.1	0.1	2.585	A
3	116.00	116.00	275.31	486.61	0.238	116.01	31.74	0.3	0.3	2.429	A
4	225.90	225.90	152.17	648.31	0.348	225.91	239.14	0.6	0.5	2.139	A
5	228.20	228.20	158.99	495.61	0.460	227.99	219.09	0.7	0.9	3.419	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	110.40	110.40	288.04	314.98	0.351	110.26	110.75	0.4	0.5	4.393	A
2	44.80	44.80	273.48	400.42	0.112	44.80	124.82	0.1	0.1	2.530	A
3	87.40	87.40	292.27	470.34	0.186	87.48	26.01	0.3	0.2	2.350	A
4	313.90	313.90	137.81	664.73	0.472	313.54	241.94	0.5	0.9	2.585	A
5	221.20	221.20	177.60	476.48	0.464	221.19	273.75	0.9	0.9	3.557	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	112.00	112.00	264.27	332.26	0.337	112.02	86.01	0.5	0.5	4.088	A
2	39.90	39.90	278.40	395.83	0.101	39.91	97.89	0.1	0.1	2.592	A
3	104.00	104.00	300.28	462.66	0.225	103.94	18.04	0.2	0.3	2.508	A
4	275.20	275.20	140.02	662.20	0.416	275.37	264.20	0.9	0.7	2.381	A
5	207.30	207.30	142.82	512.23	0.405	207.46	272.57	0.9	0.7	3.059	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	97.50	97.50	253.14	340.35	0.286	97.60	108.93	0.5	0.4	3.748	A
2	48.90	48.90	245.84	426.16	0.115	48.88	104.90	0.1	0.1	2.434	A
3	80.00	80.00	277.72	484.30	0.165	80.09	17.01	0.3	0.2	2.228	A
4	284.00	284.00	127.26	676.79	0.420	284.01	230.55	0.7	0.7	2.291	A
5	199.10	199.10	162.97	491.52	0.405	199.10	248.30	0.7	0.7	3.190	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	89.40	89.40	254.54	339.33	0.263	89.45	89.07	0.4	0.4	3.604	A
2	46.40	46.40	278.84	395.43	0.117	46.40	65.15	0.1	0.1	2.578	A
3	56.40	56.40	291.29	471.28	0.120	56.46	33.95	0.2	0.1	2.169	A
4	198.60	198.60	102.48	705.12	0.282	198.93	245.28	0.7	0.4	1.778	A
5	231.50	231.50	112.18	543.72	0.426	231.44	189.23	0.7	0.8	3.000	A

FB WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5	3.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	282.43	0.00
2	392.57	110.19
3	290.89	0.00
4	105.67	0.00
5	135.34	112.23

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	FB WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	4.14	27.29	31.01	64.09
	2	9.30	0.00	53.76	10.34	0.00
	3	1.03	1.03	0.00	4.03	13.44
	4	52.83	20.57	5.17	6.20	168.20
	5	25.74	0.00	49.52	79.39	0.00

07:30 - 07:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	5.07	33.49	29.05	64.09
	2	9.20	1.03	38.25	19.64	1.03
	3	8.27	1.03	0.00	4.03	27.40
	4	72.36	35.77	1.45	5.17	202.41
	5	44.45	0.00	78.88	103.07	0.00

07:45 - 08:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	3.10	4.14	45.90	50.55	70.19
	2	7.24	1.03	56.86	42.18	2.07
	3	11.37	3.51	0.00	4.14	22.74
	4	56.86	31.94	0.00	7.24	152.07
	5	60.27	1.03	104.41	120.64	0.00

08:00 - 08:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	3.10	42.39	41.25	50.66
	2	7.24	0.00	51.59	42.39	1.03
	3	6.20	4.14	0.00	2.48	20.57
	4	82.70	43.32	1.03	4.14	182.98
	5	54.69	0.00	112.27	130.05	0.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	2.07	36.18	49.62	64.92
	2	3.10	1.03	45.49	45.28	0.00
	3	4.14	5.17	0.00	2.07	11.37
	4	51.69	46.11	3.10	5.17	143.80
	5	49.62	0.00	75.47	119.71	0.00

Demand (PCU/TS)

08:30 - 08:45

		To				
		1	2	3	4	5
From	1	0.00	2.07	32.05	58.93	56.75
	2	3.10	0.00	44.45	45.18	0.00
	3	1.03	7.24	0.00	2.07	19.54
	4	38.66	39.90	3.10	3.51	148.35
	5	34.01	2.07	83.63	143.08	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:15 - 07:30

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	50	0
	4	6	6	0	0	2
	5	4	0	2	3	0

Heavy Vehicle Percentages

07:30 - 07:45

		To				
		1	2	3	4	5
From	1	0	25	0	4	0
	2	13	0	0	0	0
	3	0	0	0	33	4
	4	0	13	0	0	2
	5	0	0	1	3	0

Heavy Vehicle Percentages

07:45 - 08:00

		To				
		1	2	3	4	5
From	1	0	0	0	2	1
	2	0	0	0	5	0
	3	0	0	0	0	0
	4	0	3	0	0	4
	5	2	0	0	1	0

Heavy Vehicle Percentages

08:00 - 08:15

		To				
		1	2	3	4	5
From	1	0	0	0	3	0
	2	0	0	2	0	0
	3	0	0	0	0	6
	4	0	3	0	0	2
	5	2	0	2	5	0

Heavy Vehicle Percentages

08:15 - 08:30

		To				
		1	2	3	4	5
From	1	0	0	0	0	3
	2	0	0	0	5	0
	3	0	0	0	0	0
	4	0	10	0	0	2
	5	0	0	0	6	0

Heavy Vehicle Percentages

08:30 - 08:45

		To				
		1	2	3	4	5
From	1	0	0	0	0	2
	2	0	0	0	8	0
	3	0	0	0	0	6
	4	0	11	0	0	4
	5	3	0	1	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.53	5.87	1.1	A	145.52	873.13
2	0.37	4.97	0.6	A	90.30	541.80
3	0.09	2.20	0.1	A	31.34	188.04
4	0.45	2.42	0.8	A	269.30	1615.80
5	0.58	4.40	1.4	A	245.33	1472.00

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	126.53	126.53	161.50	406.23	0.311	126.08	88.70	0.0	0.5	3.207	A
2	73.40	73.40	261.90	409.56	0.179	73.18	25.68	0.0	0.2	2.674	A
3	19.54	19.54	199.74	559.43	0.035	19.50	135.34	0.0	0.0	1.789	A
4	252.97	252.97	88.62	726.00	0.348	252.42	130.62	0.0	0.5	1.955	A
5	154.65	154.65	95.93	564.22	0.274	154.27	245.11	0.0	0.4	2.254	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	131.70	131.70	226.05	359.54	0.366	131.57	134.10	0.5	0.6	4.008	A
2	69.16	69.16	314.78	365.43	0.189	69.14	42.84	0.2	0.2	3.082	A
3	40.73	40.73	232.02	528.31	0.077	40.68	151.91	0.0	0.1	1.944	A
4	317.16	317.16	111.95	698.63	0.454	316.86	160.75	0.5	0.8	2.418	A
5	226.40	226.40	134.14	524.15	0.432	226.01	294.67	0.4	0.8	3.070	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	173.88	173.88	269.55	328.08	0.530	173.34	138.77	0.6	1.1	5.868	A
2	109.37	109.37	401.22	293.29	0.373	109.01	41.67	0.2	0.6	4.969	A
3	41.76	41.76	303.53	459.34	0.091	41.75	206.69	0.1	0.1	2.155	A
4	248.11	248.11	121.04	687.95	0.361	248.38	224.24	0.8	0.6	2.103	A
5	286.36	286.36	122.33	536.53	0.534	285.98	247.09	0.8	1.1	3.614	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	138.42	138.42	294.64	309.93	0.447	138.73	151.80	1.1	0.8	5.305	A
2	102.24	102.24	382.83	308.64	0.331	102.34	50.54	0.6	0.5	4.409	A
3	33.39	33.39	277.92	484.04	0.069	33.41	207.25	0.1	0.1	2.063	A
4	314.17	314.17	91.07	723.12	0.434	313.97	220.27	0.6	0.8	2.235	A
5	297.01	297.01	149.73	507.81	0.585	296.71	255.31	1.1	1.4	4.396	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	152.79	152.79	256.24	337.71	0.452	152.78	108.76	0.8	0.8	4.933	A
2	94.90	94.90	354.64	332.17	0.286	94.99	54.38	0.5	0.4	3.879	A
3	22.74	22.74	289.01	473.35	0.048	22.77	160.62	0.1	0.1	1.997	A
4	249.86	249.86	89.73	724.69	0.345	250.10	222.05	0.8	0.5	1.953	A
5	244.80	244.80	119.63	539.37	0.454	245.38	220.21	1.4	0.9	3.151	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	149.79	149.79	282.45	318.75	0.470	149.74	76.90	0.8	0.9	5.361	A
2	92.73	92.73	380.92	310.24	0.299	92.70	51.28	0.4	0.4	4.282	A
3	29.88	29.88	310.41	452.71	0.066	29.85	163.21	0.1	0.1	2.203	A
4	233.53	233.53	87.66	727.12	0.321	233.58	252.60	0.5	0.5	1.898	A
5	262.79	262.79	96.61	563.50	0.466	262.75	224.64	0.9	0.9	3.090	A

FB WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5	3.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	286.29	0.00
2	286.01	110.19
3	307.13	0.00
4	143.85	0.00
5	165.97	112.23

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	FB WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	18.63	6.21	55.07	31.89
	2	3.00	3.11	3.11	35.09	1.04
	3	11.59	41.41	0.00	7.25	62.11
	4	53.94	38.30	1.04	8.28	136.34
	5	47.62	0.00	7.25	147.63	0.00

16:45 - 17:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.04	12.42	4.14	37.68	38.51
	2	3.11	2.07	7.25	31.89	0.00
	3	13.46	42.44	0.00	7.25	56.94
	4	39.34	56.94	0.00	6.21	131.37
	5	50.11	0.00	21.53	164.60	0.00

17:00 - 17:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	13.46	10.35	40.79	49.69
	2	3.52	3.11	6.21	33.54	0.00
	3	7.25	22.78	0.00	4.14	56.32
	4	53.21	89.96	0.00	4.14	177.65
	5	50.73	0.00	10.35	167.92	0.00

17:15 - 17:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.04	15.53	6.21	57.97	35.20
	2	1.04	4.14	3.11	33.02	0.00
	3	8.28	14.49	0.00	5.18	79.71
	4	45.45	67.08	1.04	5.18	166.16
	5	33.13	0.00	8.28	172.16	1.04

17:30 - 17:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	16.46	2.07	35.61	46.79
	2	3.11	2.07	4.14	41.31	0.00
	3	5.18	15.53	0.00	3.11	59.01
	4	60.04	74.54	0.00	8.28	151.15
	5	44.52	0.00	11.39	150.21	0.00

Demand (PCU/TS)

17:45 - 18:00

		To				
		1	2	3	4	5
From	1	1.04	3.11	5.18	40.79	42.44
	2	3.11	1.04	7.25	36.65	0.00
	3	8.28	15.53	0.00	0.00	34.58
	4	32.09	47.62	1.04	6.21	118.64
	5	47.62	0.00	21.74	170.30	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:30 - 16:45

		To				
		1	2	3	4	5
From	1	0	0	0	0	7
	2	50	0	0	3	0
	3	0	0	0	0	0
	4	2	0	0	0	2
	5	0	0	0	3	0

Heavy Vehicle Percentages

16:45 - 17:00

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	7	0
	3	0	0	0	0	0
	4	0	0	0	0	1
	5	0	0	0	3	0

Heavy Vehicle Percentages

17:00 - 17:15

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	1	0	0	1
	5	0	0	0	1	0

Heavy Vehicle Percentages

17:15 - 17:30

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	3	0
	3	0	0	0	0	0
	4	2	3	0	0	2
	5	0	0	0	4	0

Heavy Vehicle Percentages

17:30 - 17:45

		To				
		1	2	3	4	5
From	1	0	7	0	0	0
	2	0	0	0	3	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	5	0

Heavy Vehicle Percentages

17:45 - 18:00

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.37	4.66	0.6	A	104.89	629.32
2	0.12	2.67	0.1	A	46.00	276.00
3	0.26	2.61	0.3	A	96.97	581.81
4	0.49	2.72	1.0	A	263.54	1581.23
5	0.49	3.77	1.0	A	221.35	1328.11

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	111.81	111.81	246.23	344.67	0.324	111.32	115.81	0.0	0.5	3.924	A
2	45.34	45.34	256.39	416.15	0.109	45.22	101.15	0.0	0.1	2.540	A
3	122.37	122.37	284.07	478.37	0.256	122.02	17.54	0.0	0.3	2.523	A
4	237.90	237.90	153.67	646.15	0.368	237.31	252.43	0.0	0.6	2.238	A
5	202.49	202.49	160.25	493.75	0.410	201.79	230.72	0.0	0.7	3.140	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93.79	93.79	293.56	310.56	0.302	93.84	107.04	0.5	0.4	4.155	A
2	44.31	44.31	273.55	400.31	0.111	44.31	113.85	0.1	0.1	2.659	A
3	120.09	120.09	285.00	477.49	0.252	120.09	32.86	0.3	0.3	2.517	A
4	233.86	233.86	157.53	641.75	0.364	233.87	247.56	0.6	0.6	2.217	A
5	236.24	236.24	164.59	489.31	0.483	236.00	226.81	0.7	0.9	3.613	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	114.29	114.29	298.18	307.23	0.372	114.14	114.65	0.4	0.6	4.656	A
2	46.38	46.38	283.10	391.49	0.118	46.38	129.21	0.1	0.1	2.607	A
3	90.48	90.48	302.55	460.81	0.196	90.57	26.93	0.3	0.2	2.432	A
4	324.96	324.96	142.66	658.68	0.493	324.56	250.46	0.6	1.0	2.715	A
5	229.00	229.00	183.85	469.61	0.488	228.98	283.38	0.9	1.0	3.774	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	115.95	115.95	273.60	324.94	0.357	115.98	89.05	0.6	0.6	4.307	A
2	41.31	41.31	288.23	386.75	0.107	41.32	101.34	0.1	0.1	2.671	A
3	107.67	107.67	310.87	452.90	0.238	107.60	18.68	0.2	0.3	2.606	A
4	284.90	284.90	144.95	656.07	0.434	285.09	273.52	1.0	0.8	2.483	A
5	214.61	214.61	147.86	506.43	0.424	214.79	282.18	1.0	0.8	3.197	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	100.94	100.94	262.06	333.26	0.303	101.05	112.77	0.6	0.4	3.919	A
2	50.62	50.62	254.51	417.88	0.121	50.61	108.60	0.1	0.1	2.501	A
3	82.82	82.82	287.51	475.10	0.174	82.92	17.61	0.3	0.2	2.295	A
4	294.01	294.01	131.75	671.11	0.438	294.02	238.68	0.8	0.8	2.386	A
5	206.12	206.12	168.71	485.10	0.425	206.11	257.05	0.8	0.8	3.347	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	92.55	92.55	263.52	332.21	0.279	92.60	92.22	0.4	0.4	3.755	A
2	48.04	48.04	288.67	386.35	0.124	48.03	67.45	0.1	0.1	2.659	A
3	58.39	58.39	301.56	461.75	0.126	58.45	35.14	0.2	0.1	2.233	A
4	205.60	205.60	106.09	700.32	0.294	205.96	253.92	0.8	0.4	1.820	A
5	239.66	239.66	116.14	538.88	0.445	239.60	195.91	0.8	0.8	3.130	A

FB+CD WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5	3.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	282.43	0.00
2	392.57	110.19
3	290.89	0.00
4	105.67	0.00
5	135.34	112.23

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	FB+CD WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	4.14	27.29	31.01	64.09
	2	9.30	0.00	53.76	10.34	0.00
	3	1.03	1.03	0.00	4.03	13.44
	4	52.83	20.57	5.17	6.20	168.20
	5	25.74	0.00	49.52	79.39	0.00

07:30 - 07:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	5.07	33.49	29.05	64.09
	2	9.20	1.03	38.25	19.64	1.03
	3	8.27	1.03	0.00	4.03	27.40
	4	72.36	35.77	1.45	5.17	202.41
	5	44.45	0.00	78.88	103.07	0.00

07:45 - 08:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	3.10	4.14	45.90	50.55	70.19
	2	7.24	1.03	56.86	42.18	2.07
	3	11.37	3.51	0.00	4.14	22.74
	4	56.86	31.94	0.00	7.24	152.07
	5	60.27	1.03	104.41	120.64	0.00

08:00 - 08:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	3.10	42.39	41.25	50.66
	2	7.24	0.00	51.59	42.39	1.03
	3	6.20	4.14	0.00	2.48	20.57
	4	82.70	43.32	1.03	4.14	182.98
	5	54.69	0.00	112.27	130.05	0.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	2.07	36.18	49.62	64.92
	2	3.10	1.03	45.49	45.28	0.00
	3	4.14	5.17	0.00	2.07	11.37
	4	51.69	46.11	3.10	5.17	143.80
	5	49.62	0.00	75.47	119.71	0.00

Demand (PCU/TS)

08:30 - 08:45

		To				
		1	2	3	4	5
From	1	0.00	2.07	32.05	58.93	56.75
	2	3.10	0.00	44.45	45.18	0.00
	3	1.03	7.24	0.00	2.07	19.54
	4	38.66	39.90	3.10	3.51	148.35
	5	34.01	2.07	83.63	143.08	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:15 - 07:30

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	50	0
	4	6	6	0	0	2
	5	4	0	2	3	0

Heavy Vehicle Percentages

07:30 - 07:45

		To				
		1	2	3	4	5
From	1	0	25	0	4	0
	2	13	0	0	0	0
	3	0	0	0	33	4
	4	0	13	0	0	2
	5	0	0	1	3	0

Heavy Vehicle Percentages

07:45 - 08:00

		To				
		1	2	3	4	5
From	1	0	0	0	2	1
	2	0	0	0	5	0
	3	0	0	0	0	0
	4	0	3	0	0	4
	5	2	0	0	1	0

Heavy Vehicle Percentages

08:00 - 08:15

		To				
		1	2	3	4	5
From	1	0	0	0	3	0
	2	0	0	2	0	0
	3	0	0	0	0	6
	4	0	3	0	0	2
	5	2	0	2	5	0

Heavy Vehicle Percentages

08:15 - 08:30

		To				
		1	2	3	4	5
From	1	0	0	0	0	3
	2	0	0	0	5	0
	3	0	0	0	0	0
	4	0	10	0	0	2
	5	0	0	0	6	0

Heavy Vehicle Percentages

08:30 - 08:45

		To				
		1	2	3	4	5
From	1	0	0	0	0	2
	2	0	0	0	8	0
	3	0	0	0	0	6
	4	0	11	0	0	4
	5	3	0	1	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.53	5.87	1.1	A	145.52	873.13
2	0.37	4.97	0.6	A	90.30	541.80
3	0.09	2.20	0.1	A	31.34	188.04
4	0.45	2.42	0.8	A	269.30	1615.80
5	0.58	4.40	1.4	A	245.33	1472.00

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	126.53	126.53	161.50	406.23	0.311	126.08	88.70	0.0	0.5	3.207	A
2	73.40	73.40	261.90	409.56	0.179	73.18	25.68	0.0	0.2	2.674	A
3	19.54	19.54	199.74	559.43	0.035	19.50	135.34	0.0	0.0	1.789	A
4	252.97	252.97	88.62	726.00	0.348	252.42	130.62	0.0	0.5	1.955	A
5	154.65	154.65	95.93	564.22	0.274	154.27	245.11	0.0	0.4	2.254	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	131.70	131.70	226.05	359.54	0.366	131.57	134.10	0.5	0.6	4.008	A
2	69.16	69.16	314.78	365.43	0.189	69.14	42.84	0.2	0.2	3.082	A
3	40.73	40.73	232.02	528.31	0.077	40.68	151.91	0.0	0.1	1.944	A
4	317.16	317.16	111.95	698.63	0.454	316.86	160.75	0.5	0.8	2.418	A
5	226.40	226.40	134.14	524.15	0.432	226.01	294.67	0.4	0.8	3.070	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	173.88	173.88	269.55	328.08	0.530	173.34	138.77	0.6	1.1	5.868	A
2	109.37	109.37	401.22	293.29	0.373	109.01	41.67	0.2	0.6	4.969	A
3	41.76	41.76	303.53	459.34	0.091	41.75	206.69	0.1	0.1	2.155	A
4	248.11	248.11	121.04	687.95	0.361	248.38	224.24	0.8	0.6	2.103	A
5	286.36	286.36	122.33	536.53	0.534	285.98	247.09	0.8	1.1	3.614	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	138.42	138.42	294.64	309.93	0.447	138.73	151.80	1.1	0.8	5.305	A
2	102.24	102.24	382.83	308.64	0.331	102.34	50.54	0.6	0.5	4.409	A
3	33.39	33.39	277.92	484.04	0.069	33.41	207.25	0.1	0.1	2.063	A
4	314.17	314.17	91.07	723.12	0.434	313.97	220.27	0.6	0.8	2.235	A
5	297.01	297.01	149.73	507.81	0.585	296.71	255.31	1.1	1.4	4.396	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	152.79	152.79	256.24	337.71	0.452	152.78	108.76	0.8	0.8	4.933	A
2	94.90	94.90	354.64	332.17	0.286	94.99	54.38	0.5	0.4	3.879	A
3	22.74	22.74	289.01	473.35	0.048	22.77	160.62	0.1	0.1	1.997	A
4	249.86	249.86	89.73	724.69	0.345	250.10	222.05	0.8	0.5	1.953	A
5	244.80	244.80	119.63	539.37	0.454	245.38	220.21	1.4	0.9	3.151	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	149.79	149.79	282.45	318.75	0.470	149.74	76.90	0.8	0.9	5.361	A
2	92.73	92.73	380.92	310.24	0.299	92.70	51.28	0.4	0.4	4.282	A
3	29.88	29.88	310.41	452.71	0.066	29.85	163.21	0.1	0.1	2.203	A
4	233.53	233.53	87.66	727.12	0.321	233.58	252.60	0.5	0.5	1.898	A
5	262.79	262.79	96.61	563.50	0.466	262.75	224.64	0.9	0.9	3.090	A

FB+CD WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5	3.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	286.29	0.00
2	286.01	110.19
3	307.13	0.00
4	143.85	0.00
5	165.97	112.23

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	FB+CD WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	18.63	6.21	55.07	31.89
	2	3.00	3.11	3.11	35.09	1.04
	3	11.59	41.41	0.00	7.25	62.11
	4	53.94	38.30	1.04	8.28	136.34
	5	47.62	0.00	7.25	147.63	0.00

16:45 - 17:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.04	12.42	4.14	37.68	38.51
	2	3.11	2.07	7.25	31.89	0.00
	3	13.46	42.44	0.00	7.25	56.94
	4	39.34	56.94	0.00	6.21	131.37
	5	50.11	0.00	21.53	164.60	0.00

17:00 - 17:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	13.46	10.35	40.79	49.69
	2	3.52	3.11	6.21	33.54	0.00
	3	7.25	22.78	0.00	4.14	56.32
	4	53.21	89.96	0.00	4.14	177.65
	5	50.73	0.00	10.35	167.92	0.00

17:15 - 17:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.04	15.53	6.21	57.97	35.20
	2	1.04	4.14	3.11	33.02	0.00
	3	8.28	14.49	0.00	5.18	79.71
	4	45.45	67.08	1.04	5.18	166.16
	5	33.13	0.00	8.28	172.16	1.04

17:30 - 17:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	16.46	2.07	35.61	46.79
	2	3.11	2.07	4.14	41.31	0.00
	3	5.18	15.53	0.00	3.11	59.01
	4	60.04	74.54	0.00	8.28	151.15
	5	44.52	0.00	11.39	150.21	0.00

17:45 - 18:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.04	3.11	5.18	40.79	42.44
	2	3.11	1.04	7.25	36.65	0.00
	3	8.28	15.53	0.00	0.00	34.58
	4	32.09	47.62	1.04	6.21	118.64
	5	47.62	0.00	21.74	170.30	0.00

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	7
	2	50	0	0	3	0
	3	0	0	0	0	0
	4	2	0	0	0	2
	5	0	0	0	3	0

16:45 - 17:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	7	0
	3	0	0	0	0	0
	4	0	0	0	0	1
	5	0	0	0	3	0

17:00 - 17:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	1	0	0	1
	5	0	0	0	1	0

17:15 - 17:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	3	0
	3	0	0	0	0	0
	4	2	3	0	0	2
	5	0	0	0	4	0

17:30 - 17:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	7	0	0	0
	2	0	0	0	3	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	5	0

Heavy Vehicle Percentages

17:45 - 18:00

		To				
		1	2	3	4	5
From	1	0	0	0	0	0
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	0	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.37	4.66	0.6	A	104.89	629.32
2	0.12	2.67	0.1	A	46.00	276.00
3	0.26	2.61	0.3	A	96.97	581.81
4	0.49	2.72	1.0	A	263.54	1581.23
5	0.49	3.77	1.0	A	221.35	1328.11

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	111.81	111.81	246.23	344.67	0.324	111.32	115.81	0.0	0.5	3.924	A
2	45.34	45.34	256.39	416.15	0.109	45.22	101.15	0.0	0.1	2.540	A
3	122.37	122.37	284.07	478.37	0.256	122.02	17.54	0.0	0.3	2.523	A
4	237.90	237.90	153.67	646.15	0.368	237.31	252.43	0.0	0.6	2.238	A
5	202.49	202.49	160.25	493.75	0.410	201.79	230.72	0.0	0.7	3.140	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93.79	93.79	293.56	310.56	0.302	93.84	107.04	0.5	0.4	4.155	A
2	44.31	44.31	273.55	400.31	0.111	44.31	113.85	0.1	0.1	2.659	A
3	120.09	120.09	285.00	477.49	0.252	120.09	32.86	0.3	0.3	2.517	A
4	233.86	233.86	157.53	641.75	0.364	233.87	247.56	0.6	0.6	2.217	A
5	236.24	236.24	164.59	489.31	0.483	236.00	226.81	0.7	0.9	3.613	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	114.29	114.29	298.18	307.23	0.372	114.14	114.65	0.4	0.6	4.656	A
2	46.38	46.38	283.10	391.49	0.118	46.38	129.21	0.1	0.1	2.607	A
3	90.48	90.48	302.55	460.81	0.196	90.57	26.93	0.3	0.2	2.432	A
4	324.96	324.96	142.66	658.68	0.493	324.56	250.46	0.6	1.0	2.715	A
5	229.00	229.00	183.85	469.61	0.488	228.98	283.38	0.9	1.0	3.774	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	115.95	115.95	273.60	324.94	0.357	115.98	89.05	0.6	0.6	4.307	A
2	41.31	41.31	288.23	386.75	0.107	41.32	101.34	0.1	0.1	2.671	A
3	107.67	107.67	310.87	452.90	0.238	107.60	18.68	0.2	0.3	2.606	A
4	284.90	284.90	144.95	656.07	0.434	285.09	273.52	1.0	0.8	2.483	A
5	214.61	214.61	147.86	506.43	0.424	214.79	282.18	1.0	0.8	3.197	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	100.94	100.94	262.06	333.26	0.303	101.05	112.77	0.6	0.4	3.919	A
2	50.62	50.62	254.51	417.88	0.121	50.61	108.60	0.1	0.1	2.501	A
3	82.82	82.82	287.51	475.10	0.174	82.92	17.61	0.3	0.2	2.295	A
4	294.01	294.01	131.75	671.11	0.438	294.02	238.68	0.8	0.8	2.386	A
5	206.12	206.12	168.71	485.10	0.425	206.11	257.05	0.8	0.8	3.347	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	92.55	92.55	263.52	332.21	0.279	92.60	92.22	0.4	0.4	3.755	A
2	48.04	48.04	288.67	386.35	0.124	48.03	67.45	0.1	0.1	2.659	A
3	58.39	58.39	301.56	461.75	0.126	58.45	35.14	0.2	0.1	2.233	A
4	205.60	205.60	106.09	700.32	0.294	205.96	253.92	0.8	0.4	1.820	A
5	239.66	239.66	116.14	538.88	0.445	239.60	195.91	0.8	0.8	3.130	A

FB+CD+N2T WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5	4.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	287.32	0.00
2	401.75	110.19
3	300.11	0.00
4	110.00	0.00
5	135.33	112.23

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	FB+CD+N2T WD	AM	DIRECT	07:15	08:45	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	4.14	27.29	31.01	68.38
	2	9.30	0.00	53.76	10.34	0.00
	3	1.03	1.03	0.00	4.03	13.44
	4	52.83	20.57	5.17	6.20	172.73
	5	30.03	0.00	49.52	83.93	0.00

07:30 - 07:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	5.07	33.49	29.05	68.38
	2	9.20	1.03	38.25	19.64	1.03
	3	8.27	1.03	0.00	4.03	27.40
	4	72.36	35.77	1.45	5.17	206.95
	5	48.74	0.00	78.88	107.60	0.00

07:45 - 08:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	3.10	4.14	45.90	50.55	74.48
	2	7.24	1.03	56.86	42.18	2.07
	3	11.37	3.51	0.00	4.14	22.74
	4	56.86	31.94	0.00	7.24	156.60
	5	64.56	1.03	104.41	125.17	0.00

08:00 - 08:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.03	3.10	42.39	41.25	54.94
	2	7.24	0.00	51.59	42.39	1.03
	3	6.20	4.14	0.00	2.48	20.57
	4	82.70	43.32	1.03	4.14	187.51
	5	58.98	0.00	112.27	135.33	0.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	2.07	36.18	49.62	69.21
	2	3.10	1.03	45.49	45.28	0.00
	3	4.14	5.17	0.00	2.07	11.37
	4	51.69	46.11	3.10	5.17	148.33
	5	53.91	0.00	75.47	124.99	0.00

08:30 - 08:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	2.07	32.05	58.93	61.04
	2	3.10	0.00	44.45	45.18	0.00
	3	1.03	7.24	0.00	2.07	19.54
	4	38.66	39.90	3.10	3.51	152.88
	5	38.30	2.07	83.63	148.36	0.00

Vehicle Mix

07:15 - 07:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	2
	2	0	0	0	0	0
	3	0	0	0	50	0
	4	6	6	0	0	3
	5	10	0	2	5	0

07:30 - 07:45

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	25	0	4	2
	2	13	0	0	0	0
	3	0	0	0	33	4
	4	0	13	0	0	3
	5	3	0	1	5	0

07:45 - 08:00

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	2	4
	2	0	0	0	5	0
	3	0	0	0	0	0
	4	0	3	0	0	5
	5	4	0	0	2	0

08:00 - 08:15

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	3	3
	2	0	0	2	0	0
	3	0	0	0	0	6
	4	0	3	0	0	3
	5	5	0	2	6	0

08:15 - 08:30

Heavy Vehicle Percentages

		To				
		1	2	3	4	5
From	1	0	0	0	0	6
	2	0	0	0	5	0
	3	0	0	0	0	0
	4	0	10	0	0	3
	5	3	0	0	7	0

Heavy Vehicle Percentages

08:30 - 08:45

		To				
		1	2	3	4	5
From	1	0	0	0	0	4
	2	0	0	0	8	0
	3	0	0	0	0	6
	4	0	11	0	0	5
	5	7	0	1	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.55	6.23	1.2	A	149.81	898.87
2	0.38	5.15	0.6	A	90.30	541.80
3	0.09	2.25	0.1	A	31.34	188.04
4	0.46	2.50	0.9	A	273.83	1642.99
5	0.60	4.64	1.6	A	254.53	1527.17

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	130.82	130.82	166.00	402.36	0.325	130.34	92.97	0.0	0.5	3.341	A
2	73.40	73.40	270.66	402.19	0.183	73.18	25.68	0.0	0.2	2.734	A
3	19.54	19.54	208.51	550.52	0.035	19.50	135.33	0.0	0.0	1.819	A
4	257.50	257.50	92.88	720.36	0.357	256.92	135.12	0.0	0.6	2.009	A
5	163.47	163.47	95.92	564.23	0.290	163.05	253.88	0.0	0.4	2.348	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	135.99	135.99	230.57	355.87	0.382	135.85	138.38	0.5	0.6	4.197	A
2	69.16	69.16	323.58	358.44	0.193	69.14	42.84	0.2	0.2	3.156	A
3	40.73	40.73	240.82	519.62	0.078	40.68	151.90	0.0	0.1	1.979	A
4	321.70	321.70	116.23	693.05	0.464	321.38	165.27	0.6	0.9	2.495	A
5	235.22	235.22	134.14	524.16	0.449	234.81	303.47	0.4	0.8	3.206	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	178.17	178.17	274.06	324.56	0.549	177.58	143.05	0.6	1.2	6.225	A
2	109.37	109.37	409.97	286.99	0.381	108.99	41.67	0.2	0.6	5.145	A
3	41.76	41.76	312.30	451.26	0.093	41.75	206.67	0.1	0.1	2.197	A
4	252.64	252.64	125.31	682.44	0.370	252.92	228.75	0.9	0.6	2.165	A
5	295.18	295.18	122.33	536.53	0.550	294.78	255.89	0.8	1.2	3.782	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	142.71	142.71	299.89	305.96	0.466	143.04	156.08	1.2	0.9	5.635	A
2	102.24	102.24	392.39	301.53	0.339	102.34	50.54	0.6	0.5	4.568	A
3	33.39	33.39	287.49	474.99	0.070	33.41	207.24	0.1	0.1	2.107	A
4	318.70	318.70	95.37	717.44	0.444	318.49	225.53	0.6	0.8	2.304	A
5	306.58	306.58	149.73	507.81	0.604	306.24	264.14	1.2	1.6	4.640	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	157.08	157.08	261.56	333.55	0.471	157.08	113.07	0.9	0.9	5.220	A
2	94.90	94.90	364.25	324.80	0.292	95.00	54.39	0.5	0.4	4.006	A
3	22.74	22.74	298.61	464.36	0.049	22.77	160.65	0.1	0.1	2.039	A
4	254.40	254.40	94.02	719.02	0.354	254.64	227.35	0.8	0.6	2.008	A
5	254.37	254.37	119.63	539.37	0.472	255.00	229.03	1.6	0.9	3.298	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	154.08	154.08	287.73	314.71	0.490	154.03	81.20	0.9	1.0	5.693	A
2	92.73	92.73	390.48	303.11	0.306	92.70	51.28	0.4	0.5	4.427	A
3	29.88	29.88	319.97	443.93	0.067	29.85	163.21	0.1	0.1	2.250	A
4	238.06	238.06	91.95	721.45	0.330	238.11	257.87	0.6	0.5	1.951	A
5	272.36	272.36	96.61	563.50	0.483	272.32	233.46	0.9	1.0	3.227	A

FB+CD+N2T WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4, 5	3.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	290.81	0.00
2	294.82	110.19
3	315.94	0.00
4	148.14	0.00
5	165.97	112.23

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	FB+CD+N2T WD	PM	DIRECT	16:30	18:00	90	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000
5		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	18.63	6.21	55.07	36.17
	2	3.00	3.11	3.11	35.09	1.04
	3	11.59	41.41	0.00	7.25	62.11
	4	53.94	38.30	1.04	8.28	141.62
	5	51.91	0.00	7.25	152.16	0.00

16:45 - 17:00

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.04	12.42	4.14	37.68	42.80
	2	3.11	2.07	7.25	31.89	0.00
	3	13.46	42.44	0.00	7.25	56.94
	4	39.34	56.94	0.00	6.21	136.65
	5	54.40	0.00	21.53	169.13	0.00

17:00 - 17:15

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	13.46	10.35	40.79	53.98
	2	3.52	3.11	6.21	33.54	0.00
	3	7.25	22.78	0.00	4.14	56.32
	4	53.21	89.96	0.00	4.14	182.18
	5	55.02	0.00	10.35	172.45	0.00

17:15 - 17:30

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	1.04	15.53	6.21	57.97	39.49
	2	1.04	4.14	3.11	33.02	0.00
	3	8.28	14.49	0.00	5.18	79.71
	4	45.45	67.08	1.04	5.18	170.69
	5	37.42	0.00	8.28	176.69	1.04

17:30 - 17:45

Demand (PCU/TS)

		To				
		1	2	3	4	5
From	1	0.00	16.46	2.07	35.61	51.08
	2	3.11	2.07	4.14	41.31	0.00
	3	5.18	15.53	0.00	3.11	59.01
	4	60.04	74.54	0.00	8.28	155.68
	5	48.80	0.00	11.39	154.74	0.00

Demand (PCU/TS)

17:45 - 18:00

		To				
		1	2	3	4	5
From	1	1.04	3.11	5.18	40.79	46.73
	2	3.11	1.04	7.25	36.65	0.00
	3	8.28	15.53	0.00	0.00	34.58
	4	32.09	47.62	1.04	6.21	123.17
	5	51.91	0.00	21.74	174.83	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:30 - 16:45

		To				
		1	2	3	4	5
From	1	0	0	0	0	12
	2	50	0	0	3	0
	3	0	0	0	0	0
	4	2	0	0	0	3
	5	3	0	0	4	0

Heavy Vehicle Percentages

16:45 - 17:00

		To				
		1	2	3	4	5
From	1	0	0	0	0	4
	2	0	0	0	7	0
	3	0	0	0	0	0
	4	0	0	0	0	2
	5	3	0	0	4	0

Heavy Vehicle Percentages

17:00 - 17:15

		To				
		1	2	3	4	5
From	1	0	0	0	0	3
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	1	0	0	2
	5	3	0	0	2	0

Heavy Vehicle Percentages

17:15 - 17:30

		To				
		1	2	3	4	5
From	1	0	0	0	0	4
	2	0	0	0	3	0
	3	0	0	0	0	0
	4	2	3	0	0	3
	5	4	0	0	5	0

Heavy Vehicle Percentages

17:30 - 17:45

		To				
		1	2	3	4	5
From	1	0	7	0	0	3
	2	0	0	0	3	0
	3	0	0	0	0	0
	4	0	0	0	0	1
	5	3	0	0	6	0

Heavy Vehicle Percentages

17:45 - 18:00

		To				
		1	2	3	4	5
From	1	0	0	0	0	3
	2	0	0	0	0	0
	3	0	0	0	0	0
	4	0	0	0	0	1
	5	3	0	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.39	4.91	0.6	A	109.18	655.06
2	0.13	2.73	0.1	A	46.00	276.00
3	0.26	2.67	0.4	A	96.97	581.81
4	0.50	2.81	1.0	A	268.32	1609.91
5	0.51	3.97	1.0	A	230.17	1381.04

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	116.10	116.10	250.71	341.13	0.340	115.57	120.07	0.0	0.5	4.115	A
2	45.34	45.34	265.13	407.98	0.111	45.21	101.14	0.0	0.1	2.597	A
3	122.37	122.37	292.81	470.27	0.260	122.02	17.53	0.0	0.4	2.582	A
4	243.18	243.18	157.92	640.92	0.379	242.56	256.91	0.0	0.6	2.314	A
5	211.31	211.31	160.24	493.77	0.428	210.54	240.24	0.0	0.8	3.286	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	98.08	98.08	298.08	307.13	0.319	98.13	111.32	0.5	0.5	4.376	A
2	44.31	44.31	282.36	392.21	0.113	44.31	113.85	0.1	0.1	2.721	A
3	120.09	120.09	293.81	469.34	0.256	120.09	32.85	0.4	0.3	2.578	A
4	239.14	239.14	161.81	636.50	0.376	239.16	252.08	0.6	0.6	2.289	A
5	245.06	245.06	164.59	489.31	0.501	244.81	236.38	0.8	1.0	3.790	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	118.58	118.58	302.71	303.81	0.390	118.42	118.94	0.5	0.6	4.913	A
2	46.38	46.38	291.91	383.46	0.121	46.38	129.21	0.1	0.1	2.669	A
3	90.48	90.48	311.36	452.79	0.200	90.57	26.93	0.3	0.3	2.486	A
4	329.49	329.49	146.95	653.37	0.504	329.08	254.98	0.6	1.0	2.811	A
5	237.82	237.82	183.84	469.62	0.506	237.80	292.18	1.0	1.0	3.969	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	120.24	120.24	278.15	321.44	0.374	120.27	93.35	0.6	0.6	4.532	A
2	41.31	41.31	297.07	378.73	0.109	41.32	101.35	0.1	0.1	2.735	A
3	107.67	107.67	319.71	444.93	0.242	107.60	18.68	0.3	0.3	2.668	A
4	289.43	289.43	149.25	650.77	0.445	289.63	278.06	1.0	0.8	2.564	A
5	223.43	223.43	147.86	506.43	0.441	223.63	291.01	1.0	0.8	3.341	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	105.23	105.23	266.59	329.73	0.319	105.35	117.06	0.6	0.5	4.115	A
2	50.62	50.62	263.35	409.62	0.124	50.61	108.60	0.1	0.1	2.558	A
3	82.82	82.82	296.34	466.95	0.177	82.92	17.61	0.3	0.2	2.343	A
4	298.54	298.54	136.04	665.75	0.448	298.55	243.22	0.8	0.8	2.463	A
5	214.94	214.94	168.71	485.10	0.443	214.93	265.88	0.8	0.8	3.502	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	96.84	96.84	268.05	328.68	0.295	96.90	96.51	0.5	0.4	3.945	A
2	48.04	48.04	297.49	378.35	0.127	48.03	67.46	0.1	0.1	2.724	A
3	58.39	58.39	310.38	453.71	0.129	58.46	35.14	0.2	0.1	2.277	A
4	210.13	210.13	110.38	694.87	0.302	210.51	258.46	0.8	0.4	1.872	A
5	248.48	248.48	116.15	538.87	0.461	248.42	204.74	0.8	0.9	3.264	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Site 84 (four_arm)_V3.j9
Path: C:\Users\shadwelh8829\ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\4_Multimodal Construction Flows
Report generation date: 20/05/2025 13:15:07

«FB+CD+N2T SCN2 WD, PM
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024													
Arm 1	D1	0.6	2.56	0.38	A	3.06	A	D2	0.7	3.28	0.41	A	3.04	A
Arm 2		0.9	3.63	0.45	A				0.5	2.97	0.35	A		
Arm 3		0.7	2.58	0.40	A				0.7	2.27	0.41	A		
Arm 4		0.4	3.98	0.28	A				0.6	4.45	0.35	A		
	FB WD													
Arm 1	D3	0.7	2.70	0.40	A	3.27	A	D4	0.8	3.55	0.44	A	3.28	A
Arm 2		1.0	3.93	0.49	A				0.6	3.16	0.37	A		
Arm 3		0.8	2.73	0.43	A				0.8	2.42	0.44	A		
Arm 4		0.5	4.28	0.31	A				0.7	4.90	0.38	A		
	FB+CD WD													
Arm 1	D5	0.7	2.70	0.40	A	3.27	A	D6	0.8	3.55	0.44	A	3.28	A
Arm 2		1.0	3.93	0.49	A				0.6	3.16	0.37	A		
Arm 3		0.8	2.73	0.43	A				0.8	2.42	0.44	A		
Arm 4		0.5	4.28	0.31	A				0.7	4.90	0.38	A		
	FB+CD+N2T WD													
Arm 1	D7	0.7	2.72	0.41	A	3.30	A	D8	0.8	3.58	0.44	A	3.32	A
Arm 2		1.0	3.98	0.49	A				0.6	3.18	0.38	A		
Arm 3		0.8	2.76	0.43	A				0.8	2.44	0.44	A		
Arm 4		0.5	4.35	0.32	A				0.7	4.99	0.39	A		
	FB+CD+N2T SCN1 WD													
Arm 1	D9	0.7	2.73	0.41	A	3.32	A	D10	0.8	3.60	0.44	A	3.33	A
Arm 2		1.0	4.03	0.49	A				0.6	3.23	0.38	A		
Arm 3		0.9	2.77	0.44	A				0.8	2.45	0.44	A		
Arm 4		0.5	4.34	0.31	A				0.7	4.99	0.39	A		
	FB+CD+N2T SCN2 WD													
Arm 1	D11	0.7	2.74	0.41	A	3.34	A	D12	0.8	3.59	0.44	A	3.33	A
Arm 2		1.0	4.05	0.50	A				0.6	3.26	0.39	A		
Arm 3		0.9	2.78	0.44	A				0.8	2.46	0.44	A		
Arm 4		0.5	4.34	0.31	A				0.7	4.96	0.38	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

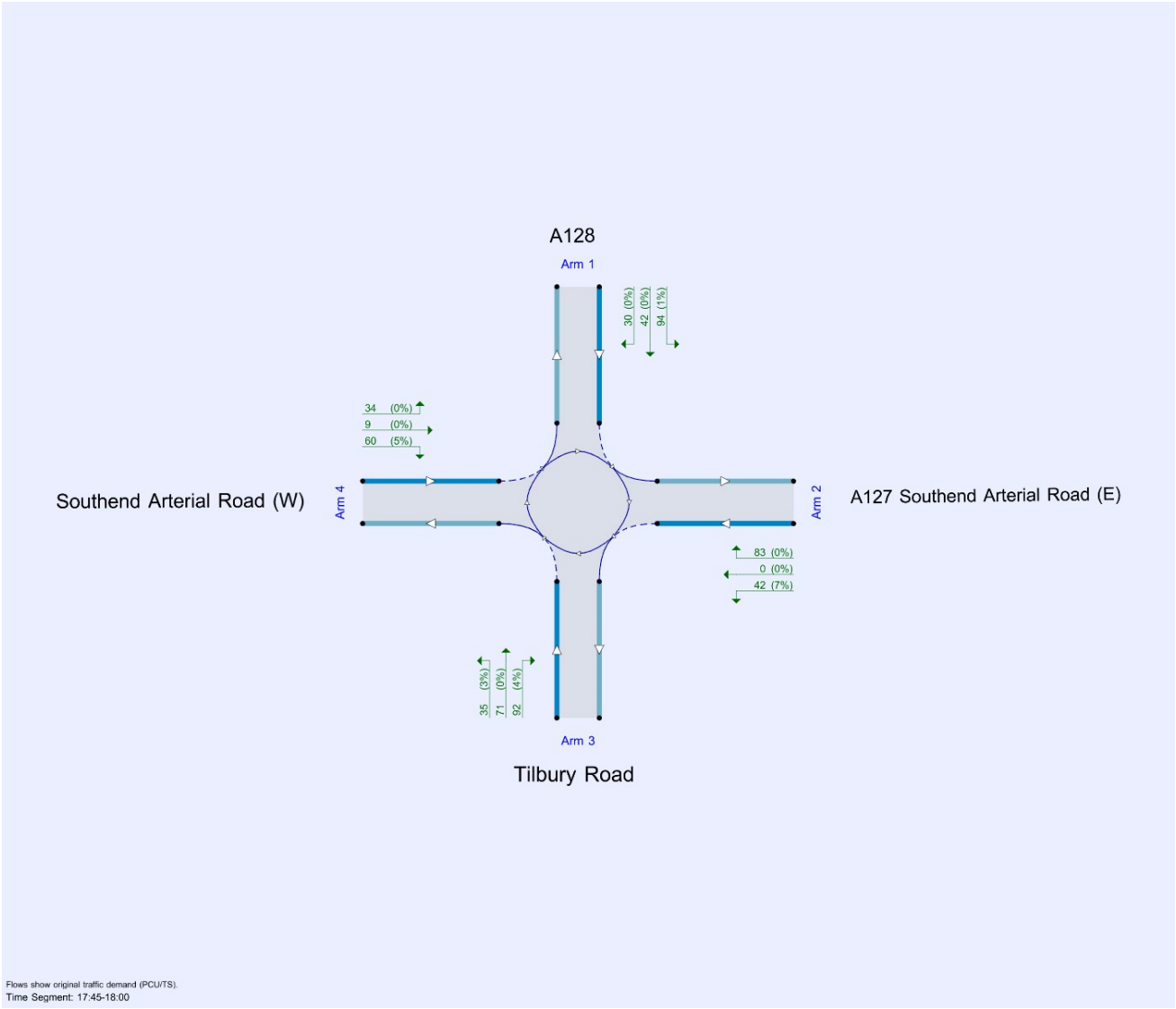
File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARCADIS\gunasekj4132
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	FB+CD+N2T SCN2 WD	PM	DIRECT	16:30	18:00	90	15	✓

FB+CD+N2T SCN2 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	3.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A128	
2	A127 Southend Arterial Road (E)	
3	Tilbury Road	
4	A127 Southend Arterial Road (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.55	7.60	20.9	38.9	105.9	22.0	
2	5.62	7.09	23.5	51.7	105.9	25.0	
3	5.30	10.16	39.5	52.9	105.9	39.0	
4	5.85	8.53	8.9	52.1	105.9	31.0	

Large Roundabout Data

Arm	Circulating flow (PCU/TS)	Entry-to-exit separation (m)
1	251.52	0.00
2	180.14	141.60
3	151.23	0.00
4	341.76	146.75

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.906	687.122
2	0.976	642.199
3	1.110	847.898
4	0.855	619.932

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

Traffic Demand

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	96.60	38.41	48.61
	2	96.29	0.00	74.55	1.04
	3	55.07	138.15	0.00	62.67
	4	28.00	11.45	80.78	5.20

16:45 - 17:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	102.02	44.76	35.81
	2	92.65	0.00	71.22	0.00
	3	69.43	139.50	0.00	60.07
	4	15.61	11.45	65.27	5.10

17:00 - 17:15

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	73.81	50.90	38.52
	2	97.85	0.00	67.99	2.08
	3	71.83	165.74	1.04	51.22
	4	20.82	14.47	67.35	4.16

17:15 - 17:30

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	89.42	76.72	33.31
	2	115.55	0.00	61.12	0.00
	3	80.05	160.84	0.00	57.88
	4	25.19	15.51	72.77	7.08

17:30 - 17:45

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	96.29	40.60	39.56
	2	94.73	0.00	71.53	0.00
	3	65.58	129.41	0.00	35.39
	4	29.15	16.45	82.65	9.26

17:45 - 18:00

Demand (PCU/TS)

		To			
		1	2	3	4
From	1	0.00	93.59	41.64	30.19
	2	83.28	0.00	42.38	0.00
	3	70.79	91.62	0.00	35.29
	4	34.35	9.37	59.86	4.06

Vehicle Mix

16:30 - 16:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	9	7
	2	1	0	6	0
	3	2	5	0	17
	4	4	0	5	0

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	9	0
	3	5	5	0	6
	4	0	0	5	25

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	2	0
	2	0	0	12	0
	3	0	5	0	4
	4	0	8	5	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	4	0
	2	0	0	5	0
	3	1	2	0	8
	4	0	8	8	40

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	0
	2	0	0	4	0
	3	0	2	0	0
	4	0	14	8	13

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	0	0
	2	0	0	7	0
	3	0	4	0	3
	4	0	0	5	33

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.44	3.59	0.8	A	178.46	1070.77
2	0.39	3.26	0.6	A	162.04	972.25
3	0.44	2.46	0.8	A	256.93	1541.57
4	0.38	4.96	0.7	A	115.90	695.38

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	183.63	183.63	234.83	474.45	0.387	182.97	178.78	0.0	0.7	3.230	A
2	171.88	171.88	172.34	474.00	0.363	171.30	245.46	0.0	0.6	3.058	A
3	255.89	255.89	150.63	680.77	0.376	255.24	193.01	0.0	0.6	2.263	A
4	125.44	125.44	288.70	373.00	0.336	124.91	117.17	0.0	0.5	3.777	A

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	182.59	182.59	221.42	486.60	0.375	182.64	177.76	0.7	0.6	2.963	A
2	163.86	163.86	151.07	494.76	0.331	163.93	252.99	0.6	0.5	2.825	A
3	269.00	269.00	133.65	699.60	0.385	268.99	181.35	0.6	0.7	2.190	A
4	97.44	97.44	301.60	361.97	0.269	97.58	101.05	0.5	0.4	3.559	A

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	163.23	163.23	252.60	458.36	0.356	163.27	190.42	0.6	0.6	3.088	A
2	167.92	167.92	161.89	484.20	0.347	167.89	253.99	0.5	0.6	2.975	A
3	289.82	289.82	142.57	689.71	0.420	289.73	187.21	0.7	0.7	2.332	A
4	106.81	106.81	336.32	332.27	0.321	106.70	95.97	0.4	0.5	4.153	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	199.45	199.45	256.06	455.22	0.438	199.23	220.63	0.6	0.8	3.587	A
2	176.67	176.67	189.64	457.11	0.386	176.58	265.65	0.6	0.6	3.262	A
3	298.78	298.78	155.83	674.99	0.443	298.71	210.39	0.7	0.8	2.459	A
4	120.55	120.55	356.31	315.17	0.382	120.38	98.23	0.5	0.7	4.964	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	176.45	176.45	237.95	471.63	0.374	176.63	189.64	0.8	0.6	3.072	A
2	166.26	166.26	172.25	474.08	0.351	166.34	242.33	0.6	0.6	2.978	A
3	230.38	230.38	143.65	688.51	0.335	230.69	194.95	0.8	0.5	1.992	A
4	137.52	137.52	290.04	371.85	0.370	137.54	84.29	0.7	0.6	4.124	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	165.41	165.41	165.26	537.46	0.308	165.57	188.53	0.6	0.4	2.436	A
2	125.66	125.66	136.03	509.44	0.247	125.87	194.80	0.6	0.3	2.403	A
3	197.70	197.70	117.70	717.30	0.276	197.82	144.20	0.5	0.4	1.779	A
4	107.64	107.64	245.89	409.62	0.263	107.90	69.63	0.6	0.4	3.106	A

H.5 Thurrock Junction Modelling Results

H.5.1 The list of the scenarios included in this Appendix for Thurrock is presented in Table H.4.

Table H.4 Thurrock Modelling scenarios

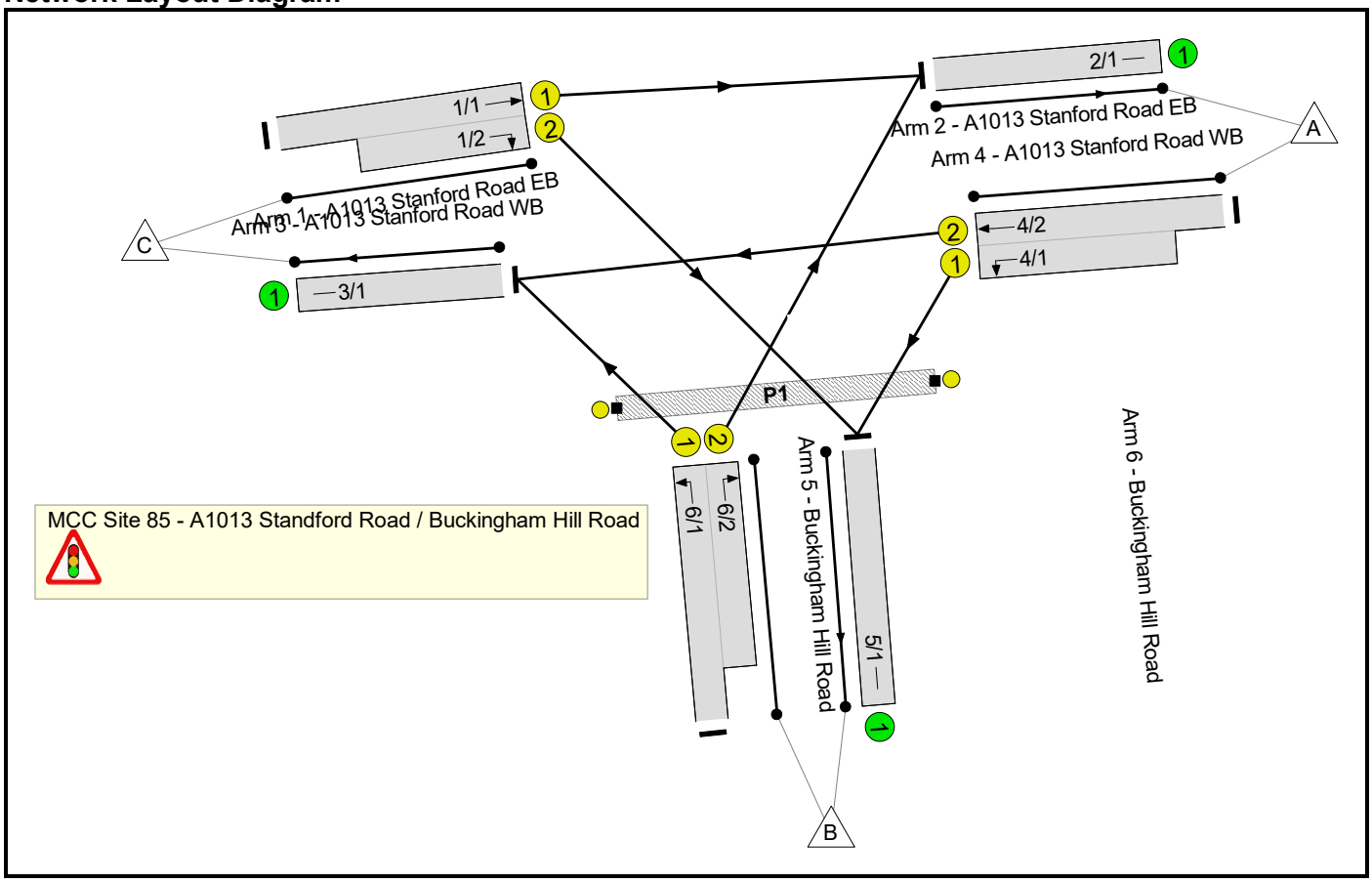
Junction ID	Location	Model type	Scenarios reported						
			Base	Future Baseline (FB)	FB+Commited Development (CD)	FB+CD+Project	Multi-modal Scenario 1	Multi-modal Scenario 2	Other
Site 85	A1013 Stanford Road / Buckingham Hill Road	LinSig	Y	Y	Y	Y	N	N	N
Site 88	A13 Stanford le Hope Bypass / A1013 Stanford Rd	VISSIM	Y	Y	Y	Y	N	Y	N
Site 89	A1089 Dock Approach Road / Thurrock Parkway	Junctions 9	Y	Y	Y	Y	Y	Y	N
Site 90	M25 J30	LinSig	Y	Y	Y	Y	N	N	N

Full Input Data And Results

User and Project Details

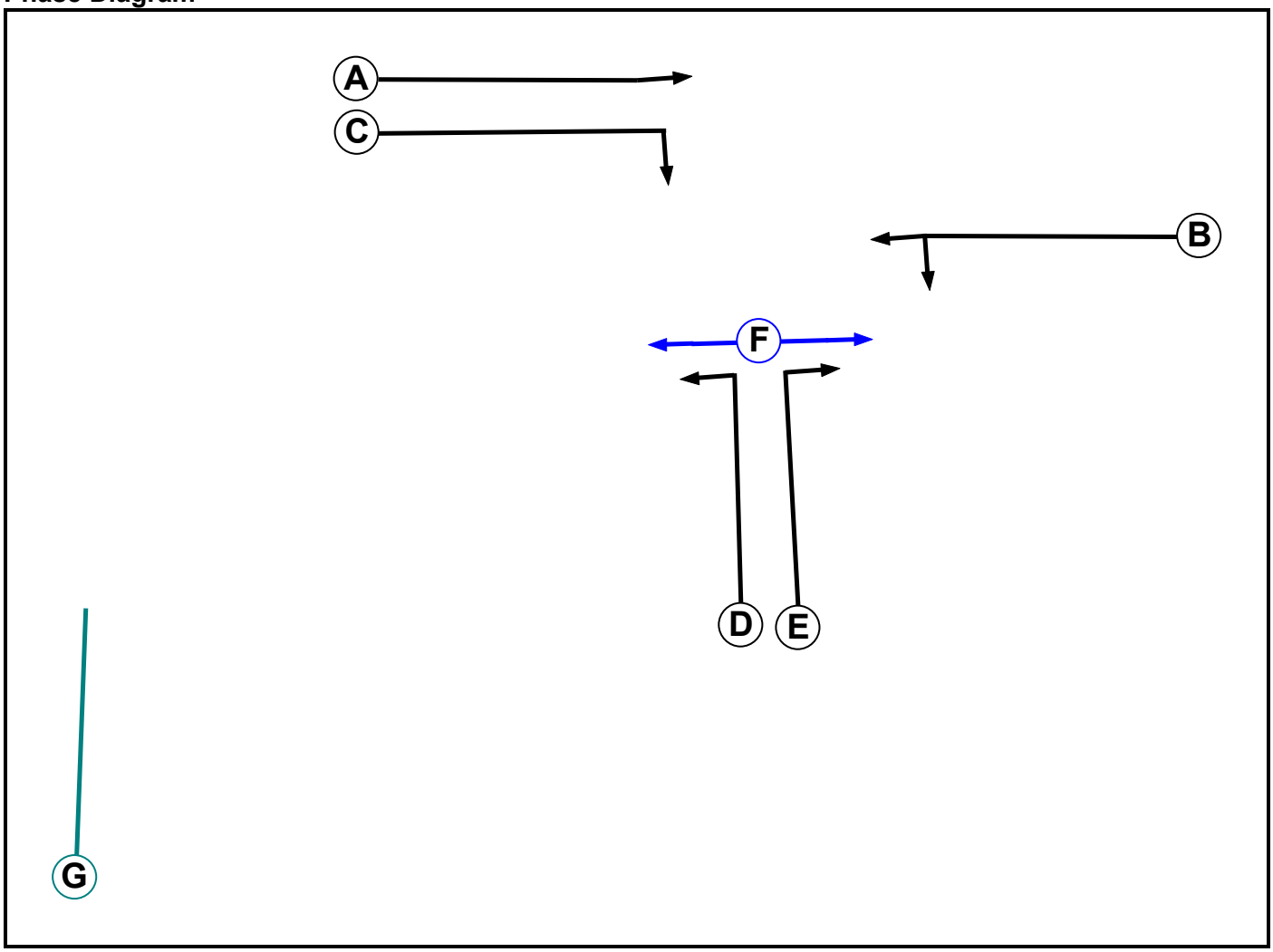
Project:	
Title:	
Location:	
Additional detail:	
File name:	Site 85_DM.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	4
E	Traffic		-9999	7
F	Pedestrian		-9999	7
G	Dummy		-9999	3

Full Input Data And Results

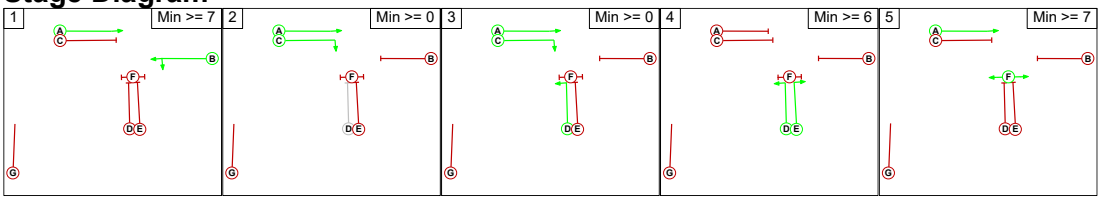
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		-	-	-	7	-	3
B	-		7	8	7	10	3
C	-	7		-	5	10	3
D	-	5	-		-	5	3
E	5	5	5	-		5	3
F	-	5	5	5	5		5
G	2	2	2	2	2	2	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5
1		7	8	8	10
2	7		2	7	10
3	7	0		7	10
4	5	5	5		5
5	5	5	5	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: MCC Site 85 - A1013 Standford Road / Buckingham Hill Road
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: MCC Site 85 - A1013 Standford Road / Buckingham Hill Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A1013 Stanford Road EB)	U	A	2	3	60.0	User	1800	-	-	-	-	-
1/2 (A1013 Stanford Road EB)	U	C	2	3	7.8	User	1800	-	-	-	-	-
2/1 (A1013 Stanford Road EB)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (A1013 Stanford Road WB)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (A1013 Stanford Road WB)	U	B	2	3	13.9	User	1800	-	-	-	-	-
4/2 (A1013 Stanford Road WB)	U	B	2	3	60.0	User	1950	-	-	-	-	-
5/1 (Buckingham Hill Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Buckingham Hill Road)	U	D	2	3	60.0	User	1800	-	-	-	-	-
6/2 (Buckingham Hill Road)	U	E	2	3	21.2	User	1800	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Base Peak'	07:30	08:30	01:00	
2: 'PM Base Peak'	17:00	18:00	01:00	
3: 'FB WD AM'	07:30	08:30	01:00	
4: 'FB WD PM'	17:00	18:00	01:00	
5: 'FB+CD WD AM'	07:30	08:30	01:00	
6: 'FB+CD WD PM'	17:00	18:00	01:00	
7: 'FB+CD+N2T WD AM'	07:30	08:30	01:00	
8: 'FB+CD+N2T WD PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	128	259	387
	B	212	0	196	408
	C	167	135	0	302
	Tot.	379	263	455	1097

Traffic Lane Flows

Lane	Scenario 1: AM Base Peak
Junction: MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	
1/1 (with short)	302(In) 167(Out)
1/2 (short)	135
2/1	379
3/1	455
4/1 (short)	128
4/2 (with short)	387(In) 259(Out)
5/1	263
6/1 (with short)	408(In) 196(Out)
6/2 (short)	212

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 85 - A1013 Standford Road / Buckingham Hill Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1013 Stanford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1013 Stanford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (A1013 Stanford Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (A1013 Stanford Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A1013 Stanford Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1013 Stanford Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (Buckingham Hill Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Buckingham Hill Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Buckingham Hill Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 2: 'PM Base Peak' (FG2: 'PM Base Peak', Plan 2: 'PM Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	223	229	452
	B	167	0	129	296
	C	343	201	0	544
	Tot.	510	424	358	1292

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Base Peak
Junction: MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	
1/1 (with short)	544(In) 343(Out)
1/2 (short)	201
2/1	510
3/1	358
4/1 (short)	223
4/2 (with short)	452(In) 229(Out)
5/1	424
6/1 (with short)	296(In) 129(Out)
6/2 (short)	167

Lane Saturation Flows

Junction: MCC Site 85 - A1013 Standford Road / Buckingham Hill Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1013 Stanford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1013 Stanford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (A1013 Stanford Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (A1013 Stanford Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A1013 Stanford Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1013 Stanford Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (Buckingham Hill Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Buckingham Hill Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Buckingham Hill Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

Scenario 3: 'FB WD AM' (FG3: 'FB WD AM', Plan 1: 'AM Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	135	271	406
	B	222	0	205	427
	C	176	141	0	317
	Tot.	398	276	476	1150

Traffic Lane Flows

Lane	Scenario 3: FB WD AM
Junction: MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	
1/1 (with short)	317(In) 176(Out)
1/2 (short)	141
2/1	398
3/1	476
4/1 (short)	135
4/2 (with short)	406(In) 271(Out)
5/1	276
6/1 (with short)	427(In) 205(Out)
6/2 (short)	222

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 85 - A1013 Standford Road / Buckingham Hill Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1013 Stanford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1013 Stanford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (A1013 Stanford Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (A1013 Stanford Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A1013 Stanford Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1013 Stanford Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (Buckingham Hill Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Buckingham Hill Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Buckingham Hill Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 4: 'FB WD PM' (FG4: 'FB WD PM', Plan 2: 'PM Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	234	241	475
	B	176	0	136	312
	C	360	211	0	571
	Tot.	536	445	377	1358

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: FB WD PM
Junction: MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	
1/1 (with short)	571(In) 360(Out)
1/2 (short)	211
2/1	536
3/1	377
4/1 (short)	234
4/2 (with short)	475(In) 241(Out)
5/1	445
6/1 (with short)	312(In) 136(Out)
6/2 (short)	176

Lane Saturation Flows

Junction: MCC Site 85 - A1013 Standford Road / Buckingham Hill Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1013 Stanford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1013 Stanford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (A1013 Stanford Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (A1013 Stanford Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A1013 Stanford Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1013 Stanford Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (Buckingham Hill Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Buckingham Hill Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Buckingham Hill Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

Scenario 5: 'FB+CD WD AM' (FG5: 'FB+CD WD AM', Plan 1: 'AM Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	169	271	440
	B	324	0	317	641
	C	176	180	0	356
	Tot.	500	349	588	1437

Traffic Lane Flows

Lane	Scenario 5: FB+CD WD AM
Junction: MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	
1/1 (with short)	356(In) 176(Out)
1/2 (short)	180
2/1	500
3/1	588
4/1 (short)	169
4/2 (with short)	440(In) 271(Out)
5/1	349
6/1 (with short)	641(In) 317(Out)
6/2 (short)	324

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 85 - A1013 Standford Road / Buckingham Hill Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1013 Stanford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1013 Stanford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (A1013 Stanford Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (A1013 Stanford Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A1013 Stanford Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1013 Stanford Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (Buckingham Hill Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Buckingham Hill Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Buckingham Hill Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 6: 'FB+CD WD PM' (FG6: 'FB+CD WD PM', Plan 2: 'PM Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	296	241	537
	B	257	0	222	479
	C	360	282	0	642
	Tot.	617	578	463	1658

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: FB+CD WD PM
Junction: MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	
1/1 (with short)	642(In) 360(Out)
1/2 (short)	282
2/1	617
3/1	463
4/1 (short)	296
4/2 (with short)	537(In) 241(Out)
5/1	578
6/1 (with short)	479(In) 222(Out)
6/2 (short)	257

Lane Saturation Flows

Junction: MCC Site 85 - A1013 Standford Road / Buckingham Hill Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1013 Stanford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1013 Stanford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (A1013 Stanford Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (A1013 Stanford Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A1013 Stanford Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1013 Stanford Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (Buckingham Hill Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Buckingham Hill Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Buckingham Hill Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'AM Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	169	271	440
	B	324	0	350	674
	C	176	243	0	419
	Tot.	500	412	621	1533

Traffic Lane Flows

Lane	Scenario 7: FB+CD+N2T WD AM
Junction: MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	
1/1 (with short)	419(In) 176(Out)
1/2 (short)	243
2/1	500
3/1	621
4/1 (short)	169
4/2 (with short)	440(In) 271(Out)
5/1	412
6/1 (with short)	674(In) 350(Out)
6/2 (short)	324

Full Input Data And Results

Lane Saturation Flows

Junction: MCC Site 85 - A1013 Standford Road / Buckingham Hill Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1013 Stanford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1013 Stanford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (A1013 Stanford Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (A1013 Stanford Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A1013 Stanford Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1013 Stanford Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (Buckingham Hill Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Buckingham Hill Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Buckingham Hill Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 2: 'PM Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	296	241	537
	B	257	0	255	512
	C	360	315	0	675
	Tot.	617	611	496	1724

Full Input Data And Results

Traffic Lane Flows

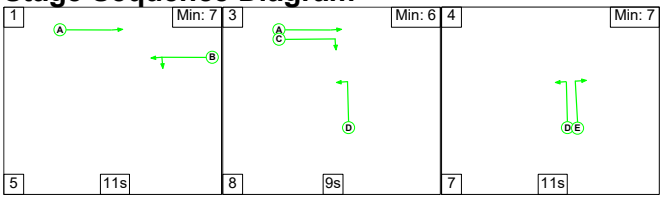
Lane	Scenario 8: FB+CD+N2T WD PM
Junction: MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	
1/1 (with short)	675(In) 360(Out)
1/2 (short)	315
2/1	617
3/1	496
4/1 (short)	296
4/2 (with short)	537(In) 241(Out)
5/1	611
6/1 (with short)	512(In) 255(Out)
6/2 (short)	257

Lane Saturation Flows

Junction: MCC Site 85 - A1013 Standford Road / Buckingham Hill Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1013 Stanford Road EB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A1013 Stanford Road EB Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (A1013 Stanford Road EB Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (A1013 Stanford Road WB Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (A1013 Stanford Road WB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
4/2 (A1013 Stanford Road WB Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (Buckingham Hill Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Buckingham Hill Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Buckingham Hill Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

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

Stage Sequence Diagram

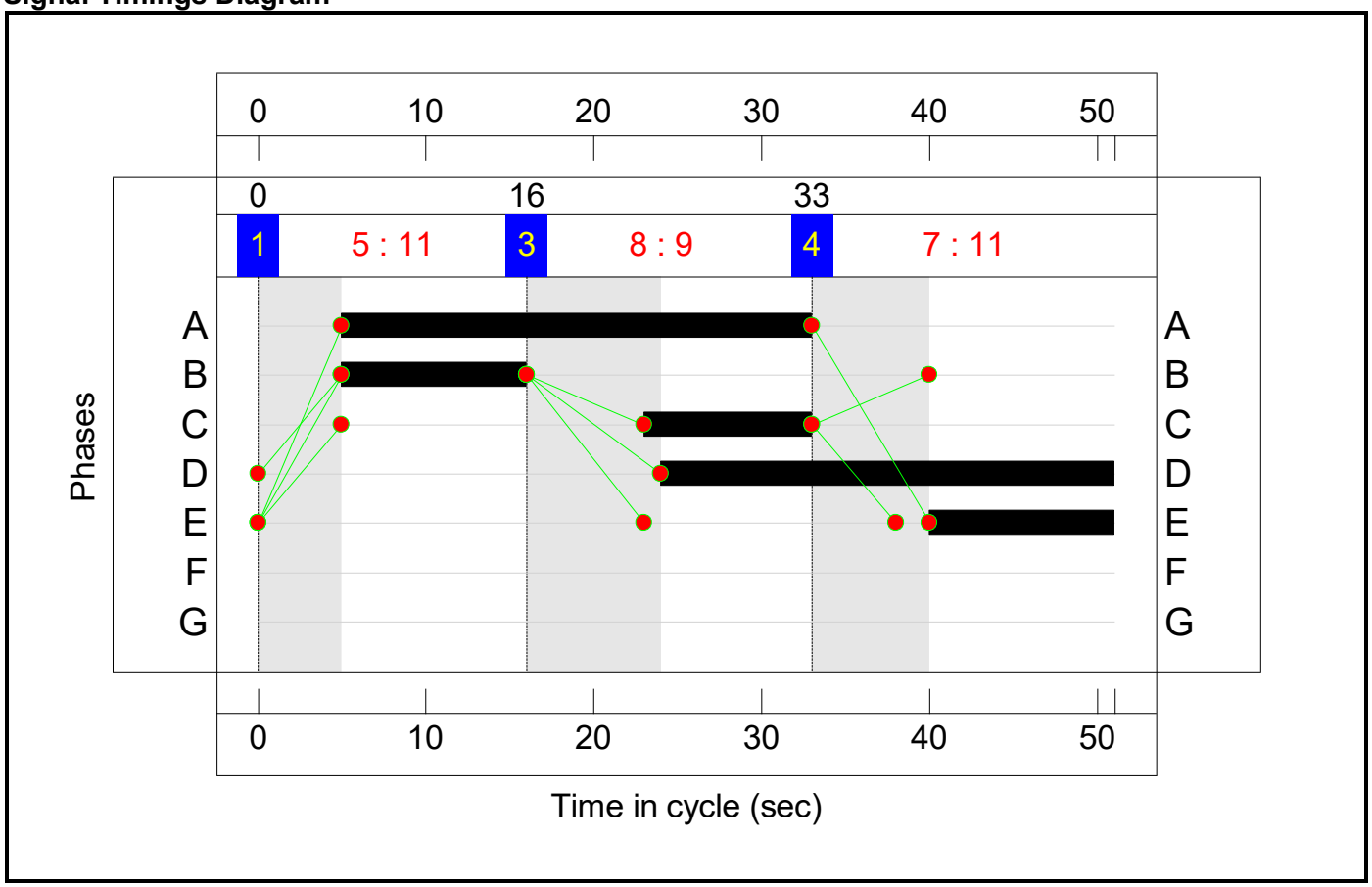


Full Input Data And Results

Stage Timings

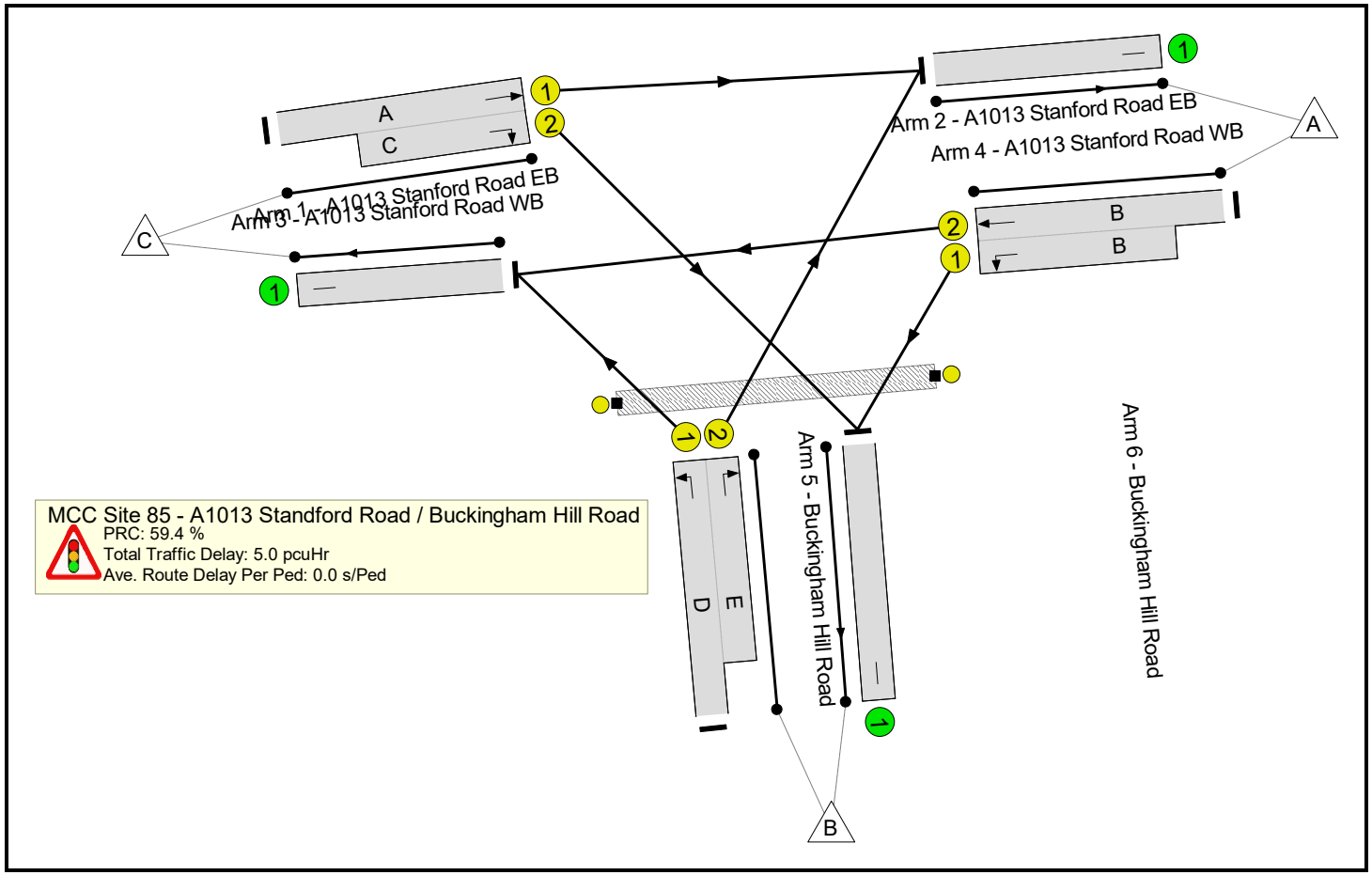
Stage	1	3	4
Duration	11	9	11
Change Point	0	16	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.4%**
MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.4%**
1/1+1/2	A1013 Stanford Road EB Ahead Right	U	N/A	N/A	A C		1	28:10	-	302	1800:1800	480+388	34.8 : 34.8%
2/1	A1013 Stanford Road EB	U	N/A	N/A	-		-	-	-	379	Inf	Inf	0.0%
3/1	A1013 Stanford Road WB	U	N/A	N/A	-		-	-	-	455	Inf	Inf	0.0%
4/2+4/1	A1013 Stanford Road WB Ahead Left	U	N/A	N/A	B		1	11	-	387	1950:1800	459+313	56.4 : 40.9%
5/1	Buckingham Hill Road	U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%
6/1+6/2	Buckingham Hill Road Right Left	U	N/A	N/A	D E		1	27:11	-	408	1800:1800	793+424	24.7 : 50.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		0	0	-	0	-	0	0.0%

Full Input Data And Results

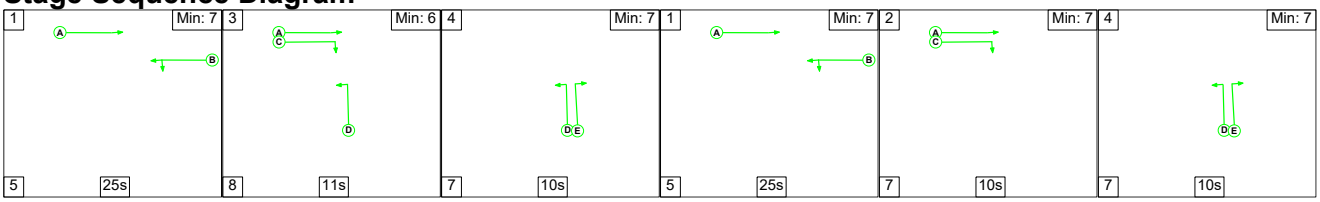
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**4.0**	**1.0**	**0.0**	**5.0**	**-**	**-**	**-**	**-**
MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	**-**	**-**	**0**	**0**	**0**	**4.0**	**1.0**	**0.0**	**5.0**	**-**	**-**	**-**	**-**
1/1+1/2	302	302	-	-	-	0.9	0.3	-	1.1	13.7	1.6	0.3	1.9
2/1	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	387	387	-	-	-	1.8	0.5	-	2.3	21.5	3.2	0.5	3.7
5/1	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	408	408	-	-	-	1.3	0.3	-	1.6	13.8	2.6	0.3	2.8
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 - MCC Site 85 - A1013 Standford Road / Buckingham Hill Road PRC for Signalled Lanes (%): 59.4 Total Delay for Signalled Lanes (pcuHr): 5.02 Cycle Time (s): 51
PRC Over All Lanes (%): 59.4 Total Delay Over All Lanes(pcuHr): 5.02

Full Input Data And Results

Scenario 2: 'PM Base Peak' (FG2: 'PM Base Peak', Plan 2: 'PM Network Control Plan 1')

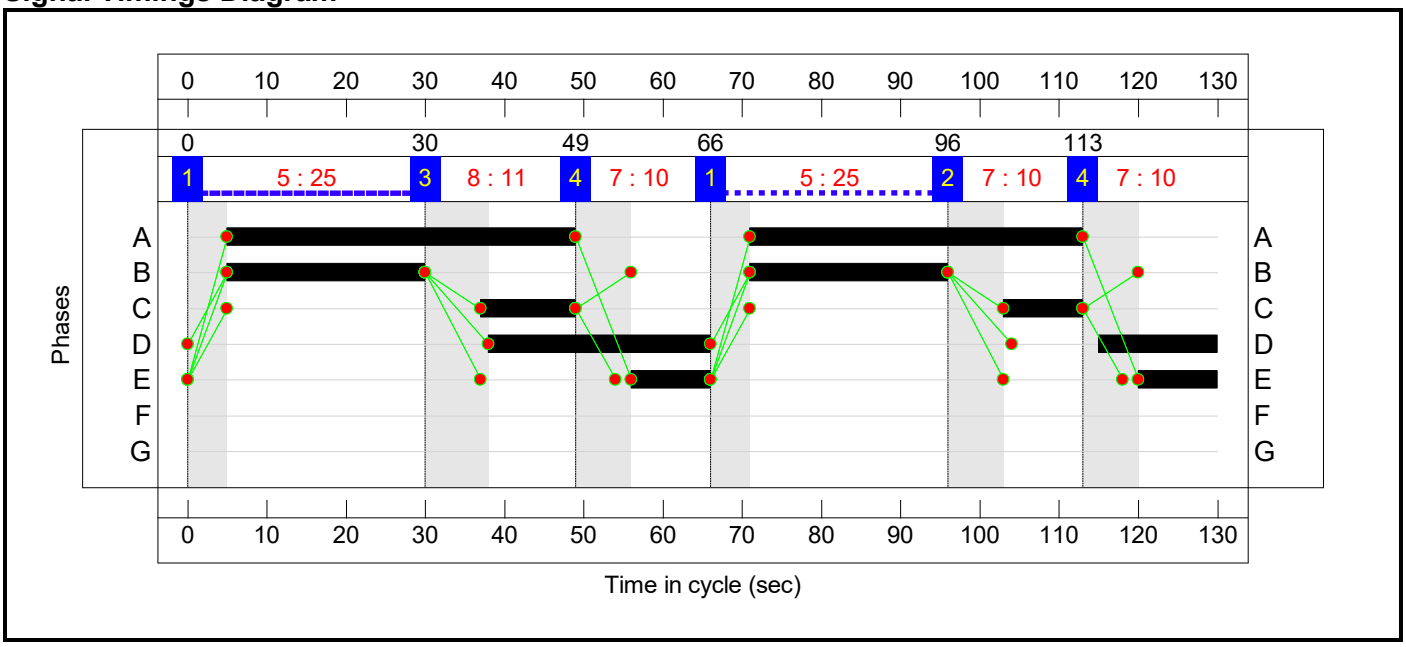
Stage Sequence Diagram



Stage Timings

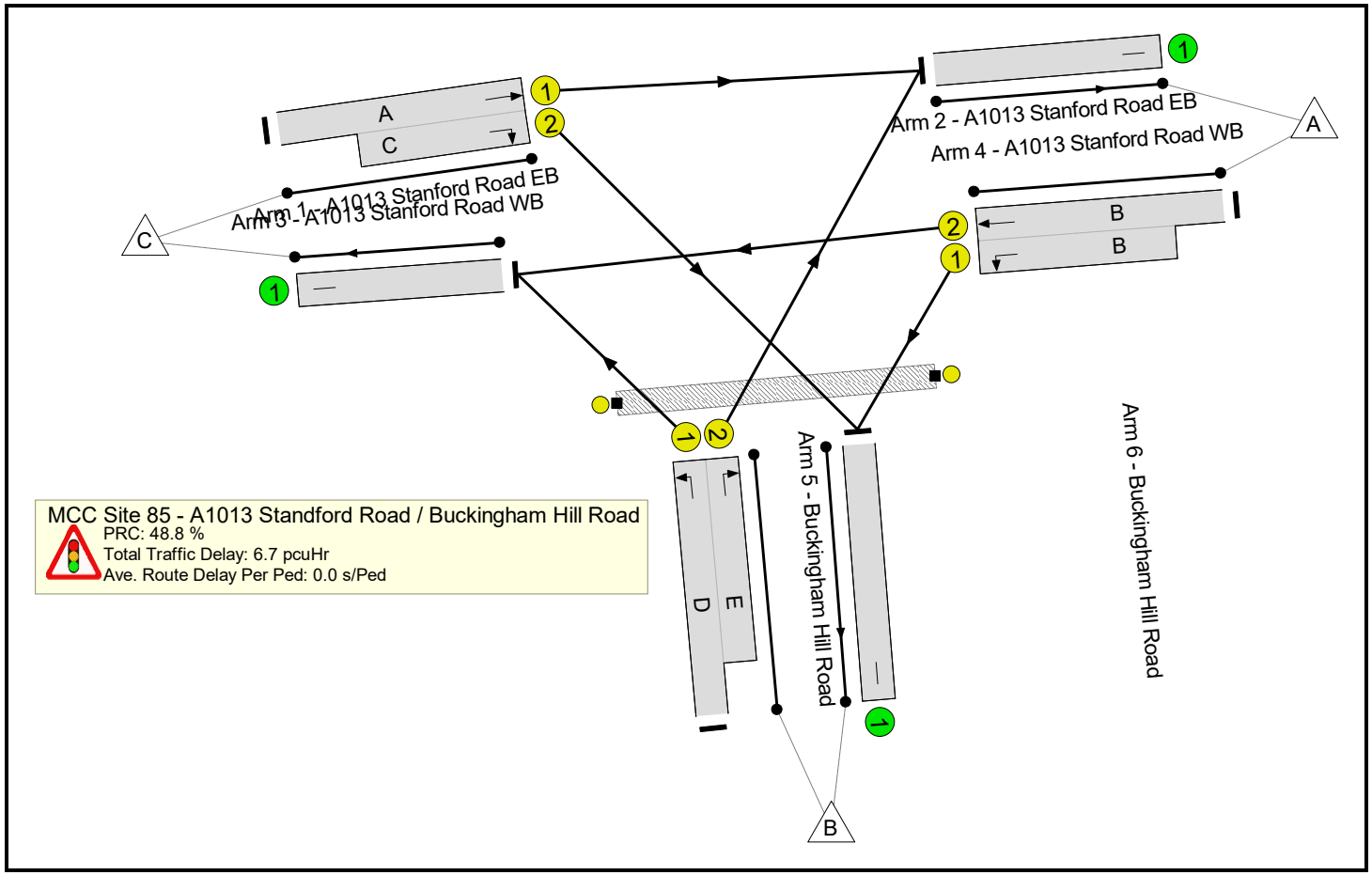
Stage	1	3	4	1	2	4
Duration	25	11	10	25	10	10
Change Point	0	30	49	66	96	113

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.5%**
MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.5%**
1/1+1/2	A1013 Stanford Road EB Ahead Right	U	N/A	N/A	A C		2	86:22	-	544	1800:1800	567+332	60.5 : 60.5%
2/1	A1013 Stanford Road EB	U	N/A	N/A	-		-	-	-	510	Inf	Inf	0.0%
3/1	A1013 Stanford Road WB	U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
4/2+4/1	A1013 Stanford Road WB Ahead Left	U	N/A	N/A	B		2	50	-	452	1950:1800	739+720	31.0 : 31.0%
5/1	Buckingham Hill Road	U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
6/1+6/2	Buckingham Hill Road Right Left	U	N/A	N/A	D E		2	43:20	-	296	1800:1800	235+305	54.8 : 54.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		0	0	-	0	-	0	0.0%

Full Input Data And Results

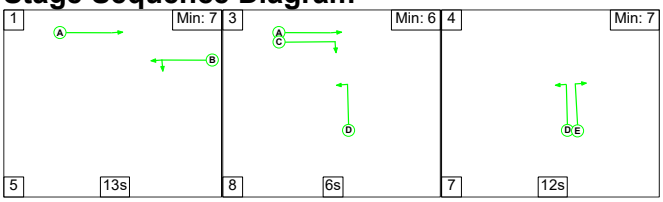
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**5.1**	**1.6**	**0.0**	**6.7**	**-**	**-**	**-**	**-**
MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	**-**	**-**	**0**	**0**	**0**	**5.1**	**1.6**	**0.0**	**6.7**	**-**	**-**	**-**	**-**
1/1+1/2	544	544	-	-	-	1.8	0.8	-	2.5	16.7	3.3	0.8	4.1
2/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	452	452	-	-	-	1.7	0.2	-	1.9	15.1	2.9	0.2	3.1
5/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	296	296	-	-	-	1.7	0.6	-	2.3	27.9	2.8	0.6	3.4
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 - MCC Site 85 - A1013 Standford Road / Buckingham Hill Road PRC for Signalled Lanes (%): 48.8 Total Delay for Signalled Lanes (pcuHr): 6.72 Cycle Time (s): 130
PRC Over All Lanes (%): 48.8 Total Delay Over All Lanes(pcuHr): 6.72

Full Input Data And Results

Scenario 3: 'FB WD AM' (FG3: 'FB WD AM', Plan 1: 'AM Network Control Plan 1')

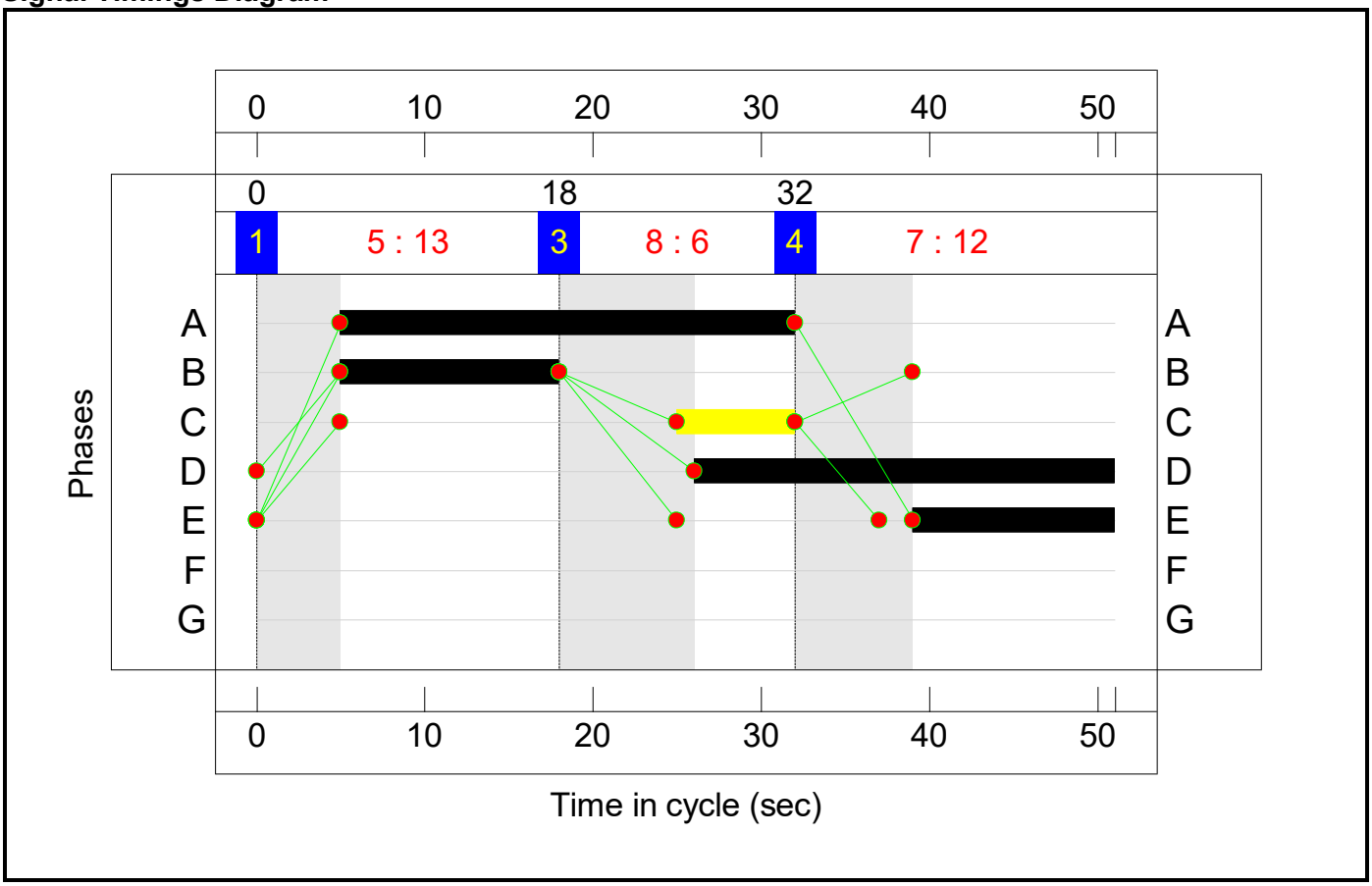
Stage Sequence Diagram



Stage Timings

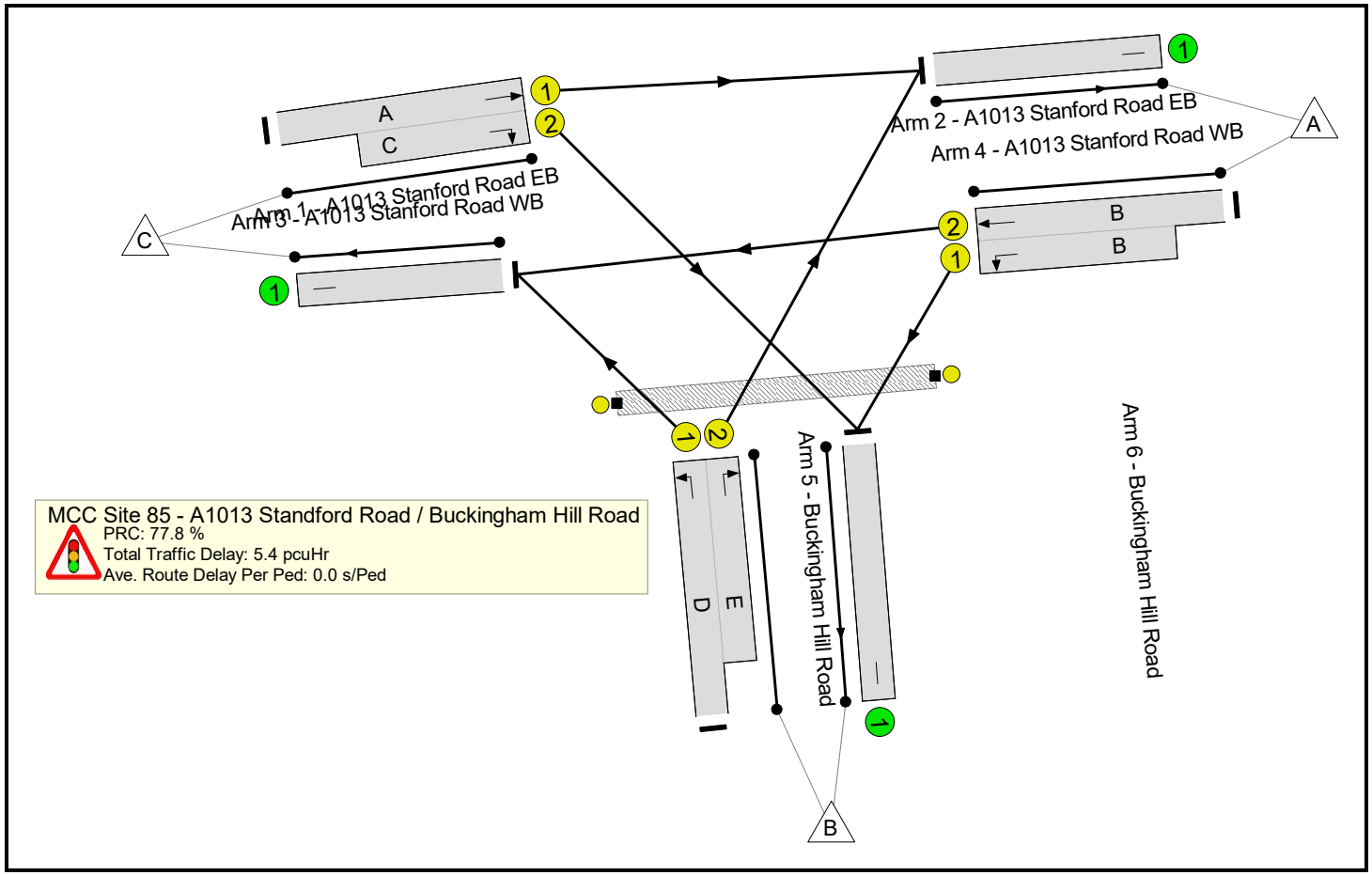
Stage	1	3	4
Duration	13	6	12
Change Point	0	18	32

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**50.6%**
MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**50.6%**
1/1+1/2	A1013 Stanford Road EB Ahead Right	U	N/A	N/A	A C		1	27:7	-	317	1800:1800	352+282	49.9 : 49.9%
2/1	A1013 Stanford Road EB	U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%
3/1	A1013 Stanford Road WB	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
4/2+4/1	A1013 Stanford Road WB Ahead Left	U	N/A	N/A	B		1	13	-	406	1950:1800	535+286	50.6 : 47.2%
5/1	Buckingham Hill Road	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
6/1+6/2	Buckingham Hill Road Right Left	U	N/A	N/A	D E		1	25:12	-	427	1800:1800	856+459	24.0 : 48.4%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		0	0	-	0	-	0	0.0%

Full Input Data And Results

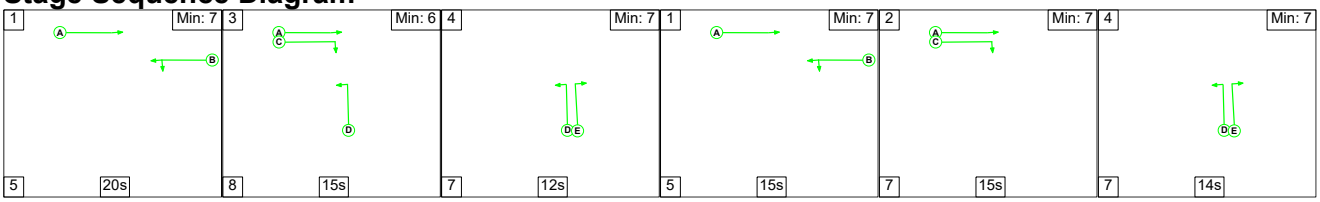
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**4.2**	**1.2**	**0.0**	**5.4**	**-**	**-**	**-**	**-**
MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	**-**	**-**	**0**	**0**	**0**	**4.2**	**1.2**	**0.0**	**5.4**	**-**	**-**	**-**	**-**
1/1+1/2	317	317	-	-	-	1.1	0.5	-	1.6	17.6	1.8	0.5	2.3
2/1	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	406	406	-	-	-	1.7	0.5	-	2.2	19.6	3.2	0.5	3.6
5/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	427	427	-	-	-	1.4	0.2	-	1.6	13.8	2.7	0.2	2.9
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 - MCC Site 85 - A1013 Standford Road / Buckingham Hill Road PRC for Signalled Lanes (%): 77.8 Total Delay for Signalled Lanes (pcuHr): 5.39 Cycle Time (s): 51
PRC Over All Lanes (%): 77.8 Total Delay Over All Lanes(pcuHr): 5.39

Full Input Data And Results

Scenario 4: 'FB WD PM' (FG4: 'FB WD PM', Plan 2: 'PM Network Control Plan 1')

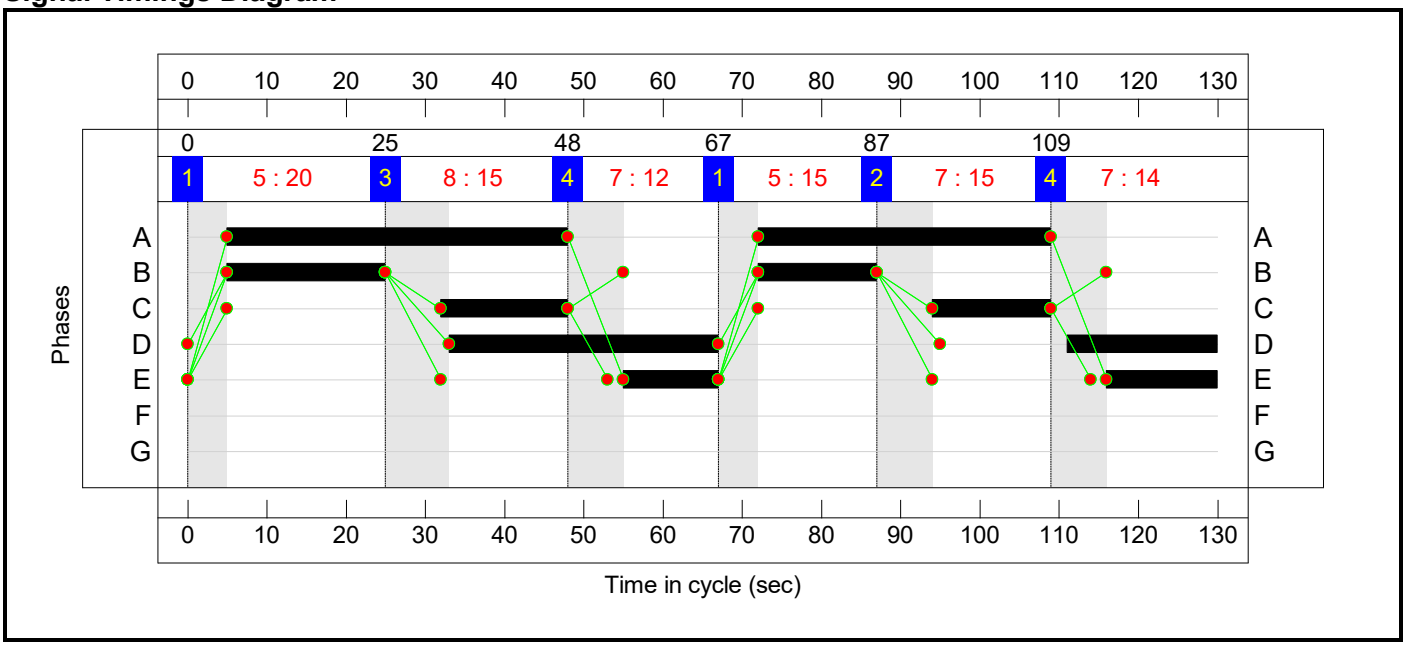
Stage Sequence Diagram



Stage Timings

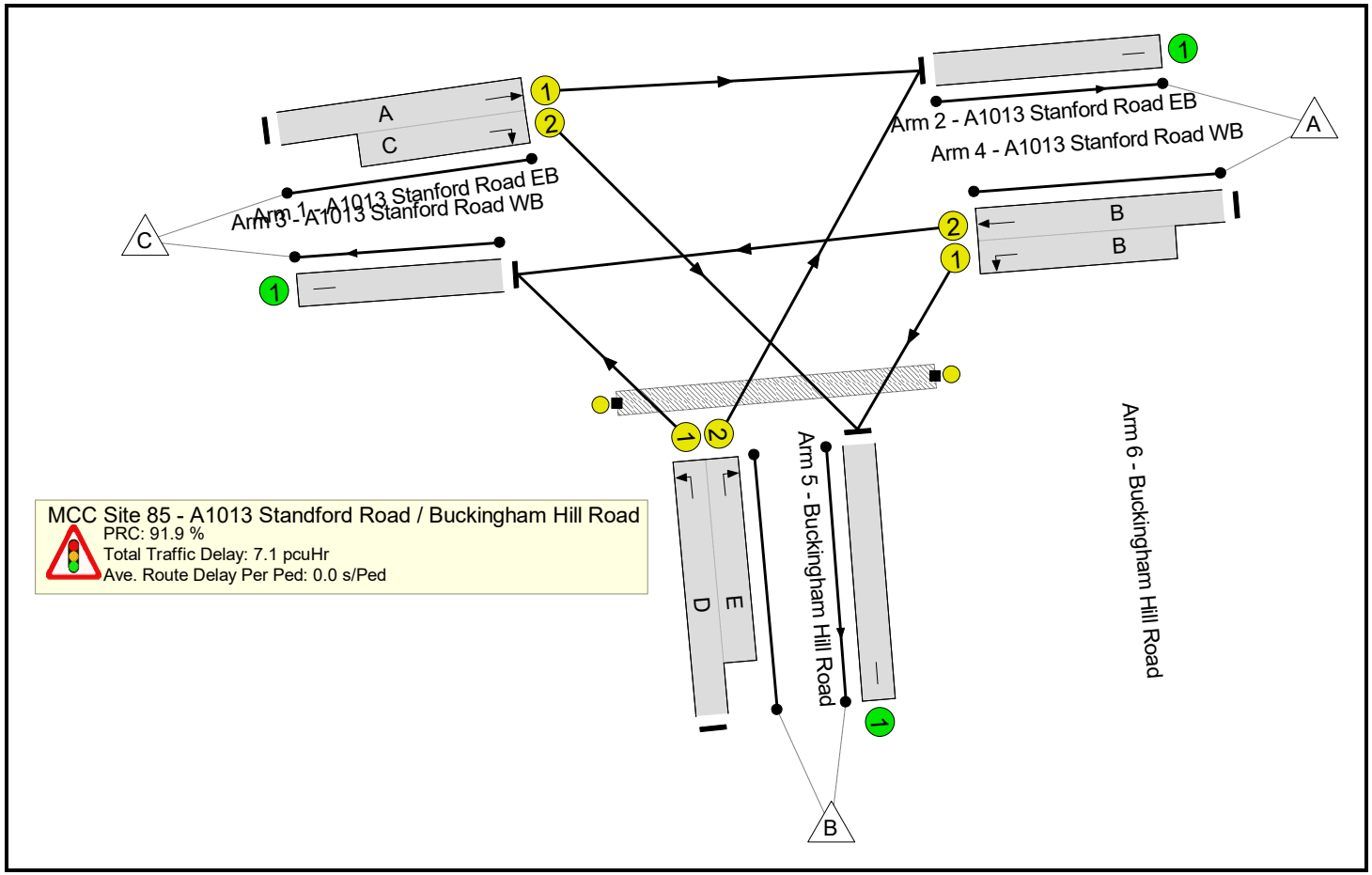
Stage	1	3	4	1	2	4
Duration	20	15	12	15	15	14
Change Point	0	25	48	67	87	109

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**46.9%**
MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**46.9%**
1/1+1/2	A1013 Stanford Road EB Ahead Right	U	N/A	N/A	A C		2	80:31	-	571	1800:1800	767+450	46.9 : 46.9%
2/1	A1013 Stanford Road EB	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
3/1	A1013 Stanford Road WB	U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
4/2+4/1	A1013 Stanford Road WB Ahead Left	U	N/A	N/A	B		2	35	-	475	1950:1800	555+512	43.4 : 45.7%
5/1	Buckingham Hill Road	U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
6/1+6/2	Buckingham Hill Road Right Left	U	N/A	N/A	D E		2	53:26	-	312	1800:1800	300+388	45.4 : 45.4%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		0	0	-	0	-	0	0.0%

Full Input Data And Results

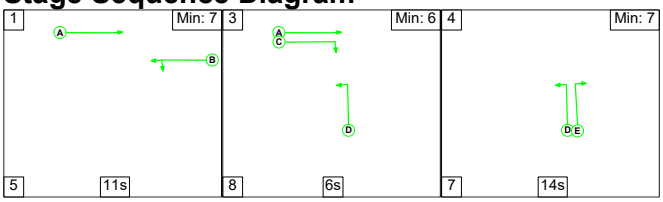
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**5.8**	**1.3**	**0.0**	**7.1**	**-**	**-**	**-**	**-**
MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	**-**	**-**	**0**	**0**	**0**	**5.8**	**1.3**	**0.0**	**7.1**	**-**	**-**	**-**	**-**
1/1+1/2	571	571	-	-	-	1.8	0.4	-	2.2	13.9	3.4	0.4	3.8
2/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	475	475	-	-	-	2.5	0.4	-	2.9	22.1	3.5	0.4	3.9
5/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	312	312	-	-	-	1.5	0.4	-	2.0	22.6	2.9	0.4	3.3
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 - MCC Site 85 - A1013 Standford Road / Buckingham Hill Road PRC for Signalled Lanes (%): 91.9 Total Delay for Signalled Lanes (pcuHr): 7.07 Cycle Time (s): 130
PRC Over All Lanes (%): 91.9 Total Delay Over All Lanes(pcuHr): 7.07

Full Input Data And Results

Scenario 5: 'FB+CD WD AM' (FG5: 'FB+CD WD AM', Plan 1: 'AM Network Control Plan 1')

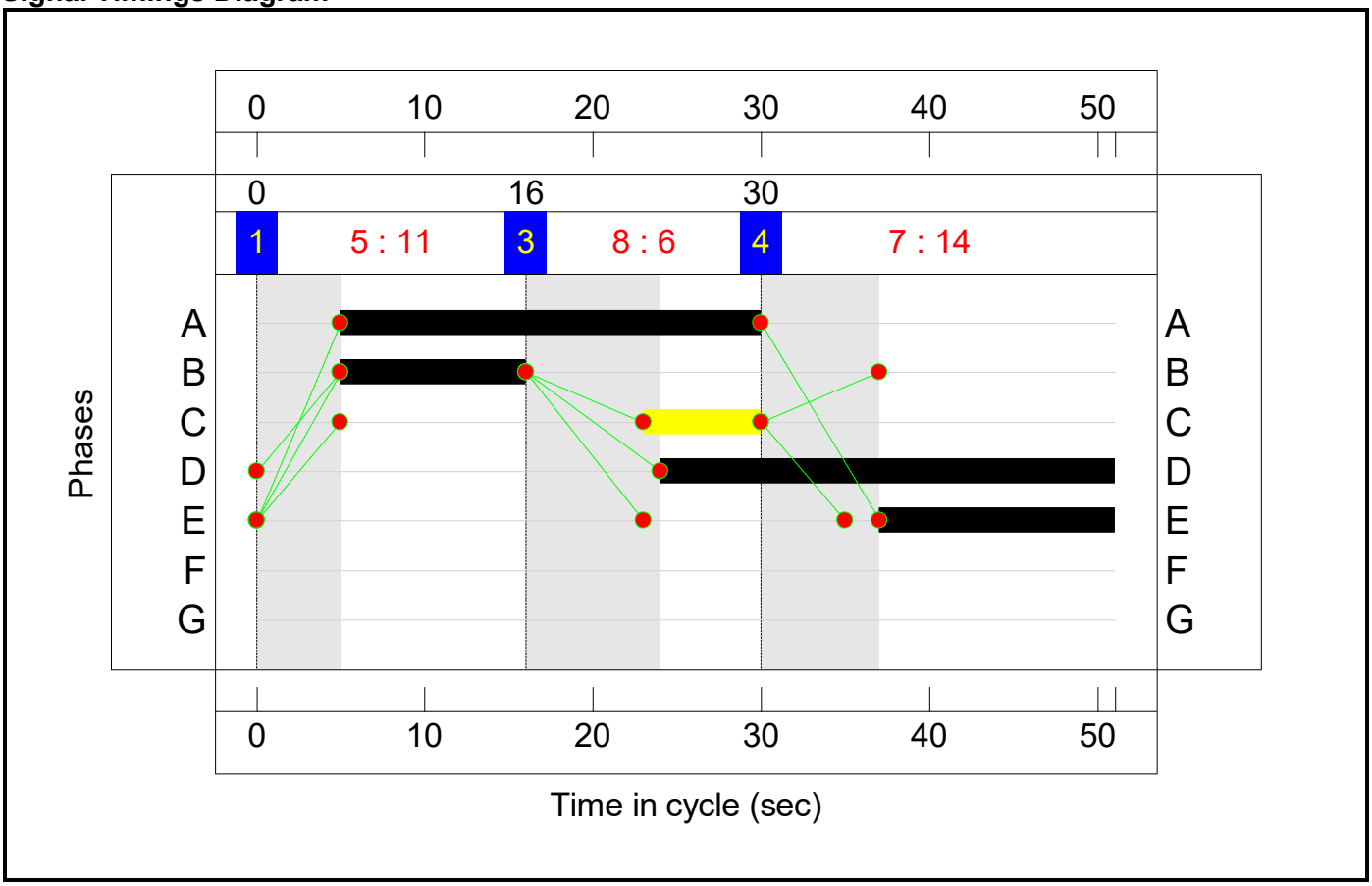
Stage Sequence Diagram



Stage Timings

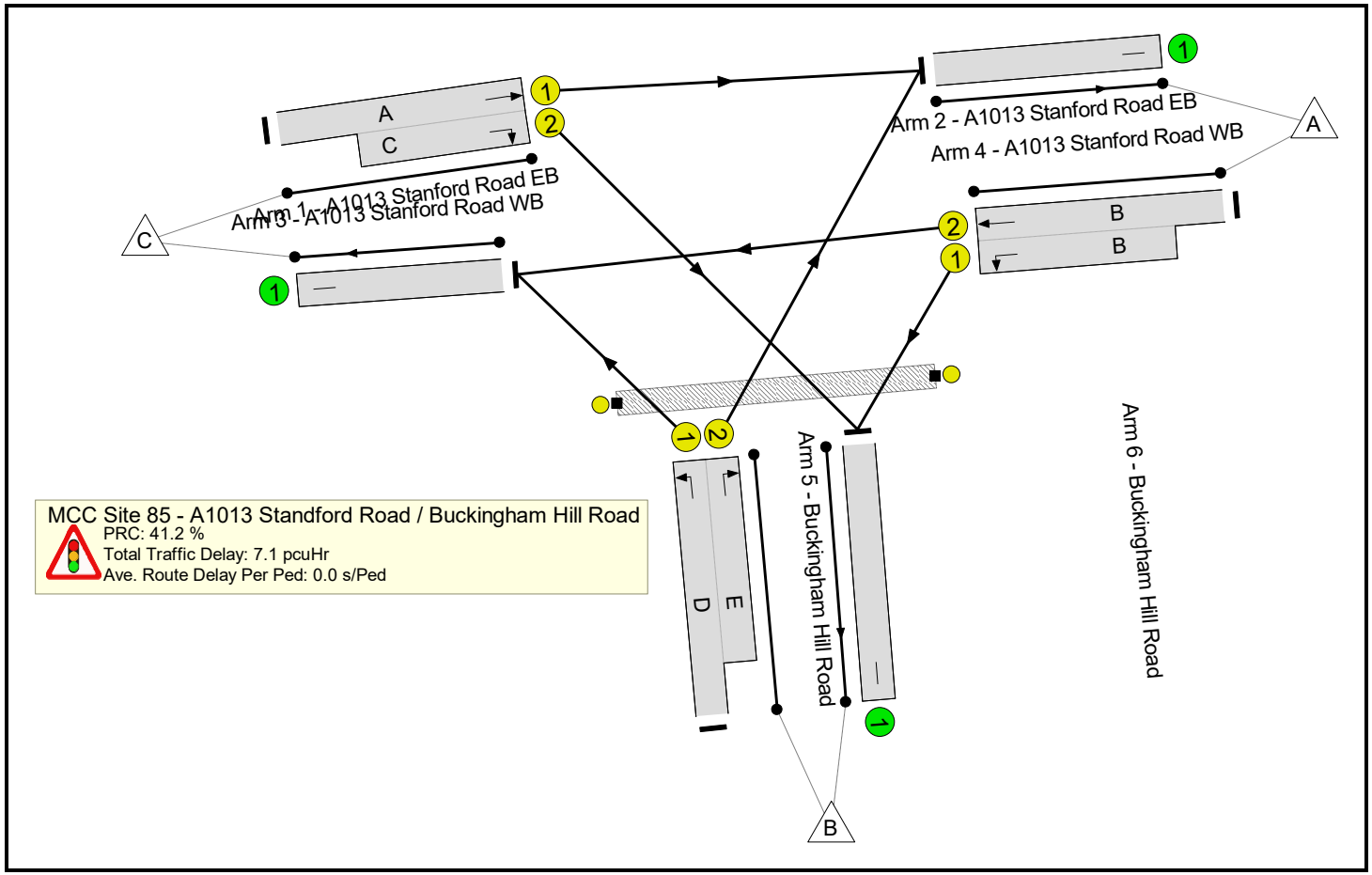
Stage	1	3	4
Duration	11	6	14
Change Point	0	16	30

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**63.8%**
MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**63.8%**
1/1+1/2	A1013 Stanford Road EB Ahead Right	U	N/A	N/A	A C		1	25:7	-	356	1800:1800	276+282	63.8 : 63.8%
2/1	A1013 Stanford Road EB	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
3/1	A1013 Stanford Road WB	U	N/A	N/A	-		-	-	-	588	Inf	Inf	0.0%
4/2+4/1	A1013 Stanford Road WB Ahead Left	U	N/A	N/A	B		1	11	-	440	1950:1800	459+424	59.1 : 39.9%
5/1	Buckingham Hill Road	U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%
6/1+6/2	Buckingham Hill Road Right Left	U	N/A	N/A	D E		1	27:14	-	641	1800:1800	890+529	35.6 : 61.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		0	0	-	0	-	0	0.0%

Full Input Data And Results

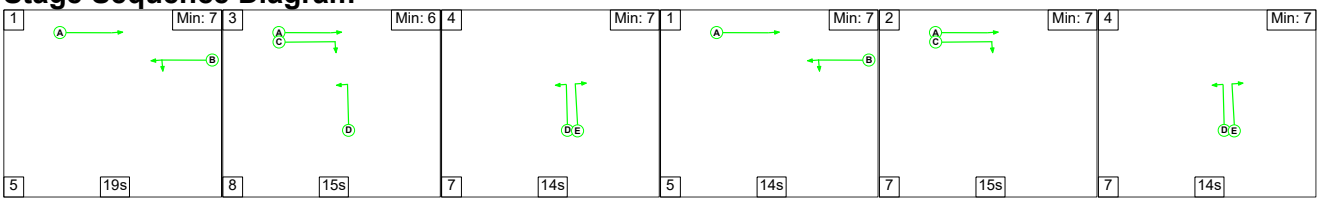
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**5.4**	**1.8**	**0.0**	**7.1**	**-**	**-**	**-**	**-**
MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	**-**	**-**	**0**	**0**	**0**	**5.4**	**1.8**	**0.0**	**7.1**	**-**	**-**	**-**	**-**
1/1+1/2	356	356	-	-	-	1.3	0.9	-	2.2	22.4	2.4	0.9	3.2
2/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	440	440	-	-	-	2.1	0.5	-	2.6	21.1	3.4	0.5	3.9
5/1	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	641	641	-	-	-	1.9	0.4	-	2.4	13.3	3.9	0.4	4.3
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 - MCC Site 85 - A1013 Standford Road / Buckingham Hill Road PRC for Signalled Lanes (%): 41.2 Total Delay for Signalled Lanes (pcuHr): 7.15 Cycle Time (s): 51
PRC Over All Lanes (%): 41.2 Total Delay Over All Lanes(pcuHr): 7.15

Full Input Data And Results

Scenario 6: 'FB+CD WD PM' (FG6: 'FB+CD WD PM', Plan 2: 'PM Network Control Plan 1')

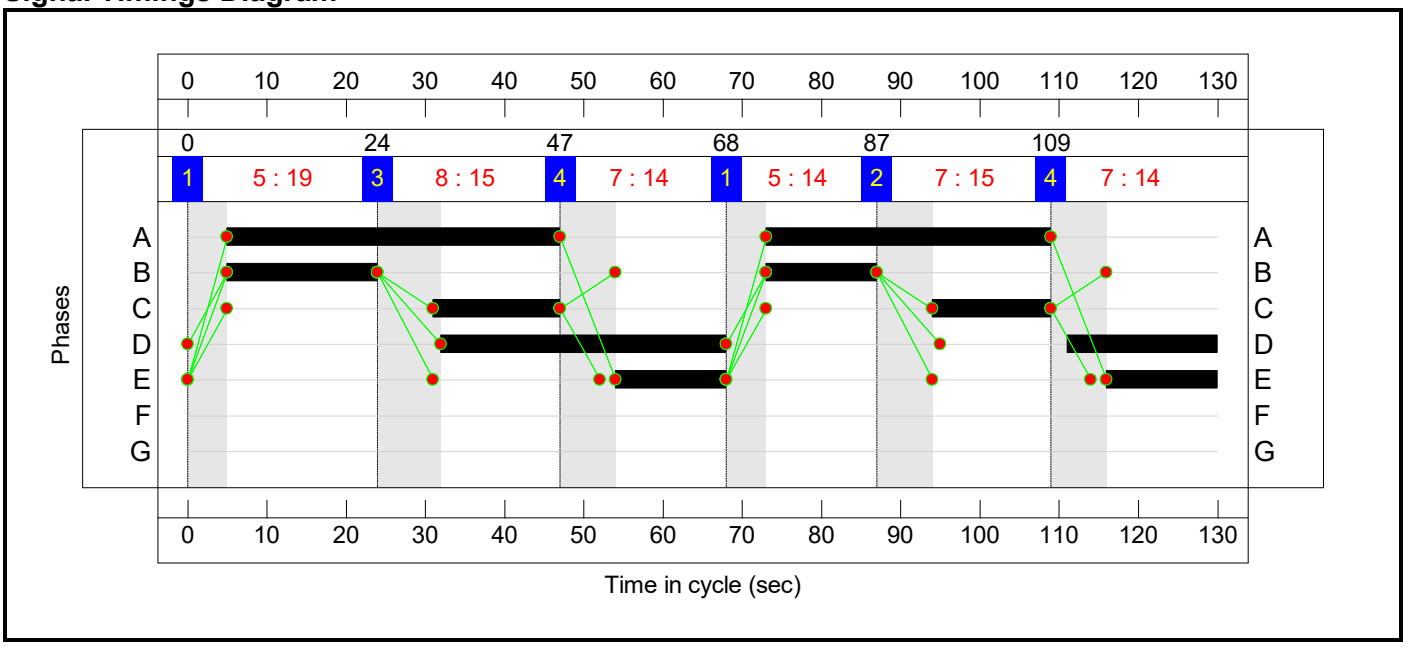
Stage Sequence Diagram



Stage Timings

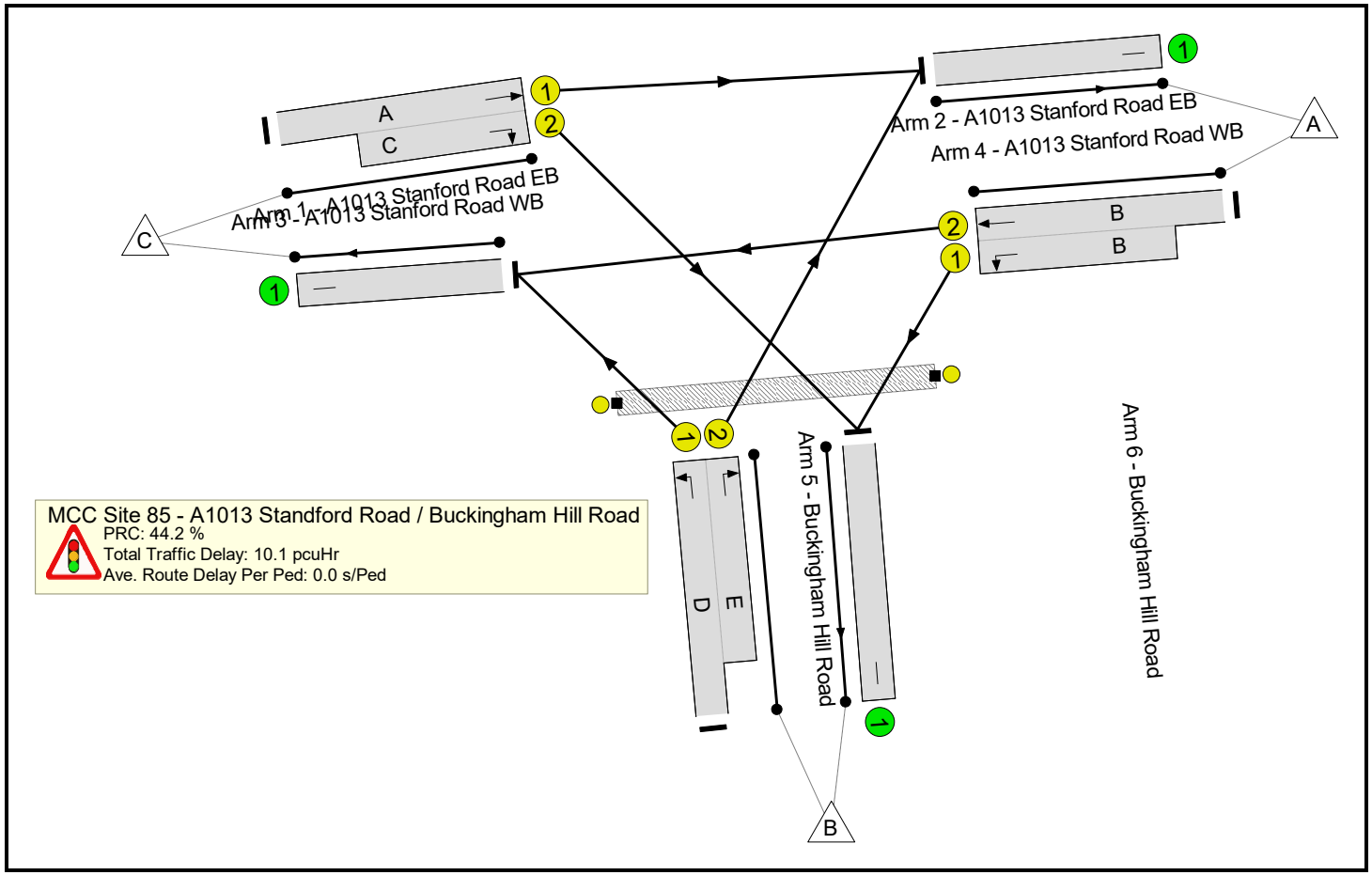
Stage	1	3	4	1	2	4
Duration	19	15	14	14	15	14
Change Point	0	24	47	68	87	109

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.4%**
MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.4%**
1/1+1/2	A1013 Stanford Road EB Ahead Right	U	N/A	N/A	A C		2	78:31	-	642	1800:1800	577+452	62.4 : 62.4%
2/1	A1013 Stanford Road EB	U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
3/1	A1013 Stanford Road WB	U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
4/2+4/1	A1013 Stanford Road WB Ahead Left	U	N/A	N/A	B		2	33	-	537	1950:1800	395+485	61.1 : 61.1%
5/1	Buckingham Hill Road	U	N/A	N/A	-		-	-	-	578	Inf	Inf	0.0%
6/1+6/2	Buckingham Hill Road Right Left	U	N/A	N/A	D E		2	55:28	-	479	1800:1800	359+415	61.9 : 61.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		0	0	-	0	-	0	0.0%

Full Input Data And Results

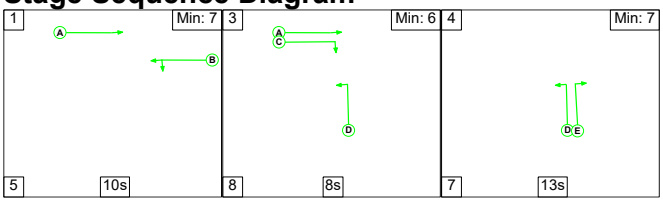
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**7.7**	**2.4**	**0.0**	**10.1**	**-**	**-**	**-**	**-**
MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	**-**	**-**	**0**	**0**	**0**	**7.7**	**2.4**	**0.0**	**10.1**	**-**	**-**	**-**	**-**
1/1+1/2	642	642	-	-	-	2.3	0.8	-	3.1	17.5	4.7	0.8	5.5
2/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	537	537	-	-	-	3.0	0.8	-	3.8	25.6	4.7	0.8	5.5
5/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	479	479	-	-	-	2.3	0.8	-	3.2	23.7	4.4	0.8	5.2
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 - MCC Site 85 - A1013 Standford Road / Buckingham Hill Road PRC for Signalled Lanes (%): 44.2 Total Delay for Signalled Lanes (pcuHr): 10.08 Cycle Time (s): 130
PRC Over All Lanes (%): 44.2 Total Delay Over All Lanes(pcuHr): 10.08

Full Input Data And Results

Scenario 7: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'AM Network Control Plan 1')

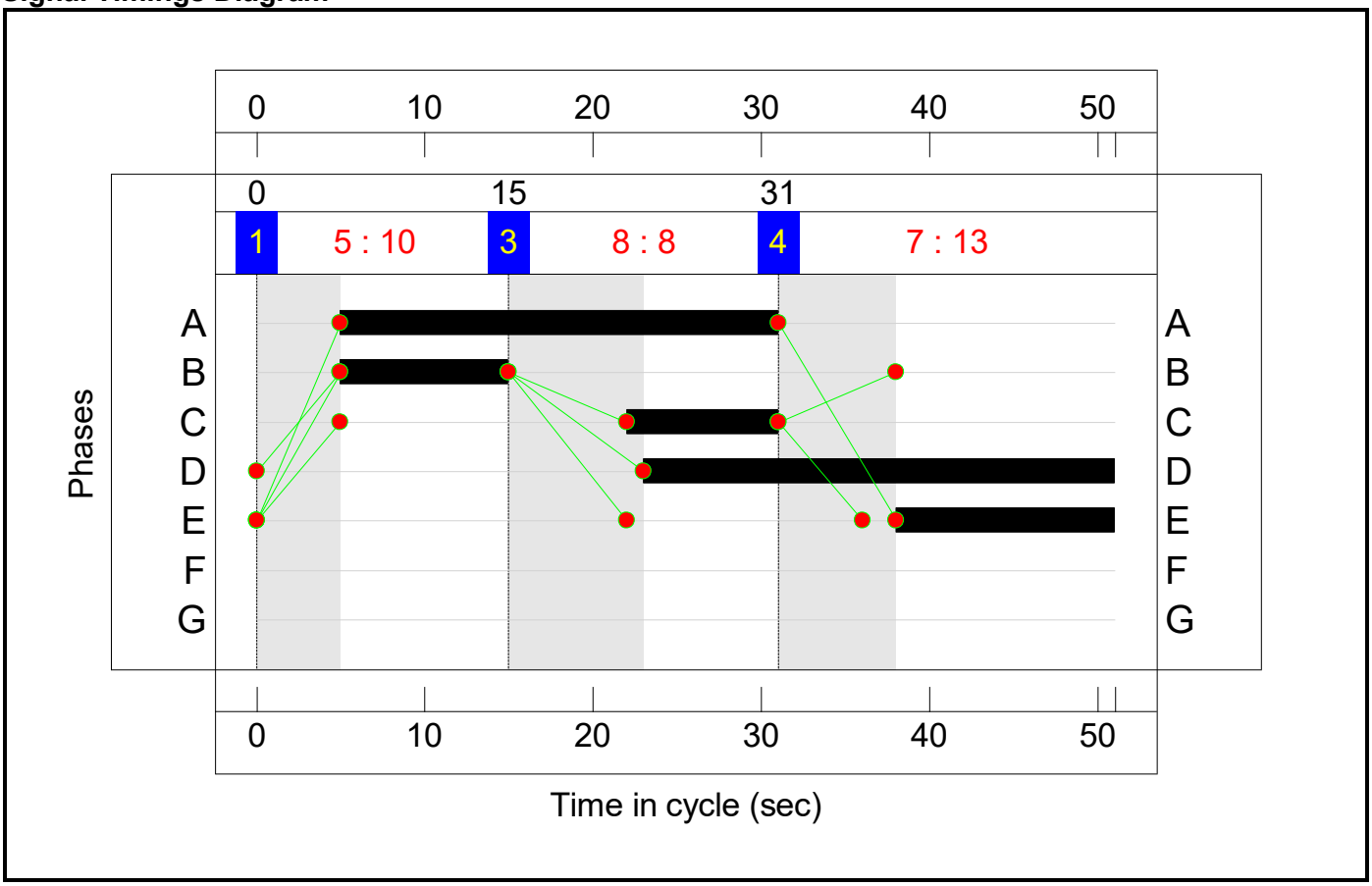
Stage Sequence Diagram



Stage Timings

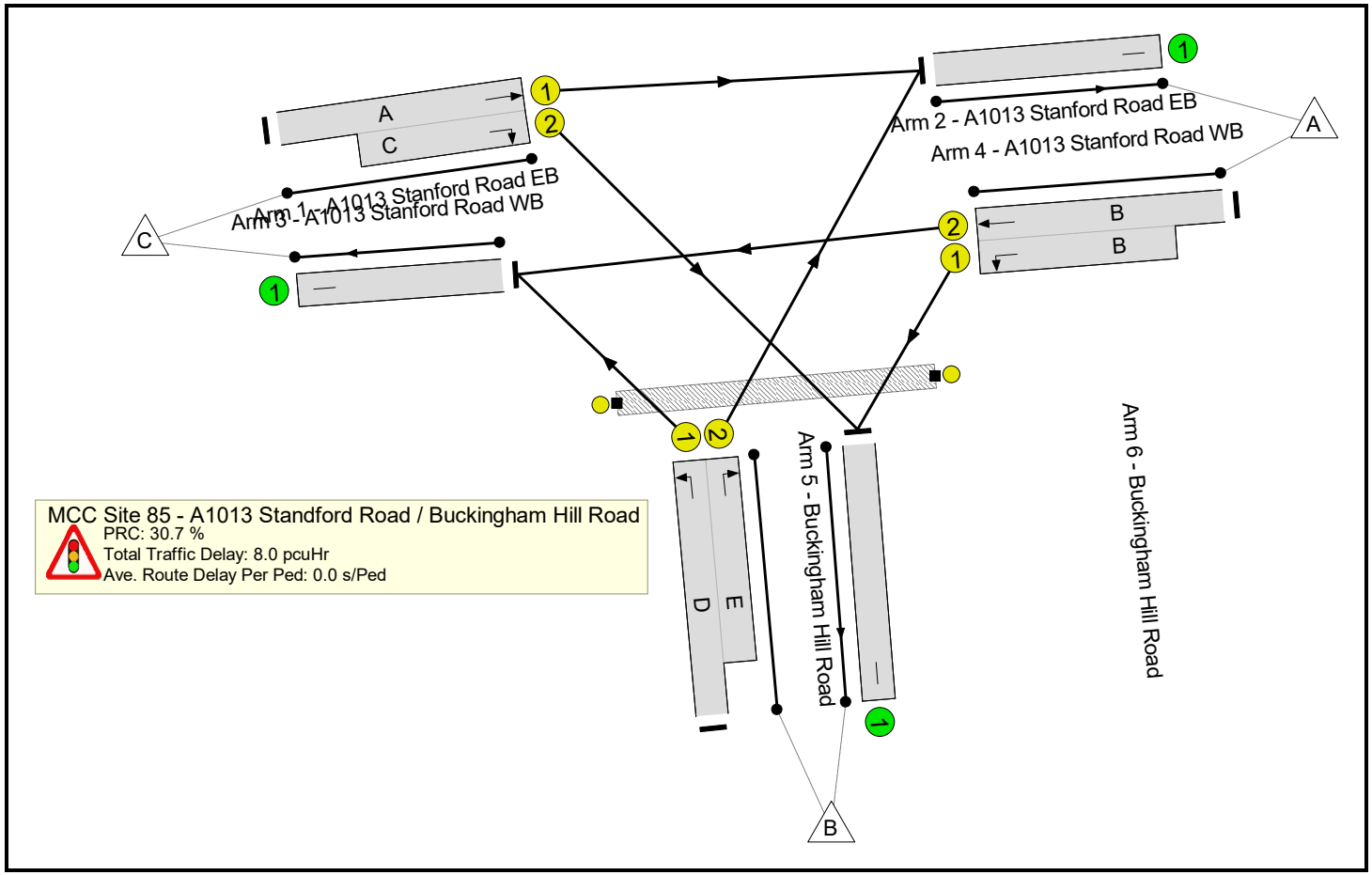
Stage	1	3	4
Duration	10	8	13
Change Point	0	15	31

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.9%**
MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.9%**
1/1+1/2	A1013 Stanford Road EB Ahead Right	U	N/A	N/A	A C		1	26:9	-	419	1800:1800	256+353	68.9 : 68.9%
2/1	A1013 Stanford Road EB	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
3/1	A1013 Stanford Road WB	U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
4/2+4/1	A1013 Stanford Road WB Ahead Left	U	N/A	N/A	B		1	10	-	440	1950:1800	421+388	64.4 : 43.5%
5/1	Buckingham Hill Road	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
6/1+6/2	Buckingham Hill Road Right Left	U	N/A	N/A	D E		1	28:13	-	674	1800:1800	935+494	37.4 : 65.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		0	0	-	0	-	0	0.0%

Full Input Data And Results

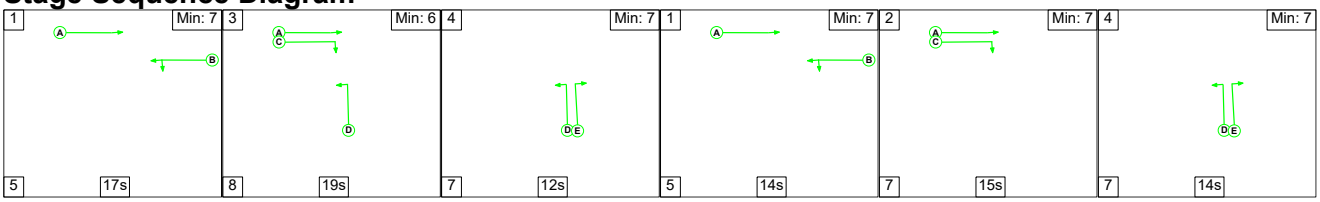
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**5.8**	**2.1**	**0.0**	**8.0**	**-**	**-**	**-**	**-**
MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	**-**	**-**	**0**	**0**	**0**	**5.8**	**2.1**	**0.0**	**8.0**	**-**	**-**	**-**	**-**
1/1+1/2	419	419	-	-	-	1.6	1.1	-	2.7	23.1	3.2	1.1	4.3
2/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	440	440	-	-	-	2.2	0.6	-	2.8	22.7	3.5	0.6	4.1
5/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	674	674	-	-	-	2.0	0.4	-	2.5	13.3	4.0	0.4	4.5
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 - MCC Site 85 - A1013 Standford Road / Buckingham Hill Road PRC for Signalled Lanes (%): 30.7 Total Delay for Signalled Lanes (pcuHr): 7.96 Cycle Time (s): 51
PRC Over All Lanes (%): 30.7 Total Delay Over All Lanes(pcuHr): 7.96

Full Input Data And Results

Scenario 8: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 2: 'PM Network Control Plan 1')

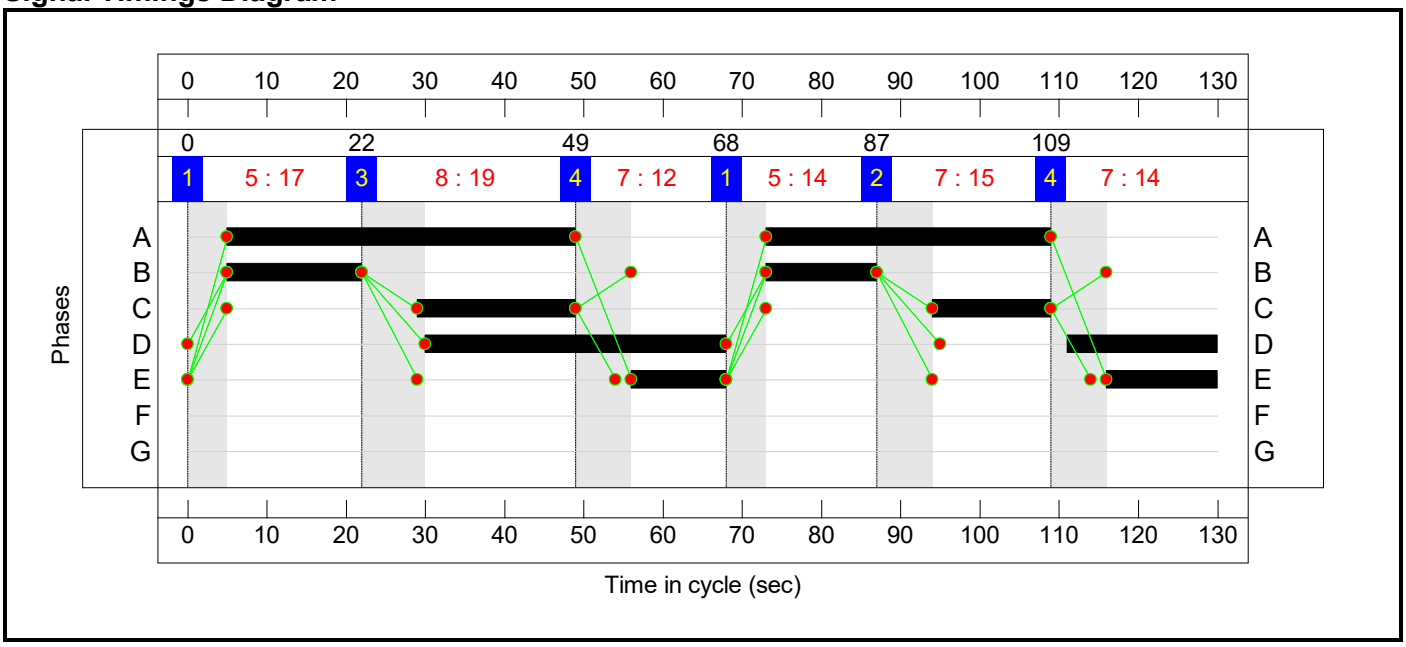
Stage Sequence Diagram



Stage Timings

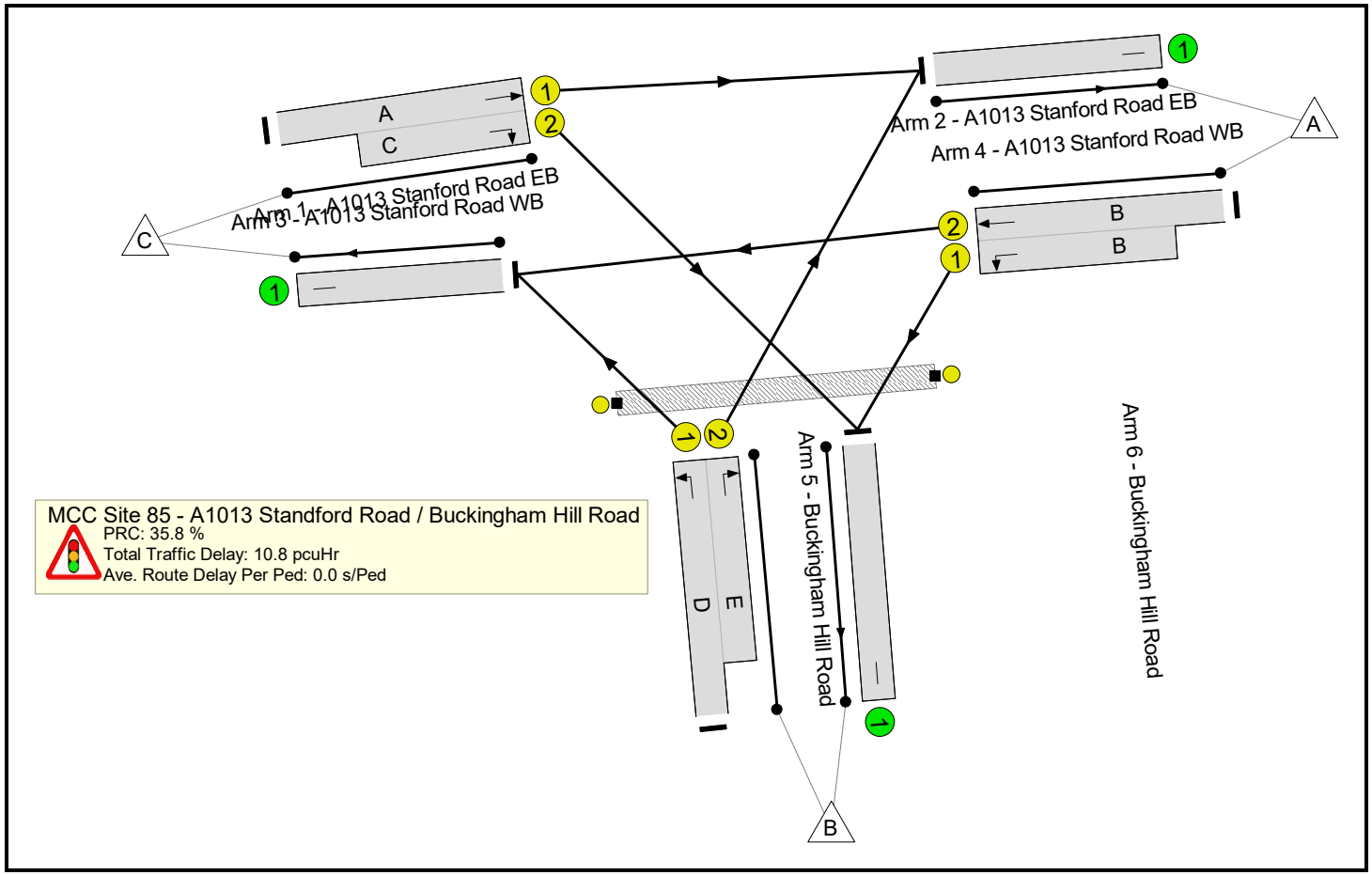
Stage	1	3	4	1	2	4
Duration	17	19	12	14	15	14
Change Point	0	22	49	68	87	109

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.3%**
MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.3%**
1/1+1/2	A1013 Stanford Road EB Ahead Right	U	N/A	N/A	A C		2	80:35	-	675	1800:1800	547+479	65.8 : 65.8%
2/1	A1013 Stanford Road EB	U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
3/1	A1013 Stanford Road WB	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
4/2+4/1	A1013 Stanford Road WB Ahead Left	U	N/A	N/A	B		2	31	-	537	1950:1800	372+457	64.8 : 64.8%
5/1	Buckingham Hill Road	U	N/A	N/A	-		-	-	-	611	Inf	Inf	0.0%
6/1+6/2	Buckingham Hill Road Right Left	U	N/A	N/A	D E		2	57:26	-	512	1800:1800	385+388	66.3 : 66.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		0	0	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.0**	**2.8**	**0.0**	**10.8**	**-**	**-**	**-**	**-**
MCC Site 85 - A1013 Standford Road / Buckingham Hill Road	**-**	**-**	**0**	**0**	**0**	**8.0**	**2.8**	**0.0**	**10.8**	**-**	**-**	**-**	**-**
1/1+1/2	675	675	-	-	-	2.3	1.0	-	3.3	17.5	5.2	1.0	6.1
2/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	537	537	-	-	-	3.2	0.9	-	4.1	27.4	4.9	0.9	5.8
5/1	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	512	512	-	-	-	2.5	1.0	-	3.5	24.5	4.6	1.0	5.5
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 - MCC Site 85 - A1013 Standford Road / Buckingham Hill Road PRC for Signalled Lanes (%): 35.8 Total Delay for Signalled Lanes (pcuHr): 10.84 Cycle Time (s): 130
PRC Over All Lanes (%): 35.8 Total Delay Over All Lanes(pcuHr): 10.84

AM Zone Summary

				Base 2024		Future Base		FB + CD		FB+CD+N2T AR1		FB+CD+N2T AR2	
Junction	Code	Type	OD	Total ENTRY 5%	Total GEH	Total ENTRY 5%	Total GEH	Total ENTRY 5%	Total GEH	Total ENTRY 5%	Total GEH	Total ENTRY 5%	Total GEH
Zone 1 A128	102-11@7.6-11@10.4	Z	IN	4%		3%		3%		3%		3%	
	102-9@1609.7-9@1612.4	Z	OUT		0.23		0.18		0.11		0.08		0.07
Zone 2 A13 East	104-7@1725.2-7@1730.7	Z	OUT		0.27		0.21		0.30		0.30		0.31
	104-14@11.4-14@16.1	Z	IN	0%		0%		0%		0%		0%	
Zone 3 A1013 East	105-21@725.1-21@727.7	Z	OUT		0.34		0.42		0.29		0.55		0.74
	105-23@8.6-23@11.1	Z	IN	-1%		-1%		-1%		-1%		-1%	
Zone 4 Brentwood Road	107-24@1441.0-24@1443.7	Z	OUT		0.31		0.28		0.39		0.63		0.43
	107-25@9.6-25@12.3	Z	IN	0%		0%		0%		0%		0%	
Zone 5 A1013 West	109-32@401.4-32@403.8	Z	OUT		0.50		0.73		0.70		0.78		0.74
	109-34@11.3-34@13.6	Z	IN	6%		5%		5%		5%		5%	
Zone 5 Rectory Road	113-35@6.5-35@8.0	Z	IN	#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!	
	113-36@1402.4-36@1403.8	Z	OUT		1.41		1.41		1.41		1.41		1.41
Zone 6 A13 West	117-2@1311.1-2@1331.6	Z	OUT		0.22		0.21		0.19		0.12		0.14
	117-18@102.9-18@122.5	Z	IN	0%		0%		0%		0%		0%	
Zone 6 A13 diverge to A1089	116-19@611.7-19@614.7	Z	OUT										
					7		7		7		7		7
					100%		100%		100%		100%		100%
				6		6		6		6		6	

In AR1, 40 LGVs route via the A13 west to Brentwood Road in the AM, and Brentwood Road to the A13 west in the PM. In AR2, these 40 LGVs route via the A13 west to the A1013 Stanford Road in the AM, and the A1013 Standford Road to the A13 west in the PM.
In AR1, 3 HGVs route via the A13 west to/from Brentwood Road in the AM and PM. In AR2 these 3 HGVs route via the A13 west to/from A1013 Stanford Road in the AM and PM.

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Base 2024 Total GEH	Future Base Total GEH	FB+CD Total GEH	FB+CD+N2T AR1 Total GEH	FB+CD+N2T AR2 Total GEH
Orsett Cock Roundabout	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	0.12	0.16	0.10	0.10	0.11
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	0.16	0.15	0.14	0.23	0.21
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	0.15	0.18	0.07	0.18	0.16
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	0.10	0.02	0.05	0.13	0.14
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	0.13	0.21	0.27	0.33	0.33
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	0.06	0.04	0.04	0.03	0.04
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	0.07	0.10	0.14	0.07	0.10
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	0.00	0.00	0.00	0.00	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	0.09	0.10	0.10	0.10	0.11
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	0.09	0.01	0.07	0.09	0.07
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	0.33	0.40	0.37	0.40	0.41
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	0.01	0.08	0.09	0.10	0.11
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	0.04	0.08	0.12	0.12	0.14
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	0.05	0.03	0.12	0.12	0.08
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	0.00	0.00	0.08	0.06	0.15
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	0.01	0.07	0.03	0.00	0.00
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	0.38	0.19	0.25	0.23	0.26
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	0.03	0.05	0.05	0.04	0.05
	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	0.00	0.01	0.06	0.05	0.06
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	0.09	0.02	0.05	0.05	0.03
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	0.19	0.11	0.06	0.09	0.10
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	0.06	0.07	0.04	0.09	0.11
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	0.00	0.00	0.15	0.04	0.00
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	0.24	0.25	0.26	0.25	0.24
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	0.14	0.14	0.17	0.19	0.17
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	0.00	0.00	0.00	0.00	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	0.00	0.00	0.00	0.00	0.00
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	0.18	0.19	0.16	0.27	0.53
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	0.13	0.12	0.16	0.61	0.28
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	0.04	0.03	0.03	0.06	0.08
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	0.09	0.08	0.10	0.09	0.08
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	0.04	0.01	0.03	0.21	0.21
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	0.31	0.25	0.32	0.48	0.52
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	0.10	0.03	0.02	0.16	0.21
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	0.24	0.11	0.18	0.49	0.47
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	0.00	0.00	0.00	0.00	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	0.31	0.36	0.37	0.59	0.59
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB	-	-	0.05	0.03	0.04	0.08	0.07
	117-18@102.9-18@122.5	J	A13 WB	A13 WB	-	-	0.22	0.21	0.19	0.12	0.14
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB	-	-	0.24	0.21	0.25	0.29	0.32
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB	-	-	0.06	0.05	0.05	0.05	0.05
					Count		41	41	41	41	41
					GEH <3		41	41	41	41	41
					GEH <5		41	41	41	41	41
					GEH <5 (%)		100%	100%	100%	100%	100%

In AR1, 40 LGVs route via the A13 west to Brentwood Road in the AM, and Brentwood Road to the A13 west in the PM. In AR2, these 40 LGVs route via the A13 west to the A1013 Stanford Road in the AM, and the A1013 Standford Road to the A13 west in the PM.
In AR1, 3 HGVs route via the A13 west to/from Brentwood Road in the AM and PM. In AR2 these 3 HGVs route via the A13 west to/from A1013 Stanford Road in the AM and PM.

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total AM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	07:30:00	08:30:00	79	78	0.12
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	07:30:00	08:30:00	189	187	0.16
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	07:30:00	08:30:00	55	54	0.15
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	07:30:00	08:30:00	66	65	0.10
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	07:30:00	08:30:00	88	87	0.13
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	07:30:00	08:30:00	135	134	0.06
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	07:30:00	08:30:00	2	2	0.07
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	07:30:00	08:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	07:30:00	08:30:00	18	18	0.09
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	07:30:00	08:30:00	155	154	0.09
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	07:30:00	08:30:00	454	447	0.33
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	07:30:00	08:30:00	72	72	0.01
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	07:30:00	08:30:00	6	6	0.04
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	07:30:00	08:30:00	292	291	0.05
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	07:30:00	08:30:00	0	0	0.00
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	07:30:00	08:30:00	71	71	0.01
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	07:30:00	08:30:00	144	149	0.38
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	07:30:00	08:30:00	98	98	0.03
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	07:30:00	08:30:00	234	234	0.00
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	07:30:00	08:30:00	58	57	0.09
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	07:30:00	08:30:00	65	67	0.19
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	07:30:00	08:30:00	26	26	0.06
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	07:30:00	08:30:00	0	0	0.00
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	07:30:00	08:30:00	3,476	3490	0.24
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	07:30:00	08:30:00	210	212	0.14
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	07:30:00	08:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	07:30:00	08:30:00	3	3	0.00
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	07:30:00	08:30:00	175	173	0.18
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	07:30:00	08:30:00	85	84	0.13
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	07:30:00	08:30:00	35	35	0.04
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	07:30:00	08:30:00	2,125	2121	0.09
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	07:30:00	08:30:00	202	202	0.04
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	07:30:00	08:30:00	264	259	0.31
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	07:30:00	08:30:00	87	86	0.10
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	07:30:00	08:30:00	60	58	0.24
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	07:30:00	08:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	07:30:00	08:30:00	104	101	0.31
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,633	2631	0.05
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,105	4119	0.22
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,710	2698	0.24
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,240	4244	0.06
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total AM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	07:30:00	08:30:00	83	81	0.16
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	07:30:00	08:30:00	198	196	0.15
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	07:30:00	08:30:00	58	56	0.18
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	07:30:00	08:30:00	69	69	0.02
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	07:30:00	08:30:00	92	90	0.21
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	07:30:00	08:30:00	142	141	0.04
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	07:30:00	08:30:00	2	2	0.10
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	07:30:00	08:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	07:30:00	08:30:00	19	18	0.10
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	07:30:00	08:30:00	162	162	0.01
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	07:30:00	08:30:00	476	467	0.40
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	07:30:00	08:30:00	75	76	0.08
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	07:30:00	08:30:00	6	6	0.08
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	07:30:00	08:30:00	306	306	0.03
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	07:30:00	08:30:00	0	0	0.00
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	07:30:00	08:30:00	74	75	0.07
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	07:30:00	08:30:00	151	153	0.19
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	07:30:00	08:30:00	103	103	0.05
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	07:30:00	08:30:00	245	245	0.01
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	07:30:00	08:30:00	61	61	0.02
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	07:30:00	08:30:00	68	69	0.11
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	07:30:00	08:30:00	27	28	0.07
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	07:30:00	08:30:00	0	0	0.00
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	07:30:00	08:30:00	3,644	3659	0.25
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	07:30:00	08:30:00	220	222	0.14
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	07:30:00	08:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	07:30:00	08:30:00	3	3	0.00
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	07:30:00	08:30:00	183	181	0.19
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	07:30:00	08:30:00	89	88	0.12
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	07:30:00	08:30:00	37	37	0.03
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	07:30:00	08:30:00	2,228	2224	0.08
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	07:30:00	08:30:00	212	212	0.01
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	07:30:00	08:30:00	277	273	0.25
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	07:30:00	08:30:00	91	91	0.03
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	07:30:00	08:30:00	63	62	0.11
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	07:30:00	08:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	07:30:00	08:30:00	109	105	0.36
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,760	2759	0.03
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,303	4317	0.21
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,841	2830	0.21
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,445	4448	0.05
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total AM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	07:30:00	08:30:00	133	132	0.10
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	07:30:00	08:30:00	198	196	0.14
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	07:30:00	08:30:00	69	68	0.07
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	07:30:00	08:30:00	69	69	0.05
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	07:30:00	08:30:00	95	93	0.27
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	07:30:00	08:30:00	210	209	0.04
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	07:30:00	08:30:00	2	2	0.14
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	07:30:00	08:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	07:30:00	08:30:00	19	18	0.10
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	07:30:00	08:30:00	162	162	0.07
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	07:30:00	08:30:00	483	475	0.37
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	07:30:00	08:30:00	88	89	0.09
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	07:30:00	08:30:00	6	6	0.12
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	07:30:00	08:30:00	353	351	0.12
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	07:30:00	08:30:00	6	6	0.08
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	07:30:00	08:30:00	74	74	0.03
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	07:30:00	08:30:00	182	185	0.25
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	07:30:00	08:30:00	103	103	0.05
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	07:30:00	08:30:00	250	251	0.06
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	07:30:00	08:30:00	61	60	0.05
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	07:30:00	08:30:00	80	81	0.06
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	07:30:00	08:30:00	27	27	0.04
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	07:30:00	08:30:00	2	2	0.15
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	07:30:00	08:30:00	3,661	3677	0.26
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	07:30:00	08:30:00	220	223	0.17
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	07:30:00	08:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	07:30:00	08:30:00	3	3	0.00
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	07:30:00	08:30:00	203	200	0.16
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	07:30:00	08:30:00	95	93	0.16
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	07:30:00	08:30:00	42	42	0.03
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	07:30:00	08:30:00	2,244	2240	0.10
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	07:30:00	08:30:00	215	214	0.03
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	07:30:00	08:30:00	285	279	0.32
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	07:30:00	08:30:00	102	102	0.02
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	07:30:00	08:30:00	65	63	0.18
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	07:30:00	08:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	07:30:00	08:30:00	112	108	0.37
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,807	2804	0.04
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,378	4390	0.19
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,921	2907	0.25
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,537	4541	0.05
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total AM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	07:30:00	08:30:00	133	132	0.10
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	07:30:00	08:30:00	198	195	0.23
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	07:30:00	08:30:00	69	67	0.18
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	07:30:00	08:30:00	69	68	0.13
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	07:30:00	08:30:00	95	92	0.33
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	07:30:00	08:30:00	210	209	0.03
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	07:30:00	08:30:00	2	2	0.07
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	07:30:00	08:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	07:30:00	08:30:00	19	18	0.10
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	07:30:00	08:30:00	162	161	0.09
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	07:30:00	08:30:00	483	474	0.40
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	07:30:00	08:30:00	88	89	0.10
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	07:30:00	08:30:00	6	6	0.12
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	07:30:00	08:30:00	353	351	0.12
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	07:30:00	08:30:00	6	6	0.06
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	07:30:00	08:30:00	74	74	0.00
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	07:30:00	08:30:00	182	185	0.23
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	07:30:00	08:30:00	103	103	0.04
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	07:30:00	08:30:00	250	251	0.05
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	07:30:00	08:30:00	82	81	0.05
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	07:30:00	08:30:00	80	81	0.09
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	07:30:00	08:30:00	27	27	0.09
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	07:30:00	08:30:00	2	2	0.04
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	07:30:00	08:30:00	3,661	3676	0.25
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	07:30:00	08:30:00	220	223	0.19
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	07:30:00	08:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	07:30:00	08:30:00	3	3	0.00
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	07:30:00	08:30:00	203	199	0.27
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	07:30:00	08:30:00	138	131	0.61
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	07:30:00	08:30:00	63	64	0.06
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	07:30:00	08:30:00	2,244	2240	0.09
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	07:30:00	08:30:00	215	212	0.21
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	07:30:00	08:30:00	285	277	0.48
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	07:30:00	08:30:00	105	103	0.16
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	07:30:00	08:30:00	65	61	0.49
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	07:30:00	08:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	07:30:00	08:30:00	112	106	0.59
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,872	2868	0.08
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,402	4410	0.12
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,921	2905	0.29
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,537	4541	0.05
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total AM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	07:30:00	08:30:00	133	132	0.11
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	07:30:00	08:30:00	198	195	0.21
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	07:30:00	08:30:00	69	67	0.16
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	07:30:00	08:30:00	69	68	0.14
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	07:30:00	08:30:00	95	92	0.33
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	07:30:00	08:30:00	210	209	0.04
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	07:30:00	08:30:00	2	2	0.10
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	07:30:00	08:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	07:30:00	08:30:00	19	18	0.11
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	07:30:00	08:30:00	162	162	0.07
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	07:30:00	08:30:00	483	474	0.41
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	07:30:00	08:30:00	88	90	0.11
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	07:30:00	08:30:00	6	6	0.14
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	07:30:00	08:30:00	356	355	0.08
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	07:30:00	08:30:00	6	6	0.15
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	07:30:00	08:30:00	74	74	0.00
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	07:30:00	08:30:00	182	186	0.26
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	07:30:00	08:30:00	103	103	0.05
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	07:30:00	08:30:00	250	251	0.06
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	07:30:00	08:30:00	82	81	0.03
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	07:30:00	08:30:00	80	81	0.10
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	07:30:00	08:30:00	27	27	0.11
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	07:30:00	08:30:00	2	2	0.00
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	07:30:00	08:30:00	3,661	3676	0.24
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	07:30:00	08:30:00	220	223	0.17
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	07:30:00	08:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	07:30:00	08:30:00	3	3	0.00
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	07:30:00	08:30:00	246	238	0.53
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	07:30:00	08:30:00	95	92	0.28
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	07:30:00	08:30:00	63	64	0.08
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	07:30:00	08:30:00	2,244	2241	0.08
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	07:30:00	08:30:00	215	212	0.21
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	07:30:00	08:30:00	285	276	0.52
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	07:30:00	08:30:00	102	100	0.21
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	07:30:00	08:30:00	65	61	0.47
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	07:30:00	08:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	07:30:00	08:30:00	112	106	0.59
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,872	2868	0.07
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,402	4412	0.14
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,921	2903	0.32
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,537	4540	0.05
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

PM Zone Summary

				Base 2024		Future Base		FB + CD		FB+CD+N2T AR1		FB+CD+N2T AR2	
Junction	Code	Type	OD	Total ENTRY 5%	Total GEH	Total ENTRY 5%	Total GEH	Total ENTRY 5%	Total GEH	Total ENTRY 5%	Total GEH	Total ENTRY 5%	Total GEH
Zone 1 A128	102-11@7.6-11@10.4	Z	IN	3%		4%		3%		3%		3%	
	102-9@1609.7-9@1612.4	Z	OUT		0.32		0.39		0.46		0.54		0.52
Zone 2 A13 East	104-7@1725.2-7@1730.7	Z	OUT		0.13		0.16		0.08		0.10		0.10
	104-14@11.4-14@16.1	Z	IN	0%		0%		0%		0%		0%	
Zone 3 A1013 East	105-21@725.1-21@727.7	Z	OUT		0.11		0.14		0.05		0.01		0.04
	105-23@8.6-23@11.1	Z	IN	-1%		-1%		-1%		-1%		-1%	
Zone 4 Brentwood Road	107-24@1441.0-24@1443.7	Z	OUT		0.10		0.02		0.12		0.07		0.08
	107-25@9.6-25@12.3	Z	IN	1%		0%		0%		0%		0%	
Zone 5 A1013 West	109-32@401.4-32@403.8	Z	OUT		0.58		0.37		0.35		0.32		0.32
	109-34@11.3-34@13.6	Z	IN	6%		5%		5%		5%		5%	
Zone 5 Rectory Road	113-35@6.5-35@8.0	Z	IN	#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!	
	113-36@1402.4-36@1403.8	Z	OUT		1.41		1.41		1.41		1.41		1.41
Zone 6 A13 West	117-2@1311.1-2@1331.6	Z	OUT		0.01		0.02		0.05		0.09		0.08
	117-18@102.9-18@122.5	Z	IN	0%		0%		0%		0%		0%	
Zone 6 A13 diverge to A1089	116-19@611.7-19@614.7	Z	OUT										
					7		7		7		7		7
					100%		100%		100%		100%		100%
				6		6		6		6		6	

In AR1, 40 LGVs route via the A13 west to Brentwood Road in the AM, and Brentwood Road to the A13 west in the PM. In AR2, these 40 LGVs route via the A13 west to the A1013 Stanford Road in the AM, and the A1013 Standford Road to the A13 west in the PM.
In AR1, 3 HGVs route via the A13 west to/from Brentwood Road in the AM and PM. In AR2 these 3 HGVs route via the A13 west to/from A1013 Stanford Road in the AM and PM.

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Base 2024 Total GEH	Future Base Total GEH	FB+CD Total GEH	FB+CD+N2T AR Total GEH	FB+CD+N2T AR2 Total GEH
Orsett Cock Roundabout	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	0.06	0.21	0.09	0.10	0.05
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	0.11	0.08	0.03	0.02	0.01
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	0.09	0.27	0.16	0.14	0.16
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	0.03	0.01	0.09	0.03	0.03
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	0.07	0.10	0.03	0.03	0.01
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	0.08	0.03	0.03	0.02	0.03
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	0.00	0.00	0.00	0.00	0.00
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	0.00	0.00	0.00	0.00	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	0.19	0.11	0.15	0.16	0.15
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	0.02	0.01	0.02	0.01	0.00
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	0.44	0.42	0.45	0.45	0.50
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	0.07	0.06	0.08	0.11	0.05
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	0.02	0.06	0.20	0.16	0.14
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	0.21	0.15	0.11	0.18	0.02
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	0.00	0.00	0.11	0.06	0.11
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	0.19	0.13	0.22	0.21	0.20
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	0.35	0.40	0.37	0.35	0.38
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	0.02	0.08	0.00	0.04	0.02
	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	0.14	0.03	0.06	0.09	0.07
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	0.14	0.18	0.14	0.12	0.11
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	0.95	1.05	0.81	0.82	0.82
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	0.03	0.17	0.01	0.01	0.01
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	0.00	0.00	0.10	0.04	0.04
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	0.05	0.05	0.03	0.05	0.06
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	0.26	0.34	0.32	0.35	0.37
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	0.00	0.00	0.00	0.00	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	0.05	0.00	0.05	0.05	0.00
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	0.11	0.16	0.08	0.15	0.14
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	0.06	0.08	0.09	0.11	0.14
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	0.08	0.08	0.01	0.02	0.00
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	0.03	0.02	0.02	0.04	0.03
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	0.04	0.04	0.03	0.02	0.02
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	0.00	0.09	0.07	0.06	0.08
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	0.08	0.07	0.06	0.15	0.07
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	0.00	0.05	0.05	0.09	0.07
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	0.00	0.00	0.00	0.00	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	0.18	0.13	0.12	0.07	0.09
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB	-	-	0.03	0.03	0.05	0.04	0.03
	117-18@102.9-18@122.5	J	A13 WB	A13 WB	-	-	0.01	0.02	0.05	0.09	0.08
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB	-	-	0.09	0.09	0.10	0.05	0.09
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB	-	-	0.00	0.00	0.01	0.00	0.01
						Count	41	41	41	41	41
						GEH <3	41	41	41	41	41
						GEH <5	41	41	41	41	41
						GEH <5 (%)	100%	100%	100%	100%	100%

In AR1, 40 LGVs route via the A13 west to Brentwood Road in the AM, and Brentwood Road to the A13 west in the PM. In AR2, these 40 LGVs route via the A13 west to the A1013 Stanford Road in the AM, and the A1013 Standford Road to the A13 west in the PM.
In AR1, 3 HGVs route via the A13 west to/from Brentwood Road in the AM and PM. In AR2 these 3 HGVs route via the A13 west to/from A1013 Stanford Road in the AM and PM.

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total PM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	16:30:00	17:30:00	106	107	0.06
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	16:30:00	17:30:00	131	130	0.11
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	16:30:00	17:30:00	49	50	0.09
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	16:30:00	17:30:00	155	155	0.03
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	16:30:00	17:30:00	117	116	0.07
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	16:30:00	17:30:00	64	63	0.08
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	16:30:00	17:30:00	31	30	0.19
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	16:30:00	17:30:00	250	250	0.02
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	16:30:00	17:30:00	291	284	0.44
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	16:30:00	17:30:00	49	49	0.07
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	16:30:00	17:30:00	8	8	0.02
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	16:30:00	17:30:00	205	202	0.21
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	16:30:00	17:30:00	0	0	0.00
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	16:30:00	17:30:00	46	47	0.19
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	16:30:00	17:30:00	84	87	0.35
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	16:30:00	17:30:00	69	69	0.02
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	16:30:00	17:30:00	343	346	0.14
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	16:30:00	17:30:00	49	50	0.14
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	16:30:00	17:30:00	37	43	0.95
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	16:30:00	17:30:00	55	55	0.03
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	16:30:00	17:30:00	0	0	0.00
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	16:30:00	17:30:00	2,641	2644	0.05
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	16:30:00	17:30:00	328	323	0.26
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	16:30:00	17:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	16:30:00	17:30:00	1	1	0.05
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	16:30:00	17:30:00	391	389	0.11
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	16:30:00	17:30:00	138	137	0.06
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	16:30:00	17:30:00	36	36	0.08
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	16:30:00	17:30:00	3,552	3553	0.03
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	16:30:00	17:30:00	97	97	0.04
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	16:30:00	17:30:00	132	132	0.00
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	16:30:00	17:30:00	94	93	0.08
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	16:30:00	17:30:00	39	39	0.00
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	16:30:00	17:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	16:30:00	17:30:00	53	52	0.18
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,446	4444	0.03
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,121	3120	0.01
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,141	4146	0.09
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,277	3277	0.00
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Lookup	Peak Start	Peak End	Surveyed Counts Total PM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	16:30:00	17:30:00	111	114	0.21
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	16:30:00	17:30:00	138	137	0.08
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	16:30:00	17:30:00	52	53	0.27
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	16:30:00	17:30:00	163	163	0.01
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	16:30:00	17:30:00	123	124	0.10
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	16:30:00	17:30:00	67	67	0.03
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	16:30:00	17:30:00	33	32	0.11
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	16:30:00	17:30:00	263	263	0.01
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	16:30:00	17:30:00	306	299	0.42
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	16:30:00	17:30:00	52	51	0.06
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	16:30:00	17:30:00	8	8	0.06
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	16:30:00	17:30:00	215	213	0.15
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	16:30:00	17:30:00	0	0	0.00
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	16:30:00	17:30:00	48	49	0.13
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	16:30:00	17:30:00	88	92	0.40
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	16:30:00	17:30:00	73	73	0.08
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	16:30:00	17:30:00	361	361	0.03
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	16:30:00	17:30:00	52	53	0.18
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	16:30:00	17:30:00	39	46	1.05
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	16:30:00	17:30:00	58	57	0.17
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	16:30:00	17:30:00	0	0	0.00
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	16:30:00	17:30:00	2,776	2779	0.05
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	16:30:00	17:30:00	345	339	0.34
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	16:30:00	17:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	16:30:00	17:30:00	1	1	0.00
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	16:30:00	17:30:00	411	408	0.16
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	16:30:00	17:30:00	145	144	0.08
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	16:30:00	17:30:00	38	37	0.08
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	16:30:00	17:30:00	3,733	3735	0.02
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	16:30:00	17:30:00	102	102	0.04
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	16:30:00	17:30:00	139	140	0.09
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	16:30:00	17:30:00	99	98	0.07
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	16:30:00	17:30:00	41	41	0.05
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	16:30:00	17:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	16:30:00	17:30:00	56	55	0.13
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,673	4671	0.03
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,281	3282	0.02
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,353	4359	0.09
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,445	3445	0.00
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Lookup	Peak Start	Peak End	Surveyed Counts Total PM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	16:30:00	17:30:00	138	140	0.09
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	16:30:00	17:30:00	138	137	0.03
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	16:30:00	17:30:00	69	70	0.16
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	16:30:00	17:30:00	163	164	0.09
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	16:30:00	17:30:00	126	126	0.03
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	16:30:00	17:30:00	91	92	0.03
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	16:30:00	17:30:00	33	32	0.15
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	16:30:00	17:30:00	265	265	0.02
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	16:30:00	17:30:00	318	310	0.45
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	16:30:00	17:30:00	59	58	0.08
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	16:30:00	17:30:00	8	8	0.20
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	16:30:00	17:30:00	243	242	0.11
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	16:30:00	17:30:00	6	5	0.11
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	16:30:00	17:30:00	48	50	0.22
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	16:30:00	17:30:00	90	94	0.37
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	16:30:00	17:30:00	73	73	0.00
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	16:30:00	17:30:00	363	364	0.06
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	16:30:00	17:30:00	52	53	0.14
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	16:30:00	17:30:00	43	48	0.81
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	16:30:00	17:30:00	58	58	0.01
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	16:30:00	17:30:00	2	2	0.10
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	16:30:00	17:30:00	2,793	2794	0.03
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	16:30:00	17:30:00	345	339	0.32
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	16:30:00	17:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	16:30:00	17:30:00	1	1	0.05
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	16:30:00	17:30:00	454	453	0.08
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	16:30:00	17:30:00	151	149	0.09
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	16:30:00	17:30:00	43	43	0.01
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	16:30:00	17:30:00	3,750	3751	0.02
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	16:30:00	17:30:00	105	105	0.03
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	16:30:00	17:30:00	145	146	0.07
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	16:30:00	17:30:00	109	109	0.06
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	16:30:00	17:30:00	43	43	0.05
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	16:30:00	17:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	16:30:00	17:30:00	59	58	0.12
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,743	4740	0.05
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,336	3338	0.05
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,404	4410	0.10
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,499	3498	0.01
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Lookup	Peak Start	Peak End	Surveyed Counts Total PM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	16:30:00	17:30:00	138	140	0.10
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	16:30:00	17:30:00	138	138	0.02
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	16:30:00	17:30:00	69	70	0.14
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	16:30:00	17:30:00	163	163	0.03
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	16:30:00	17:30:00	126	126	0.03
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	16:30:00	17:30:00	91	91	0.02
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	16:30:00	17:30:00	33	32	0.16
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	16:30:00	17:30:00	265	265	0.01
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	16:30:00	17:30:00	318	310	0.45
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	16:30:00	17:30:00	59	58	0.11
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	16:30:00	17:30:00	8	8	0.16
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	16:30:00	17:30:00	244	241	0.18
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	16:30:00	17:30:00	6	6	0.06
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	16:30:00	17:30:00	48	50	0.21
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	16:30:00	17:30:00	90	94	0.35
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	16:30:00	17:30:00	73	73	0.04
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	16:30:00	17:30:00	363	364	0.09
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	16:30:00	17:30:00	73	74	0.12
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	16:30:00	17:30:00	43	48	0.82
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	16:30:00	17:30:00	58	58	0.01
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	16:30:00	17:30:00	2	2	0.04
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	16:30:00	17:30:00	2,793	2795	0.05
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	16:30:00	17:30:00	345	338	0.35
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	16:30:00	17:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	16:30:00	17:30:00	1	1	0.05
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	16:30:00	17:30:00	455	451	0.15
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	16:30:00	17:30:00	154	152	0.11
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	16:30:00	17:30:00	64	64	0.02
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	16:30:00	17:30:00	3,750	3752	0.04
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	16:30:00	17:30:00	105	105	0.02
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	16:30:00	17:30:00	145	146	0.06
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	16:30:00	17:30:00	152	154	0.15
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	16:30:00	17:30:00	43	42	0.09
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	16:30:00	17:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	16:30:00	17:30:00	59	58	0.07
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,767	4765	0.04
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,401	3406	0.09
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,404	4407	0.05
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,499	3499	0.00
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total PM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	16:30:00	17:30:00	138	139	0.05
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	16:30:00	17:30:00	138	138	0.01
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	16:30:00	17:30:00	69	70	0.16
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	16:30:00	17:30:00	163	163	0.03
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	16:30:00	17:30:00	126	126	0.01
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	16:30:00	17:30:00	91	91	0.03
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	16:30:00	17:30:00	33	32	0.15
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	16:30:00	17:30:00	265	265	0.00
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	16:30:00	17:30:00	318	309	0.50
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	16:30:00	17:30:00	59	58	0.05
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	16:30:00	17:30:00	8	8	0.14
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	16:30:00	17:30:00	287	287	0.02
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	16:30:00	17:30:00	6	6	0.11
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	16:30:00	17:30:00	48	50	0.20
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	16:30:00	17:30:00	90	94	0.38
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	16:30:00	17:30:00	73	73	0.02
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	16:30:00	17:30:00	363	364	0.07
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	16:30:00	17:30:00	73	74	0.11
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	16:30:00	17:30:00	43	48	0.82
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	16:30:00	17:30:00	58	58	0.01
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	16:30:00	17:30:00	2	2	0.04
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	16:30:00	17:30:00	2,793	2796	0.06
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	16:30:00	17:30:00	345	338	0.37
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	16:30:00	17:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	16:30:00	17:30:00	1	1	0.00
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	16:30:00	17:30:00	458	455	0.14
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	16:30:00	17:30:00	151	149	0.14
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	16:30:00	17:30:00	64	64	0.00
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	16:30:00	17:30:00	3,750	3752	0.03
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	16:30:00	17:30:00	105	105	0.02
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	16:30:00	17:30:00	145	146	0.08
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	16:30:00	17:30:00	109	109	0.07
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	16:30:00	17:30:00	43	43	0.07
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	16:30:00	17:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	16:30:00	17:30:00	59	58	0.09
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,767	4765	0.03
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,401	3406	0.08
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,404	4410	0.09
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,499	3500	0.01
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

					2024 Base	FB	FB+CD	FB + CD + N2T AR1	FB + CD + N2T AR2
Junction	Code	Type	Peak Start	Peak End	Average Q Length (m)	Average Q Length (m)	Average Q Length (m)	Average Q Length (m)	Average Q Length (m)
A13 West Approach	1	Q	07:30:00	08:30:00	94	95	95	97	97
A128 North Approach	2	Q	07:30:00	08:30:00	1	2	2	4	5
A13 East Approach	3	Q	07:30:00	08:30:00	12	13	13	14	14
A1013 Stanford Rd East Approach	4	Q	07:30:00	08:30:00	5	7	10	14	12
A128 South Approach	5	Q	07:30:00	08:30:00	11	16	59	110	85
A1013 Stanford Rd West Approach (DM & DS only)	6	Q	07:30:00	08:30:00	3	4	5	6	6
Orsett Cock Circulatory NW (DM & DS only)	7	Q	07:30:00	08:30:00	10	11	13	12	12
Orsett Cock Circulatory SE	8	Q	07:30:00	08:30:00	13	15	19	28	31

Value Change

Average Q Length (m)	Average Q Length (m)	Average Q Length (m)	Average Q Length (m)
0	0	2	2
0	1	1	2
1	1	0	0
2	3	3	2
5	42	51	26
1	1	1	1
1	2	0	0
1	4	9	12

% Change

Average Q Length (m)	Average Q Length (m)	Average Q Length (m)	Average Q Length (m)
0%	0%	2%	2%
29%	37%	62%	102%
7%	5%	2%	2%
30%	49%	30%	17%
45%	259%	87%	45%
44%	37%	18%	24%
8%	16%	-2%	-3%
11%	30%	48%	63%

In AR1, 40 LGVs route via the A13 west to Brentwood Road in the AM, and Brentwood Road to the A13 west in the PM. In AR2, these 40 LGVs route via the A13 west to the A1013 Stanford Road in the AM, and the A1013 Standford Road to the A13 west in the PM.
In AR1, 3 HGVs route via the A13 west to/from Brentwood Road in the AM and PM. In AR2 these 3 HGVs route via the A13 west to/from A1013 Stanford Road in the AM and PM.

					2024 Base	FB	FB+CD	FB + CD + N2T AR1	FB + CD + N2T AR2
Junction	Code	Type	Peak Start	Peak End	Average Q Length (m)	Average Q Length (m)	Average Q Length (m)	Average Q Length (m)	Average Q Length (m)
A13 West Approach	1	Q	16:30:00	17:30:00	96	97	98	99	99
A128 North Approach	2	Q	16:30:00	17:30:00	3	4	6	6	6
A13 East Approach	3	Q	16:30:00	17:30:00	20	22	26	25	25
A1013 Stanford Rd East Approach	4	Q	16:30:00	17:30:00	4	5	8	8	11
A128 South Approach	5	Q	16:30:00	17:30:00	1	2	3	3	3
A1013 Stanford Rd West Approach (DM & DS only)	6	Q	16:30:00	17:30:00	1	1	1	2	2
Orsett Cock Circulatory NW (DM & DS only)	7	Q	16:30:00	17:30:00	10	10	11	11	11
Orsett Cock Circulatory SE	8	Q	16:30:00	17:30:00	7	8	9	13	12

Value Change

Average Q Length	Average Q Length	Average Q Length	Average Q Length
0	1	1	1
1	2	0	0
2	4	-1	-1
1	2	1	4
0	1	1	0
0	0	1	1
1	0	1	0
1	1	3	2

% Change

Average Q Length	Average Q Length	Average Q Length	Average Q Length
0%	1%	1%	1%
22%	51%	8%	6%
10%	18%	-5%	-5%
33%	44%	12%	52%
27%	75%	23%	-1%
34%	-27%	123%	105%
7%	3%	5%	3%
16%	16%	37%	26%

In AR1, 40 LGVs route via the A13 west to Brentwood Road in the AM, and Brentwood Road to the A13 west in the PM. In AR2, these 40 LGVs route via the A13 west to the A1013 Stanford Road in the AM, and the A1013 Standford Road to the A13 west in the PM.
In AR1, 3 HGVs route via the A13 west to/from Brentwood Road in the AM and PM. In AR2 these 3 HGVs route via the A13 west to/from A1013 Stanford Road in the AM and PM.

AM Zone Summary

				Base SCN1		Future Base SCN1		FB + CD SCN1		FB+CD+N2T SCN1	
Junction	Code	Type	OD	Total ENTRY 5%	Total GEH	Total ENTRY 5%	Total GEH	Total ENTRY 5%	Total GEH	Total ENTRY 5%	Total GEH
Zone 1 A128	102-11@7.6-11@10.4	Z IN		4%		3%		3%		3%	
	102-9@1609.7-9@1612.4	Z OUT			0.23		0.18		0.11		0.13
Zone 2 A13 East	104-7@1725.2-7@1730.7	Z OUT			0.27		0.21		0.30		0.30
	104-14@11.4-14@16.1	Z IN		0%		0%		0%		0%	
Zone 3 A1013 East	105-21@725.1-21@727.7	Z OUT			0.34		0.42		0.29		0.70
	105-23@8.6-23@11.1	Z IN		-1%		-1%		-1%		-1%	
Zone 4 Brentwood Road	107-24@1441.0-24@1443.7	Z OUT			0.31		0.28		0.39		0.40
	107-25@9.6-25@12.3	Z IN		0%		0%		0%		0%	
Zone 5 A1013 West	109-32@401.4-32@403.8	Z OUT			0.50		0.73		0.70		0.73
	109-34@11.3-34@13.6	Z IN		6%		5%		5%		5%	
Zone 5 Rectory Road	113-35@6.5-35@8.0	Z IN		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!	
	113-36@1402.4-36@1403.8	Z OUT			1.41		1.41		1.41		1.41
Zone 6 A13 West	117-2@1311.1-2@1331.6	Z OUT			0.22		0.21		0.19		0.16
	117-18@102.9-18@122.5	Z IN		0%		0%		0%		0%	
Zone 6 A13 diverge to A1089	116-19@611.7-19@614.7	Z OUT									
					7		7		7		7
					100%		100%		100%		100%
				6		6		6		6	

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Base SCN1 Total GEH	Future Base SCN1 Total GEH	FB+CD SCN1 Total GEH	FB+CD+N2T SCN1 Total GEH
Orsett Cock Roundabout	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	0.12	0.16	0.10	0.07
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	0.16	0.15	0.14	0.19
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	0.15	0.18	0.07	0.16
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	0.10	0.02	0.05	0.08
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	0.13	0.21	0.27	0.30
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	0.06	0.04	0.04	0.00
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	0.07	0.10	0.14	0.07
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	0.00	0.00	0.00	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	0.09	0.10	0.10	0.10
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	0.09	0.01	0.07	0.07
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	0.33	0.40	0.37	0.38
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	0.01	0.08	0.09	0.13
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	0.04	0.08	0.12	0.10
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	0.05	0.03	0.12	0.10
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	0.00	0.00	0.08	0.00
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	0.01	0.07	0.03	0.00
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	0.38	0.19	0.25	0.25
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	0.03	0.05	0.05	0.04
	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	0.00	0.01	0.06	0.04
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	0.09	0.02	0.05	0.02
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	0.19	0.11	0.06	0.07
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	0.06	0.07	0.04	0.10
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	0.00	0.00	0.15	0.07
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	0.24	0.25	0.26	0.24
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	0.14	0.14	0.17	0.19
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	0.00	0.00	0.00	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	0.00	0.00	0.00	0.00
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	0.18	0.19	0.16	0.47
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	0.13	0.12	0.16	0.24
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	0.04	0.03	0.03	0.11
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	0.09	0.08	0.10	0.09
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	0.04	0.01	0.03	0.11
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	0.31	0.25	0.32	0.36
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	0.10	0.03	0.02	0.07
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	0.24	0.11	0.18	0.36
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	0.00	0.00	0.00	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	0.31	0.36	0.37	0.45
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB	-	-	0.05	0.03	0.04	0.07
	117-18@102.9-18@122.5	J	A13 WB	A13 WB	-	-	0.22	0.21	0.19	0.16
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB	-	-	0.24	0.21	0.25	0.27
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB	-	-	0.06	0.05	0.05	0.06
					Count		41	41	41	41
					GEH <3		41	41	41	41
					GEH <5		41	41	41	41
					GEH <5 (%)		100%	100%	100%	100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total AM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	07:30:00	08:30:00	79	78	0.12
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	07:30:00	08:30:00	189	187	0.16
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	07:30:00	08:30:00	55	54	0.15
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	07:30:00	08:30:00	66	65	0.10
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	07:30:00	08:30:00	88	87	0.13
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	07:30:00	08:30:00	135	134	0.06
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	07:30:00	08:30:00	2	2	0.07
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	07:30:00	08:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	07:30:00	08:30:00	18	18	0.09
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	07:30:00	08:30:00	155	154	0.09
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	07:30:00	08:30:00	454	447	0.33
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	07:30:00	08:30:00	72	72	0.01
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	07:30:00	08:30:00	6	6	0.04
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	07:30:00	08:30:00	292	291	0.05
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	07:30:00	08:30:00	0	0	0.00
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	07:30:00	08:30:00	71	71	0.01
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	07:30:00	08:30:00	144	149	0.38
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	07:30:00	08:30:00	98	98	0.03
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	07:30:00	08:30:00	234	234	0.00
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	07:30:00	08:30:00	58	57	0.09
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	07:30:00	08:30:00	65	67	0.19
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	07:30:00	08:30:00	26	26	0.06
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	07:30:00	08:30:00	0	0	0.00
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	07:30:00	08:30:00	3,476	3490	0.24
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	07:30:00	08:30:00	210	212	0.14
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	07:30:00	08:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	07:30:00	08:30:00	3	3	0.00
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	07:30:00	08:30:00	175	173	0.18
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	07:30:00	08:30:00	85	84	0.13
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	07:30:00	08:30:00	35	35	0.04
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	07:30:00	08:30:00	2,125	2121	0.09
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	07:30:00	08:30:00	202	202	0.04
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	07:30:00	08:30:00	264	259	0.31
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	07:30:00	08:30:00	87	86	0.10
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	07:30:00	08:30:00	60	58	0.24
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	07:30:00	08:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	07:30:00	08:30:00	104	101	0.31
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,633	2631	0.05
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,105	4119	0.22
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,710	2698	0.24
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,240	4244	0.06
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Lookup	Peak Start	Peak End	Surveyed Counts Total AM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	07:30:00	08:30:00	83	81	0.16
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	07:30:00	08:30:00	198	196	0.15
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	07:30:00	08:30:00	58	56	0.18
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	07:30:00	08:30:00	69	69	0.02
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	07:30:00	08:30:00	92	90	0.21
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	07:30:00	08:30:00	142	141	0.04
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	07:30:00	08:30:00	2	2	0.10
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	07:30:00	08:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	07:30:00	08:30:00	19	18	0.10
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	07:30:00	08:30:00	162	162	0.01
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	07:30:00	08:30:00	476	467	0.40
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	07:30:00	08:30:00	75	76	0.08
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	07:30:00	08:30:00	6	6	0.08
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	07:30:00	08:30:00	306	306	0.03
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	07:30:00	08:30:00	0	0	0.00
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	07:30:00	08:30:00	74	75	0.07
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	07:30:00	08:30:00	151	153	0.19
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	07:30:00	08:30:00	103	103	0.05
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	07:30:00	08:30:00	245	245	0.01
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	07:30:00	08:30:00	61	61	0.02
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	07:30:00	08:30:00	68	69	0.11
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	07:30:00	08:30:00	27	28	0.07
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	07:30:00	08:30:00	0	0	0.00
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	07:30:00	08:30:00	3,644	3659	0.25
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	07:30:00	08:30:00	220	222	0.14
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	07:30:00	08:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	07:30:00	08:30:00	3	3	0.00
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	07:30:00	08:30:00	183	181	0.19
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	07:30:00	08:30:00	89	88	0.12
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	07:30:00	08:30:00	37	37	0.03
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	07:30:00	08:30:00	2,228	2224	0.08
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	07:30:00	08:30:00	212	212	0.01
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	07:30:00	08:30:00	277	273	0.25
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	07:30:00	08:30:00	91	91	0.03
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	07:30:00	08:30:00	63	62	0.11
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	07:30:00	08:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	07:30:00	08:30:00	109	105	0.36
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,760	2759	0.03
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,303	4317	0.21
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,841	2830	0.21
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,445	4448	0.05
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total AM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	07:30:00	08:30:00	133	132	0.10
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	07:30:00	08:30:00	198	196	0.14
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	07:30:00	08:30:00	69	68	0.07
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	07:30:00	08:30:00	69	69	0.05
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	07:30:00	08:30:00	95	93	0.27
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	07:30:00	08:30:00	210	209	0.04
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	07:30:00	08:30:00	2	2	0.14
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	07:30:00	08:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	07:30:00	08:30:00	19	18	0.10
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	07:30:00	08:30:00	162	162	0.07
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	07:30:00	08:30:00	483	475	0.37
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	07:30:00	08:30:00	88	89	0.09
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	07:30:00	08:30:00	6	6	0.12
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	07:30:00	08:30:00	353	351	0.12
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	07:30:00	08:30:00	6	6	0.08
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	07:30:00	08:30:00	74	74	0.03
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	07:30:00	08:30:00	182	185	0.25
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	07:30:00	08:30:00	103	103	0.05
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	07:30:00	08:30:00	250	251	0.06
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	07:30:00	08:30:00	61	60	0.05
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	07:30:00	08:30:00	80	81	0.06
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	07:30:00	08:30:00	27	27	0.04
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	07:30:00	08:30:00	2	2	0.15
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	07:30:00	08:30:00	3,661	3677	0.26
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	07:30:00	08:30:00	220	223	0.17
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	07:30:00	08:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	07:30:00	08:30:00	3	3	0.00
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	07:30:00	08:30:00	203	200	0.16
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	07:30:00	08:30:00	95	93	0.16
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	07:30:00	08:30:00	42	42	0.03
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	07:30:00	08:30:00	2,244	2240	0.10
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	07:30:00	08:30:00	215	214	0.03
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	07:30:00	08:30:00	285	279	0.32
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	07:30:00	08:30:00	102	102	0.02
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	07:30:00	08:30:00	65	63	0.18
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	07:30:00	08:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	07:30:00	08:30:00	112	108	0.37
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,807	2804	0.04
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,378	4390	0.19
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,921	2907	0.25
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,537	4541	0.05
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total AM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	07:30:00	08:30:00	133	132	0.07
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	07:30:00	08:30:00	198	195	0.19
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	07:30:00	08:30:00	69	67	0.16
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	07:30:00	08:30:00	69	69	0.08
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	07:30:00	08:30:00	95	92	0.30
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	07:30:00	08:30:00	210	210	0.00
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	07:30:00	08:30:00	2	2	0.07
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	07:30:00	08:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	07:30:00	08:30:00	19	18	0.10
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	07:30:00	08:30:00	162	162	0.07
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	07:30:00	08:30:00	483	475	0.38
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	07:30:00	08:30:00	88	90	0.13
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	07:30:00	08:30:00	6	6	0.10
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	07:30:00	08:30:00	353	351	0.10
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	07:30:00	08:30:00	6	6	0.00
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	07:30:00	08:30:00	74	74	0.00
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	07:30:00	08:30:00	182	185	0.25
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	07:30:00	08:30:00	103	103	0.04
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	07:30:00	08:30:00	250	251	0.04
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	07:30:00	08:30:00	71	71	0.02
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	07:30:00	08:30:00	80	81	0.07
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	07:30:00	08:30:00	27	27	0.10
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	07:30:00	08:30:00	2	2	0.07
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	07:30:00	08:30:00	3,661	3676	0.24
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	07:30:00	08:30:00	220	223	0.19
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	07:30:00	08:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	07:30:00	08:30:00	3	3	0.00
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	07:30:00	08:30:00	285	277	0.47
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	07:30:00	08:30:00	95	93	0.24
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	07:30:00	08:30:00	54	54	0.11
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	07:30:00	08:30:00	2,244	2240	0.09
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	07:30:00	08:30:00	215	213	0.11
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	07:30:00	08:30:00	285	279	0.36
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	07:30:00	08:30:00	102	101	0.07
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	07:30:00	08:30:00	65	62	0.36
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	07:30:00	08:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	07:30:00	08:30:00	112	107	0.45
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,901	2898	0.07
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,388	4399	0.16
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,921	2906	0.27
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,537	4541	0.06
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

PM Zone Summary

				Base SCN1		Future Base SCN1		FB + CD SCN1		FB+CD+N2T SCN1	
Junction	Code	Type	OD	Total ENTRY 5%	Total GEH	Total ENTRY 5%	Total GEH	Total ENTRY 5%	Total GEH	Total ENTRY 5%	Total GEH
Zone 1 A128	102-11@7.6-11@10.4	Z IN		3%		4%		3%		3%	
	102-9@1609.7-9@1612.4	Z OUT			0.32		0.39		0.46		0.43
Zone 2 A13 East	104-7@1725.2-7@1730.7	Z OUT			0.13		0.16		0.08		0.07
	104-14@11.4-14@16.1	Z IN		0%		0%		0%		0%	
Zone 3 A1013 East	105-21@725.1-21@727.7	Z OUT			0.11		0.14		0.05		0.09
	105-23@8.6-23@11.1	Z IN		-1%		-1%		-1%		-1%	
Zone 4 Brentwood Road	107-24@1441.0-24@1443.7	Z OUT			0.10		0.02		0.12		0.01
	107-25@9.6-25@12.3	Z IN		1%		0%		0%		0%	
Zone 5 A1013 West	109-32@401.4-32@403.8	Z OUT			0.58		0.37		0.35		0.43
	109-34@11.3-34@13.6	Z IN		6%		5%		5%		5%	
Zone 5 Rectory Road	113-35@6.5-35@8.0	Z IN		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!	
	113-36@1402.4-36@1403.8	Z OUT			1.41		1.41		1.41		1.41
Zone 6 A13 West	117-2@1311.1-2@1331.6	Z OUT			0.01		0.02		0.05		0.07
	117-18@102.9-18@122.5	Z IN		0%		0%		0%		0%	
Zone 6 A13 diverge to A1089	116-19@611.7-19@614.7	Z OUT									
					7		7		7		7
					100%		100%		100%		100%
				6		6		6		6	

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Base SCN1 Total GEH	Future Base SCN1 Total GEH	FB+CD SCN1 Total GEH	FB+CD+N2T SCN1 Total GEH
Orsett Cock Roundabout	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	0.06	0.21	0.09	0.11
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	0.11	0.08	0.03	0.04
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	0.09	0.27	0.16	0.13
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	0.03	0.01	0.09	0.05
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	0.07	0.10	0.03	0.01
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	0.08	0.03	0.03	0.02
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	0.00	0.00	0.00	0.00
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	0.00	0.00	0.00	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	0.19	0.11	0.15	0.17
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	0.02	0.01	0.02	0.00
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	0.44	0.42	0.45	0.45
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	0.07	0.06	0.08	0.04
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	0.02	0.06	0.20	0.18
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	0.21	0.15	0.11	0.10
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	0.00	0.00	0.11	0.04
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	0.19	0.13	0.22	0.17
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	0.35	0.40	0.37	0.14
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	0.02	0.08	0.00	0.00
	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	0.14	0.03	0.06	0.04
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	0.14	0.18	0.14	0.13
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	0.95	1.05	0.81	0.82
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	0.03	0.17	0.01	0.02
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	0.00	0.00	0.10	0.00
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	0.05	0.05	0.03	0.05
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	0.26	0.34	0.32	0.34
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	0.00	0.00	0.00	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	0.05	0.00	0.05	0.05
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	0.11	0.16	0.08	0.10
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	0.06	0.08	0.09	0.12
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	0.08	0.08	0.01	0.05
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	0.03	0.02	0.02	0.01
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	0.04	0.04	0.03	0.00
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	0.00	0.09	0.07	0.07
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	0.08	0.07	0.06	0.06
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	0.00	0.05	0.05	0.08
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	0.00	0.00	0.00	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	0.18	0.13	0.12	0.09
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB	-	-	0.03	0.03	0.05	0.05
	117-18@102.9-18@122.5	J	A13 WB	A13 WB	-	-	0.01	0.02	0.05	0.07
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB	-	-	0.09	0.09	0.10	0.08
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB	-	-	0.00	0.00	0.01	0.02
						Count	41	41	41	41
						GEH <3	41	41	41	41
						GEH <5	41	41	41	41
						GEH <5 (%)	100%	100%	100%	100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Lookup	Peak Start	Peak End	Surveyed Counts Total PM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	16:30:00	17:30:00	106	107	0.06
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	16:30:00	17:30:00	131	130	0.11
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	16:30:00	17:30:00	49	50	0.09
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	16:30:00	17:30:00	155	155	0.03
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	16:30:00	17:30:00	117	116	0.07
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	16:30:00	17:30:00	64	63	0.08
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	16:30:00	17:30:00	31	30	0.19
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	16:30:00	17:30:00	250	250	0.02
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	16:30:00	17:30:00	291	284	0.44
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	16:30:00	17:30:00	49	49	0.07
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	16:30:00	17:30:00	8	8	0.02
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	16:30:00	17:30:00	205	202	0.21
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	16:30:00	17:30:00	0	0	0.00
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	16:30:00	17:30:00	46	47	0.19
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	16:30:00	17:30:00	84	87	0.35
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	16:30:00	17:30:00	69	69	0.02
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	16:30:00	17:30:00	343	346	0.14
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	16:30:00	17:30:00	49	50	0.14
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	16:30:00	17:30:00	37	43	0.95
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	16:30:00	17:30:00	55	55	0.03
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	16:30:00	17:30:00	0	0	0.00
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	16:30:00	17:30:00	2,641	2644	0.05
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	16:30:00	17:30:00	328	323	0.26
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	16:30:00	17:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	16:30:00	17:30:00	1	1	0.05
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	16:30:00	17:30:00	391	389	0.11
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	16:30:00	17:30:00	138	137	0.06
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	16:30:00	17:30:00	36	36	0.08
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	16:30:00	17:30:00	3,552	3553	0.03
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	16:30:00	17:30:00	97	97	0.04
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	16:30:00	17:30:00	132	132	0.00
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	16:30:00	17:30:00	94	93	0.08
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	16:30:00	17:30:00	39	39	0.00
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	16:30:00	17:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	16:30:00	17:30:00	53	52	0.18
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,446	4444	0.03
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,121	3120	0.01
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,141	4146	0.09
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,277	3277	0.00
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total PM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	16:30:00	17:30:00	111	114	0.21
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	16:30:00	17:30:00	138	137	0.08
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	16:30:00	17:30:00	52	53	0.27
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	16:30:00	17:30:00	163	163	0.01
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	16:30:00	17:30:00	123	124	0.10
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	16:30:00	17:30:00	67	67	0.03
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	16:30:00	17:30:00	33	32	0.11
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	16:30:00	17:30:00	263	263	0.01
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	16:30:00	17:30:00	306	299	0.42
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	16:30:00	17:30:00	52	51	0.06
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	16:30:00	17:30:00	8	8	0.06
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	16:30:00	17:30:00	215	213	0.15
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	16:30:00	17:30:00	0	0	0.00
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	16:30:00	17:30:00	48	49	0.13
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	16:30:00	17:30:00	88	92	0.40
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	16:30:00	17:30:00	73	73	0.08
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	16:30:00	17:30:00	361	361	0.03
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	16:30:00	17:30:00	52	53	0.18
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	16:30:00	17:30:00	39	46	1.05
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	16:30:00	17:30:00	58	57	0.17
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	16:30:00	17:30:00	0	0	0.00
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	16:30:00	17:30:00	2,776	2779	0.05
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	16:30:00	17:30:00	345	339	0.34
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	16:30:00	17:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	16:30:00	17:30:00	1	1	0.00
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	16:30:00	17:30:00	411	408	0.16
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	16:30:00	17:30:00	145	144	0.08
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	16:30:00	17:30:00	38	37	0.08
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	16:30:00	17:30:00	3,733	3735	0.02
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	16:30:00	17:30:00	102	102	0.04
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	16:30:00	17:30:00	139	140	0.09
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	16:30:00	17:30:00	99	98	0.07
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	16:30:00	17:30:00	41	41	0.05
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	16:30:00	17:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	16:30:00	17:30:00	56	55	0.13
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,673	4671	0.03
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,281	3282	0.02
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,353	4359	0.09
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,445	3445	0.00
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total PM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	16:30:00	17:30:00	138	140	0.09
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	16:30:00	17:30:00	138	137	0.03
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	16:30:00	17:30:00	69	70	0.16
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	16:30:00	17:30:00	163	164	0.09
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	16:30:00	17:30:00	126	126	0.03
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	16:30:00	17:30:00	91	92	0.03
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	16:30:00	17:30:00	33	32	0.15
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	16:30:00	17:30:00	265	265	0.02
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	16:30:00	17:30:00	318	310	0.45
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	16:30:00	17:30:00	59	58	0.08
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	16:30:00	17:30:00	8	8	0.20
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	16:30:00	17:30:00	243	242	0.11
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	16:30:00	17:30:00	6	5	0.11
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	16:30:00	17:30:00	48	50	0.22
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	16:30:00	17:30:00	90	94	0.37
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	16:30:00	17:30:00	73	73	0.00
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	16:30:00	17:30:00	363	364	0.06
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	16:30:00	17:30:00	52	53	0.14
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	16:30:00	17:30:00	43	48	0.81
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	16:30:00	17:30:00	58	58	0.01
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	16:30:00	17:30:00	2	2	0.10
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	16:30:00	17:30:00	2,793	2794	0.03
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	16:30:00	17:30:00	345	339	0.32
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	16:30:00	17:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	16:30:00	17:30:00	1	1	0.05
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	16:30:00	17:30:00	454	453	0.08
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	16:30:00	17:30:00	151	149	0.09
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	16:30:00	17:30:00	43	43	0.01
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	16:30:00	17:30:00	3,750	3751	0.02
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	16:30:00	17:30:00	105	105	0.03
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	16:30:00	17:30:00	145	146	0.07
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	16:30:00	17:30:00	109	109	0.06
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	16:30:00	17:30:00	43	43	0.05
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	16:30:00	17:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	16:30:00	17:30:00	59	58	0.12
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,743	4740	0.05
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,336	3338	0.05
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,404	4410	0.10
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,499	3498	0.01
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total PM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	16:30:00	17:30:00	138	140	0.11
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	16:30:00	17:30:00	138	137	0.04
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	16:30:00	17:30:00	69	70	0.13
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	16:30:00	17:30:00	163	164	0.05
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	16:30:00	17:30:00	126	126	0.01
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	16:30:00	17:30:00	91	91	0.02
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	16:30:00	17:30:00	33	32	0.17
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	16:30:00	17:30:00	265	265	0.00
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	16:30:00	17:30:00	318	310	0.45
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	16:30:00	17:30:00	59	58	0.04
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	16:30:00	17:30:00	8	8	0.18
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	16:30:00	17:30:00	244	242	0.10
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	16:30:00	17:30:00	6	6	0.04
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	16:30:00	17:30:00	48	50	0.17
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	16:30:00	17:30:00	172	174	0.14
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	16:30:00	17:30:00	73	73	0.00
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	16:30:00	17:30:00	363	363	0.04
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	16:30:00	17:30:00	63	65	0.13
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	16:30:00	17:30:00	43	48	0.82
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	16:30:00	17:30:00	58	58	0.02
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	16:30:00	17:30:00	2	2	0.00
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	16:30:00	17:30:00	2,793	2795	0.05
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	16:30:00	17:30:00	345	338	0.34
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	16:30:00	17:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	16:30:00	17:30:00	1	1	0.05
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	16:30:00	17:30:00	454	452	0.10
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	16:30:00	17:30:00	151	149	0.12
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	16:30:00	17:30:00	53	53	0.05
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	16:30:00	17:30:00	3,750	3750	0.01
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	16:30:00	17:30:00	105	105	0.00
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	16:30:00	17:30:00	145	146	0.07
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	16:30:00	17:30:00	110	109	0.06
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	16:30:00	17:30:00	43	43	0.08
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	16:30:00	17:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	16:30:00	17:30:00	59	58	0.09
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,754	4750	0.05
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,348	3352	0.07
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,404	4409	0.08
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,499	3500	0.02
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

					Base SCN1	Future Base SCN1	FB + CD SCN1	FB + CD + N2T SCN1
Junction	Code	Type	Peak Start	Peak End	Average Q Length (m)	Average Q Length (m)	Average Q Length (m)	Average Q Length (m)
A13 West Approach	1	Q	07:30:00	08:30:00	94	95	95	97
A128 North Approach	2	Q	07:30:00	08:30:00	1	2	2	4
A13 East Approach	3	Q	07:30:00	08:30:00	12	13	13	13
A1013 Stanford Rd East Approach	4	Q	07:30:00	08:30:00	5	7	10	12
A128 South Approach	5	Q	07:30:00	08:30:00	11	16	59	86
A1013 Stanford Rd West Approach (DM & DS only)	6	Q	07:30:00	08:30:00	3	4	5	6
Orsett Cock Circulatory NW (DM & DS only)	7	Q	07:30:00	08:30:00	10	11	13	12
Orsett Cock Circulatory SE	8	Q	07:30:00	08:30:00	13	15	19	32

Value Change

Average Q Length (m)	Average Q Length (m)	Average Q Length (m)
0	0	2
0	1	1
1	1	0
2	3	2
5	42	28
1	1	1
1	2	0
1	4	13
0	0	0
0	0	0
0	0	0

% Change

Average Q Length (m)	Average Q Length (m)	Average Q Length (m)
0%	0%	2%
29%	37%	63%
7%	5%	1%
30%	49%	15%
45%	259%	48%
44%	37%	19%
8%	16%	-2%
11%	30%	68%
62%	-10%	-5%
#DIV/0!	#DIV/0!	#DIV/0!
-37%	28%	137%

					Base SCN1	Future Base SCN1	FB + CD SCN1	FB + CD + N2T SCN1
Junction	Code	Type	Peak Start	Peak End	Average Q Length (m)	Average Q Length (m)	Average Q Length (m)	Average Q Length (m)
A13 West Approach	1	Q	16:30:00	17:30:00	96	97	98	98
A128 North Approach	2	Q	16:30:00	17:30:00	3	4	6	6
A13 East Approach	3	Q	16:30:00	17:30:00	20	22	26	24
A1013 Stanford Rd East Approach	4	Q	16:30:00	17:30:00	4	5	8	10
A128 South Approach	5	Q	16:30:00	17:30:00	1	2	3	3
A1013 Stanford Rd West Approach (DM & DS only)	6	Q	16:30:00	17:30:00	1	1	1	1
Orsett Cock Circulatory NW (DM & DS only)	7	Q	16:30:00	17:30:00	10	10	11	11
Orsett Cock Circulatory SE	8	Q	16:30:00	17:30:00	7	8	9	11

Value Change

Average Q Length	Average Q Length	Average Q Length
0	1	0
1	2	0
2	4	-2
1	2	2
0	1	0
0	0	1
1	0	0
1	1	2
0	0	0
0	0	0
0	0	0

% Change

Average Q Length	Average Q Length	Average Q Length
0%	1%	0%
22%	51%	5%
10%	18%	-9%
33%	44%	32%
27%	75%	4%
34%	-27%	71%
7%	3%	5%
16%	16%	23%
-11%	-100%	#DIV/0!
#DIV/0!	#DIV/0!	#DIV/0!
76%	173%	-48%

Orsett Cock GEH Summary Results Multi-Modal SCN2

AM Zone Summary

				Base SCN2		Future Base SCN2		FB + CD SCN2		FB+CD+N2T SCN2	
Junction	Code	Type	OD	Total ENTRY 5%	Total GEH	Total ENTRY 5%	Total GEH	Total ENTRY 5%	Total GEH	Total ENTRY 5%	Total GEH
Zone 1 A128	102-11@7.6-11@10.4	Z IN		4%		3%		3%		4%	
	102-9@1609.7-9@1612.4	Z OUT			0.23		0.14		0.15		0.11
Zone 2 A13 East	104-7@1725.2-7@1730.7	Z OUT			0.27		0.19		0.26		0.26
	104-14@11.4-14@16.1	Z IN		0%		0%		0%		0%	
Zone 3 A1013 East	105-21@725.1-21@727.7	Z OUT			0.34		0.37		0.35		0.38
	105-23@8.6-23@11.1	Z IN		-1%		-1%		-1%		-1%	
Zone 4 Brentwood Road	107-24@1441.0-24@1443.7	Z OUT			0.31		0.40		0.25		0.24
	107-25@9.6-25@12.3	Z IN		0%		0%		0%		0%	
Zone 5 A1013 West	109-32@401.4-32@403.8	Z OUT			0.50		0.72		0.69		0.67
	109-34@11.3-34@13.6	Z IN		6%		6%		5%		5%	
Zone 5 Rectory Road	113-35@6.5-35@8.0	Z IN		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!	
	113-36@1402.4-36@1403.8	Z OUT			1.41		1.41		1.41		1.41
Zone 6 A13 West	117-2@1311.1-2@1331.6	Z OUT			0.22		0.22		0.20		0.16
	117-18@102.9-18@122.5	Z IN		0%		0%		0%		0%	
Zone 6 A13 diverge to A1089	116-19@611.7-19@614.7	Z OUT									
					7		7		7		7
					100%		100%		100%		100%
				6		6		6		6	

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Base SCN2 Total GEH	Future Base SCN2 Total GEH	FB+CD SCN2 Total GEH	FB+CD+N2T SCN2 Total GEH
Orsett Cock Roundabout	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	0.12	0.13	0.09	0.08
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	0.16	0.17	0.16	0.23
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	0.15	0.12	0.04	0.12
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	0.10	0.13	0.02	0.05
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	0.13	0.25	0.29	0.32
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	0.06	0.03	0.03	0.03
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	0.07	0.12	0.08	0.05
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	0.00	0.00	0.00	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	0.09	0.09	0.04	0.03
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	0.09	0.08	0.02	0.05
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	0.33	0.35	0.38	0.38
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	0.01	0.14	0.09	0.08
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	0.04	0.05	0.07	0.01
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	0.05	0.03	0.10	0.11
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	0.00	0.00	0.04	0.11
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	0.01	0.05	0.01	0.01
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	0.38	0.22	0.24	0.23
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	0.03	0.01	0.04	0.02
	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	0.00	0.01	0.08	0.06
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	0.09	0.04	0.02	0.00
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	0.19	0.16	0.06	0.06
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	0.06	0.01	0.06	0.03
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	0.00	0.00	0.07	0.15
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	0.24	0.26	0.23	0.23
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	0.14	0.13	0.17	0.15
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	0.00	0.00	0.00	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	0.00	0.02	0.02	0.02
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	0.18	0.21	0.18	0.22
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	0.13	0.13	0.15	0.12
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	0.04	0.01	0.02	0.06
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	0.09	0.07	0.11	0.10
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	0.04	0.00	0.02	0.06
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	0.31	0.23	0.29	0.34
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	0.10	0.01	0.06	0.04
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	0.24	0.12	0.14	0.21
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	0.00	0.00	0.00	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	0.31	0.42	0.43	0.48
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB	-	-	0.05	0.05	0.04	0.06
	117-18@102.9-18@122.5	J	A13 WB	A13 WB	-	-	0.22	0.22	0.20	0.16
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB	-	-	0.24	0.23	0.24	0.27
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB	-	-	0.06	0.06	0.04	0.04
						Count	41	41	41	41
						GEH <3	41	41	41	41
						GEH <5	41	41	41	41
						GEH <5 (%)	100%	100%	100%	100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total AM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	07:30:00	08:30:00	79	78	0.12
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	07:30:00	08:30:00	189	187	0.16
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	07:30:00	08:30:00	55	54	0.15
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	07:30:00	08:30:00	66	65	0.10
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	07:30:00	08:30:00	88	87	0.13
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	07:30:00	08:30:00	135	134	0.06
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	07:30:00	08:30:00	2	2	0.07
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	07:30:00	08:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	07:30:00	08:30:00	18	18	0.09
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	07:30:00	08:30:00	155	154	0.09
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	07:30:00	08:30:00	454	447	0.33
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	07:30:00	08:30:00	72	72	0.01
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	07:30:00	08:30:00	6	6	0.04
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	07:30:00	08:30:00	292	291	0.05
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	07:30:00	08:30:00	0	0	0.00
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	07:30:00	08:30:00	71	71	0.01
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	07:30:00	08:30:00	144	149	0.38
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	07:30:00	08:30:00	98	98	0.03
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	07:30:00	08:30:00	234	234	0.00
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	07:30:00	08:30:00	58	57	0.09
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	07:30:00	08:30:00	65	67	0.19
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	07:30:00	08:30:00	26	26	0.06
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	07:30:00	08:30:00	0	0	0.00
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	07:30:00	08:30:00	3,476	3490	0.24
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	07:30:00	08:30:00	210	212	0.14
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	07:30:00	08:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	07:30:00	08:30:00	3	3	0.00
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	07:30:00	08:30:00	175	173	0.18
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	07:30:00	08:30:00	85	84	0.13
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	07:30:00	08:30:00	35	35	0.04
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	07:30:00	08:30:00	2,125	2121	0.09
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	07:30:00	08:30:00	202	202	0.04
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	07:30:00	08:30:00	264	259	0.31
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	07:30:00	08:30:00	87	86	0.10
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	07:30:00	08:30:00	60	58	0.24
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	07:30:00	08:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	07:30:00	08:30:00	104	101	0.31
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,633	2631	0.05
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,105	4119	0.22
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,710	2698	0.24
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,240	4244	0.06
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total AM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	07:30:00	08:30:00	82	81	0.13
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	07:30:00	08:30:00	196	194	0.17
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	07:30:00	08:30:00	57	56	0.12
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	07:30:00	08:30:00	69	68	0.13
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	07:30:00	08:30:00	91	89	0.25
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	07:30:00	08:30:00	140	141	0.03
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	07:30:00	08:30:00	2	2	0.12
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	07:30:00	08:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	07:30:00	08:30:00	19	18	0.09
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	07:30:00	08:30:00	161	160	0.08
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	07:30:00	08:30:00	471	464	0.35
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	07:30:00	08:30:00	75	76	0.14
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	07:30:00	08:30:00	6	6	0.05
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	07:30:00	08:30:00	303	304	0.03
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	07:30:00	08:30:00	0	0	0.00
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	07:30:00	08:30:00	74	74	0.05
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	07:30:00	08:30:00	150	152	0.22
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	07:30:00	08:30:00	102	102	0.01
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	07:30:00	08:30:00	243	243	0.01
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	07:30:00	08:30:00	60	60	0.04
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	07:30:00	08:30:00	67	69	0.16
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	07:30:00	08:30:00	27	27	0.01
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	07:30:00	08:30:00	0	0	0.00
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	07:30:00	08:30:00	3,609	3625	0.26
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	07:30:00	08:30:00	218	220	0.13
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	07:30:00	08:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	07:30:00	08:30:00	3	3	0.02
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	07:30:00	08:30:00	182	179	0.21
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	07:30:00	08:30:00	88	87	0.13
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	07:30:00	08:30:00	36	36	0.01
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	07:30:00	08:30:00	2,207	2203	0.07
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	07:30:00	08:30:00	210	210	0.00
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	07:30:00	08:30:00	274	270	0.23
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	07:30:00	08:30:00	90	90	0.01
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	07:30:00	08:30:00	62	61	0.12
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	07:30:00	08:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	07:30:00	08:30:00	108	104	0.42
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,734	2732	0.05
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,263	4277	0.22
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,814	2802	0.23
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,403	4407	0.06
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total AM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	07:30:00	08:30:00	132	131	0.09
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	07:30:00	08:30:00	196	194	0.16
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	07:30:00	08:30:00	68	68	0.04
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	07:30:00	08:30:00	69	68	0.02
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	07:30:00	08:30:00	94	92	0.29
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	07:30:00	08:30:00	208	208	0.03
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	07:30:00	08:30:00	2	2	0.08
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	07:30:00	08:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	07:30:00	08:30:00	19	19	0.04
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	07:30:00	08:30:00	161	161	0.02
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	07:30:00	08:30:00	478	470	0.38
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	07:30:00	08:30:00	88	89	0.09
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	07:30:00	08:30:00	6	6	0.07
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	07:30:00	08:30:00	350	348	0.10
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	07:30:00	08:30:00	6	6	0.04
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	07:30:00	08:30:00	74	74	0.01
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	07:30:00	08:30:00	181	184	0.24
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	07:30:00	08:30:00	102	102	0.04
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	07:30:00	08:30:00	248	249	0.08
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	07:30:00	08:30:00	60	60	0.02
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	07:30:00	08:30:00	79	80	0.06
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	07:30:00	08:30:00	27	27	0.06
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	07:30:00	08:30:00	2	2	0.07
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	07:30:00	08:30:00	3,627	3641	0.23
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	07:30:00	08:30:00	218	221	0.17
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	07:30:00	08:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	07:30:00	08:30:00	3	3	0.02
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	07:30:00	08:30:00	201	198	0.18
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	07:30:00	08:30:00	94	92	0.15
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	07:30:00	08:30:00	41	41	0.02
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	07:30:00	08:30:00	2,223	2218	0.11
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	07:30:00	08:30:00	213	213	0.02
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	07:30:00	08:30:00	282	277	0.29
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	07:30:00	08:30:00	101	100	0.06
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	07:30:00	08:30:00	64	63	0.14
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	07:30:00	08:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	07:30:00	08:30:00	111	107	0.43
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,781	2778	0.04
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,337	4351	0.20
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,894	2881	0.24
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,495	4498	0.04
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total AM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	07:30:00	08:30:00	132	131	0.08
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	07:30:00	08:30:00	209	205	0.23
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	07:30:00	08:30:00	68	67	0.12
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	07:30:00	08:30:00	69	68	0.05
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	07:30:00	08:30:00	94	91	0.32
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	07:30:00	08:30:00	208	208	0.03
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	07:30:00	08:30:00	2	2	0.05
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	07:30:00	08:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	07:30:00	08:30:00	19	19	0.03
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	07:30:00	08:30:00	161	160	0.05
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	07:30:00	08:30:00	478	470	0.38
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	07:30:00	08:30:00	88	89	0.08
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	07:30:00	08:30:00	6	6	0.01
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	07:30:00	08:30:00	353	351	0.11
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	07:30:00	08:30:00	6	6	0.11
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	07:30:00	08:30:00	74	74	0.01
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	07:30:00	08:30:00	181	184	0.23
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	07:30:00	08:30:00	102	102	0.02
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	07:30:00	08:30:00	248	249	0.06
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	07:30:00	08:30:00	66	66	0.00
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	07:30:00	08:30:00	79	80	0.06
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	07:30:00	08:30:00	27	27	0.03
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	07:30:00	08:30:00	2	2	0.15
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	07:30:00	08:30:00	3,627	3640	0.23
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	07:30:00	08:30:00	230	233	0.15
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	07:30:00	08:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	07:30:00	08:30:00	3	3	0.02
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	07:30:00	08:30:00	206	203	0.22
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	07:30:00	08:30:00	97	96	0.12
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	07:30:00	08:30:00	48	48	0.06
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	07:30:00	08:30:00	2,223	2219	0.10
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	07:30:00	08:30:00	213	212	0.06
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	07:30:00	08:30:00	282	276	0.34
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	07:30:00	08:30:00	104	104	0.04
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	07:30:00	08:30:00	64	63	0.21
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	07:30:00	08:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	07:30:00	08:30:00	111	106	0.48
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,807	2804	0.06
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,362	4373	0.16
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				07:30:00	08:30:00	2,894	2879	0.27
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				07:30:00	08:30:00	4,495	4498	0.04
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Orsett Cock GEH Summary Results Multi-Modal SCN2

PM Zone Summary

				Base SCN2		Future Base SCN2		FB + CD SCN2		FB+CD+N2T SCN2	
Junction	Code	Type	OD	Total ENTRY 5%	Total GEH	Total ENTRY 5%	Total GEH	Total ENTRY 5%	Total GEH	Total ENTRY 5%	Total GEH
Zone 1 A128	102-11@7.6-11@10.4	Z IN		3%		3%		3%		3%	
	102-9@1609.7-9@1612.4	Z OUT			0.32		0.38		0.43		0.41
Zone 2 A13 East	104-7@1725.2-7@1730.7	Z OUT			0.13		0.10		0.12		0.14
	104-14@11.4-14@16.1	Z IN		0%		0%		0%		0%	
Zone 3 A1013 East	105-21@725.1-21@727.7	Z OUT			0.11		0.01		0.10		0.14
	105-23@8.6-23@11.1	Z IN		-1%		-1%		-1%		-1%	
Zone 4 Brentwood Road	107-24@1441.0-24@1443.7	Z OUT			0.10		0.04		0.02		0.04
	107-25@9.6-25@12.3	Z IN		1%		0%		0%		0%	
Zone 5 A1013 West	109-32@401.4-32@403.8	Z OUT			0.58		0.31		0.40		0.36
	109-34@11.3-34@13.6	Z IN		6%		6%		5%		6%	
Zone 5 Rectory Road	113-35@6.5-35@8.0	Z IN		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!	
	113-36@1402.4-36@1403.8	Z OUT			1.41		1.41		1.41		1.41
Zone 6 A13 West	117-2@1311.1-2@1331.6	Z OUT			0.01		0.00		0.01		0.02
	117-18@102.9-18@122.5	Z IN		0%		0%		0%		0%	
Zone 6 A13 diverge to A1089	116-19@611.7-19@614.7	Z OUT									
					7		7		7		7
					100%		100%		100%		100%
				6		6		6		6	

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Base SCN2 Total GEH	Future Base SC Total GEH	FB+CD SCN2 Total GEH	FB+CD+N2T SCN2 Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	0.06	0.20	0.14	0.12
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	0.11	0.10	0.08	0.07
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	0.09	0.14	0.18	0.21
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	0.03	0.07	0.01	0.05
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	0.07	0.02	0.14	0.14
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	0.08	0.07	0.03	0.06
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	0.00	0.00	0.00	0.00
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	0.00	0.00	0.00	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	0.19	0.12	0.17	0.16
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	0.02	0.05	0.03	0.05
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	0.44	0.38	0.48	0.46
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	0.07	0.02	0.02	0.02
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	0.02	0.08	0.04	0.01
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	0.21	0.17	0.15	0.18
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	0.00	0.00	0.00	0.04
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	0.19	0.19	0.24	0.28
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	0.35	0.40	0.34	0.34
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	0.02	0.07	0.10	0.10
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	0.14	0.08	0.07	0.07
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	0.14	0.12	0.13	0.17
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	0.95	0.86	0.98	0.98
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	0.03	0.00	0.18	0.21
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	0.00	0.00	0.07	0.04
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	0.05	0.03	0.03	0.04
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	0.26	0.31	0.37	0.37
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	0.00	0.00	0.00	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	0.05	0.04	0.09	0.04
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	0.11	0.14	0.12	0.11
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	0.06	0.08	0.14	0.11
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	0.08	0.08	0.05	0.07
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	0.03	0.01	0.01	0.02
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	0.04	0.04	0.05	0.07
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	0.00	0.11	0.06	0.06
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	0.08	0.04	0.06	0.07
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	0.00	0.20	0.14	0.14
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	0.00	0.00	0.00	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	0.18	0.13	0.13	0.11
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB	-	-	0.03	0.03	0.04	0.04
	117-18@102.9-18@122.5	J	A13 WB	A13 WB	-	-	0.01	0.00	0.01	0.02
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB	-	-	0.09	0.12	0.10	0.11
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB	-	-	0.00	0.01	0.01	0.01
						Count	**41**	**41**	**41**	**41**
						GEH <3	**41**	**41**	**41**	**41**
						GEH <5	**41**	**41**	**41**	**41**
						GEH <5 (%)	100%	100%	100%	100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total PM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	16:30:00	17:30:00	106	107	0.06
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	16:30:00	17:30:00	131	130	0.11
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	16:30:00	17:30:00	49	50	0.09
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	16:30:00	17:30:00	155	155	0.03
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	16:30:00	17:30:00	117	116	0.07
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	16:30:00	17:30:00	64	63	0.08
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	16:30:00	17:30:00	31	30	0.19
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	16:30:00	17:30:00	250	250	0.02
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	16:30:00	17:30:00	291	284	0.44
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	16:30:00	17:30:00	49	49	0.07
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	16:30:00	17:30:00	8	8	0.02
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	16:30:00	17:30:00	205	202	0.21
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	16:30:00	17:30:00	0	0	0.00
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	16:30:00	17:30:00	46	47	0.19
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	16:30:00	17:30:00	84	87	0.35
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	16:30:00	17:30:00	69	69	0.02
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	16:30:00	17:30:00	343	346	0.14
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	16:30:00	17:30:00	49	50	0.14
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	16:30:00	17:30:00	37	43	0.95
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	16:30:00	17:30:00	55	55	0.03
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	16:30:00	17:30:00	0	0	0.00
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	16:30:00	17:30:00	2,641	2644	0.05
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	16:30:00	17:30:00	328	323	0.26
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	16:30:00	17:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	16:30:00	17:30:00	1	1	0.05
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	16:30:00	17:30:00	391	389	0.11
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	16:30:00	17:30:00	138	137	0.06
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	16:30:00	17:30:00	36	36	0.08
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	16:30:00	17:30:00	3,552	3553	0.03
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	16:30:00	17:30:00	97	97	0.04
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	16:30:00	17:30:00	132	132	0.00
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	16:30:00	17:30:00	94	93	0.08
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	16:30:00	17:30:00	39	39	0.00
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	16:30:00	17:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	16:30:00	17:30:00	53	52	0.18
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,446	4444	0.03
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,121	3120	0.01
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,141	4146	0.09
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,277	3277	0.00
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total PM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	16:30:00	17:30:00	110	112	0.20
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	16:30:00	17:30:00	136	135	0.10
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	16:30:00	17:30:00	51	52	0.14
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	16:30:00	17:30:00	161	162	0.07
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	16:30:00	17:30:00	122	122	0.02
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	16:30:00	17:30:00	67	66	0.07
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	16:30:00	17:30:00	32	32	0.12
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	16:30:00	17:30:00	260	259	0.05
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	16:30:00	17:30:00	303	296	0.38
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	16:30:00	17:30:00	51	51	0.02
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	16:30:00	17:30:00	8	8	0.08
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	16:30:00	17:30:00	213	211	0.17
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	16:30:00	17:30:00	0	0	0.00
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	16:30:00	17:30:00	48	49	0.19
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	16:30:00	17:30:00	87	91	0.40
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	16:30:00	17:30:00	72	72	0.07
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	16:30:00	17:30:00	357	358	0.08
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	16:30:00	17:30:00	51	52	0.12
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	16:30:00	17:30:00	38	44	0.86
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	16:30:00	17:30:00	57	57	0.00
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	16:30:00	17:30:00	0	0	0.00
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	16:30:00	17:30:00	2,748	2750	0.03
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	16:30:00	17:30:00	341	336	0.31
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	16:30:00	17:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	16:30:00	17:30:00	1	1	0.04
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	16:30:00	17:30:00	407	404	0.14
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	16:30:00	17:30:00	144	143	0.08
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	16:30:00	17:30:00	37	37	0.08
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	16:30:00	17:30:00	3,695	3696	0.01
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	16:30:00	17:30:00	101	101	0.04
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	16:30:00	17:30:00	137	139	0.11
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	16:30:00	17:30:00	98	97	0.04
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	16:30:00	17:30:00	41	39	0.20
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	16:30:00	17:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	16:30:00	17:30:00	55	54	0.13
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,626	4623	0.03
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,247	3247	0.00
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,308	4316	0.12
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,410	3409	0.01
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total PM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	16:30:00	17:30:00	137	139	0.14
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	16:30:00	17:30:00	136	135	0.08
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	16:30:00	17:30:00	68	69	0.18
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	16:30:00	17:30:00	161	161	0.01
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	16:30:00	17:30:00	125	126	0.14
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	16:30:00	17:30:00	91	90	0.03
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	16:30:00	17:30:00	32	31	0.17
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	16:30:00	17:30:00	262	263	0.03
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	16:30:00	17:30:00	315	306	0.48
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	16:30:00	17:30:00	58	58	0.02
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	16:30:00	17:30:00	8	8	0.04
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	16:30:00	17:30:00	241	239	0.15
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	16:30:00	17:30:00	6	6	0.00
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	16:30:00	17:30:00	48	50	0.24
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	16:30:00	17:30:00	89	93	0.34
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	16:30:00	17:30:00	72	73	0.10
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	16:30:00	17:30:00	359	360	0.07
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	16:30:00	17:30:00	51	52	0.13
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	16:30:00	17:30:00	42	49	0.98
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	16:30:00	17:30:00	57	56	0.18
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	16:30:00	17:30:00	2	2	0.07
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	16:30:00	17:30:00	2,764	2766	0.03
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	16:30:00	17:30:00	341	335	0.37
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	16:30:00	17:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	16:30:00	17:30:00	1	1	0.09
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	16:30:00	17:30:00	450	448	0.12
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	16:30:00	17:30:00	149	147	0.14
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	16:30:00	17:30:00	42	42	0.05
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	16:30:00	17:30:00	3,712	3712	0.01
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	16:30:00	17:30:00	104	104	0.05
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	16:30:00	17:30:00	143	144	0.06
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	16:30:00	17:30:00	108	108	0.06
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	16:30:00	17:30:00	43	42	0.14
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	16:30:00	17:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	16:30:00	17:30:00	58	57	0.13
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,696	4693	0.04
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,302	3303	0.01
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,360	4366	0.10
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,464	3464	0.01
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

Junction	Code	Type	From	To	Matrix Value From	Matrix Value To	Matrix Value Lookup	Peak Start	Peak End	Surveyed Counts Total PM	Model Total	Total GEH
	1-11@1555.4-12@72.8	J	A128	A13 East (Orsett Cock)	A	B	A to B	16:30:00	17:30:00	137	139	0.12
	1-11@1555.4-16@108.8	J	A128	A13 West (Orsett Cock)	A	F	A to F	16:30:00	17:30:00	149	148	0.07
	1-11@1555.4-21@76.4	J	A128	A1013 East	A	C	A to C	16:30:00	17:30:00	68	70	0.21
	1-11@1555.4-24@38.0	J	A128	Brentwood Road	A	D	A to D	16:30:00	17:30:00	161	162	0.05
	1-11@1555.4-27@105.6	J	A128	A1013 West	A	E	A to E	16:30:00	17:30:00	125	126	0.14
	1-13@318.4-9@64.0	J	A13 East (Orsett Cock)	A128	B	A	B to A	16:30:00	17:30:00	91	90	0.06
	1-13@318.4-12@72.8	J	A13 East (Orsett Cock)	A13 East (Orsett Cock)	B	B	B to B	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-16@108.8	J	A13 East (Orsett Cock)	A13 West (Orsett Cock)	B	F	B to F	16:30:00	17:30:00	0	0	0.00
	1-13@318.4-21@76.4	J	A13 East (Orsett Cock)	A1013 East	B	C	B to C	16:30:00	17:30:00	32	31	0.16
	1-13@318.4-24@38.0	J	A13 East (Orsett Cock)	Brentwood Road	B	D	B to D	16:30:00	17:30:00	262	263	0.05
	1-13@318.4-27@105.6	J	A13 East (Orsett Cock)	A1013 West	B	E	B to E	16:30:00	17:30:00	315	307	0.46
	1-23@660.3-9@64.0	J	A1013 East	A128	C	A	C to A	16:30:00	17:30:00	58	58	0.02
	1-23@660.3-12@72.8	J	A1013 East	A13 East (Orsett Cock)	C	B	C to B	16:30:00	17:30:00	8	8	0.01
	1-23@660.3-16@108.8	J	A1013 East	A13 West (Orsett Cock)	C	F	C to F	16:30:00	17:30:00	244	242	0.18
	1-23@660.3-21@76.4	J	A1013 East	A1013 East	C	C	C to C	16:30:00	17:30:00	6	5	0.04
	1-23@660.3-24@38.0	J	A1013 East	Brentwood Road	C	D	C to D	16:30:00	17:30:00	48	50	0.28
	1-23@660.3-27@105.6	J	A1013 East	A1013 West	C	E	C to E	16:30:00	17:30:00	91	95	0.34
	1-28@341.6-9@64.0	J	A1013 West	A128	E	A	E to A	16:30:00	17:30:00	72	73	0.10
Orsett Cock Roundabout	1-28@341.6-12@72.8	J	A1013 West	A13 East (Orsett Cock)	E	B	E to B	16:30:00	17:30:00	359	360	0.07
	1-28@341.6-16@108.8	J	A1013 West	A13 West (Orsett Cock)	E	F	E to F	16:30:00	17:30:00	57	58	0.17
	1-28@341.6-21@76.4	J	A1013 West	A1013 East	E	C	E to C	16:30:00	17:30:00	42	49	0.98
	1-28@341.6-24@38.0	J	A1013 West	Brentwood Road	E	D	E to D	16:30:00	17:30:00	57	56	0.21
	1-28@341.6-27@105.6	J	A1013 West	A1013 West	E	E	E to E	16:30:00	17:30:00	2	2	0.04
	1-38@327.3-45@100.7	J	A13 East (Mainline)	A13 East (Mainline)	B	F	B to F	16:30:00	17:30:00	2,764	2766	0.04
	1-51@203.3-9@64.0	J	A13 West (Orsett Cock)	A128	F	A	F to A	16:30:00	17:30:00	354	347	0.37
	1-51@203.3-12@72.8	J	A13 West (Orsett Cock)	A13 East (Orsett Cock)	F	B	F to B	16:30:00	17:30:00	0	0	0.00
	1-51@203.3-16@108.8	J	A13 West (Orsett Cock)	A13 West (Orsett Cock)	F	F	F to F	16:30:00	17:30:00	1	1	0.04
	1-51@203.3-21@76.4	J	A13 West (Orsett Cock)	A1013 East	F	C	F to C	16:30:00	17:30:00	453	451	0.11
	1-51@203.3-24@38.0	J	A13 West (Orsett Cock)	Brentwood Road	F	D	F to D	16:30:00	17:30:00	152	151	0.11
	1-51@203.3-27@105.6	J	A13 West (Orsett Cock)	A1013 West	F	E	F to E	16:30:00	17:30:00	49	48	0.07
	1-910614@216.3-44@68.0	J	A13 West (Mainline)	A13 West (Mainline)	F	B	F to B	16:30:00	17:30:00	3,712	3713	0.02
	1-910697@23.1-9@64.0	J	Brentwood Road	A128	D	A	D to A	16:30:00	17:30:00	104	105	0.07
	1-910697@23.1-12@72.8	J	Brentwood Road	A13 East (Orsett Cock)	D	B	D to B	16:30:00	17:30:00	143	144	0.06
	1-910697@23.1-16@108.8	J	Brentwood Road	A13 West (Orsett Cock)	D	F	D to F	16:30:00	17:30:00	111	111	0.07
	1-910697@23.1-21@76.4	J	Brentwood Road	A1013 East	D	C	D to C	16:30:00	17:30:00	43	42	0.14
	1-910697@23.1-24@38.0	J	Brentwood Road	Brentwood Road	D	D	D to D	16:30:00	17:30:00	0	0	0.00
	1-910697@23.1-27@105.6	J	Brentwood Road	A1013 West	D	E	D to E	16:30:00	17:30:00	58	57	0.11
A13 West	117-2@1311.1-2@1331.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,721	4718	0.04
	117-18@102.9-18@122.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,327	3328	0.02
A13 East	118-7@633.7-7@654.6	J	A13 EB	A13 EB				16:30:00	17:30:00	4,360	4367	0.11
	118-14@1101.7-14@1121.5	J	A13 WB	A13 WB				16:30:00	17:30:00	3,464	3463	0.01
										COUNT	41	
										GEH <3		**41**
										GEH <5		**41**
												100%

					Base SCN2	Future Base SCN2	FB + CD SCN2	FB + CD + N2T SCN2
Junction	Code	Type	Peak Start	Peak End	Average Q Length (m)	Average Q Length (m)	Average Q Length (m)	Average Q Length (m)
A13 West Approach	1	Q	07:30:00	08:30:00	94	95	95	96
A128 North Approach	2	Q	07:30:00	08:30:00	1	2	2	3
A13 East Approach	3	Q	07:30:00	08:30:00	12	13	13	13
A1013 Stanford Rd East Approach	4	Q	07:30:00	08:30:00	5	6	10	12
A128 South Approach	5	Q	07:30:00	08:30:00	11	16	50	70
A1013 Stanford Rd West Approach (DM & DS only)	6	Q	07:30:00	08:30:00	3	3	5	6
Orsett Cock Circulatory NW (DM & DS only)	7	Q	07:30:00	08:30:00	10	11	12	12
Orsett Cock Circulatory SE	8	Q	07:30:00	08:30:00	13	15	19	20

Value Change

Average Q Length (m)	Average Q Length (m)	Average Q Length (m)
0	0	1
0	1	0
1	1	0
1	4	2
5	34	20
1	2	1
1	1	0
1	4	1
0	0	0
0	0	0
0	0	0

% Change

Average Q Length (m)	Average Q Length (m)	Average Q Length (m)
0%	1%	1%
15%	44%	19%
8%	5%	-1%
17%	59%	17%
44%	212%	39%
27%	57%	22%
9%	13%	-1%
11%	28%	7%
-8%	-67%	375%
#DIV/0!	#DIV/0!	#DIV/0!
-27%	18%	107%

					Base SCN2	Future Base SCN2	FB + CD SCN2	FB + CD + N2T SCN2
Junction	Code	Type	Peak Start	Peak End	Average Q Length (m)	Average Q Length (m)	Average Q Length (m)	Average Q Length (m)
A13 West Approach	1	Q	16:30:00	17:30:00	96	97	97	98
A128 North Approach	2	Q	16:30:00	17:30:00	3	4	4	6
A13 East Approach	3	Q	16:30:00	17:30:00	20	22	26	23
A1013 Stanford Rd East Approach	4	Q	16:30:00	17:30:00	4	5	8	9
A128 South Approach	5	Q	16:30:00	17:30:00	1	1	2	2
A1013 Stanford Rd West Approach (DM & DS only)	6	Q	16:30:00	17:30:00	1	1	1	1
Orsett Cock Circulatory NW (DM & DS only)	7	Q	16:30:00	17:30:00	10	10	11	11
Orsett Cock Circulatory SE	8	Q	16:30:00	17:30:00	7	7	9	12

Value Change

Average Q Length	Average Q Length	Average Q Length
0	0	1
1	0	2
2	4	-3
1	3	1
0	1	0
0	0	0
1	0	0
1	2	2
0	0	0
0	0	0
0	0	0

% Change

Average Q Length	Average Q Length	Average Q Length
0%	0%	1%
17%	12%	46%
9%	17%	-10%
19%	73%	11%
17%	46%	16%
27%	-3%	34%
7%	4%	4%
8%	23%	27%
89%	18%	-10%
#DIV/0!	#DIV/0!	#DIV/0!
164%	-39%	-28%

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
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Filename: N2T_Site 89 ASDA rbt.j10
Path: C:\Users\bpa76880.000\OneDrive - ARCADIS\10051663 - East Anglia Green - Traffic_Modelling\Models\Model Files\ASDA Roundabout
Report generation date: 23/04/2025 02:08:56

»FY - 2024 Base, AM
»FY - 2024 Base, PM
»FY - Future Base, AM
»FY - Future Base, PM
»FY - Future Base+CommDev, AM
»FY - Future Base+CommDev, PM
»FY - Future Base+CommDev+N2T Opt1, AM
»FY - Future Base+CommDev+N2T Opt1, PM
»FY - Future Base+CommDev+N2T Opt2, AM
»FY - Future Base+CommDev+N2T Opt2, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	FY - 2024 Base									
A - A1089 Dock Road North	D1	23.1	33.69	0.99	D	D2	7.1	14.95	0.84	B
B - Amazon UK Service Access		0.2	9.18	0.08	A		0.2	7.93	0.11	A
C - Dock Road South		1.6	9.40	0.60	A		1.1	6.91	0.52	A
D - A1089 St Andrew's Road		1.6	5.97	0.49	A		4.1	9.79	0.76	A
E - Thurrock Park Way		0.8	6.02	0.40	A		2.8	14.54	0.73	B
	FY - Future Base									
A - A1089 Dock Road North	D3	40.2	50.45	1.04	F	D4	10.1	20.71	0.89	C
B - Amazon UK Service Access		0.2	9.69	0.09	A		0.2	8.32	0.12	A
C - Dock Road South		1.8	10.53	0.64	B		1.3	7.78	0.56	A
D - A1089 St Andrew's Road		1.8	6.32	0.52	A		5.4	12.28	0.81	B
E - Thurrock Park Way		0.9	6.43	0.43	A		4.1	19.64	0.81	C
	FY - Future Base+CommDev									
A - A1089 Dock Road North	D5	213.9	350.28	1.22	F	D6	209.4	349.85	1.12	F
B - Amazon UK Service Access		0.2	10.72	0.10	B		0.3	10.21	0.15	B
C - Dock Road South		2.2	13.02	0.69	B		1.9	11.11	0.65	B
D - A1089 St Andrew's Road		7.6	17.68	0.82	C		44.4	64.07	1.05	F
E - Thurrock Park Way		1.5	10.78	0.57	B		14.8	58.16	1.01	F
	FY - Future Base+CommDev+N2T Opt1									
A - A1089 Dock Road North	D7	252.7	424.12	1.24	F	D8	256.4	441.87	1.14	F
B - Amazon UK Service Access		0.2	10.70	0.10	B		0.3	10.29	0.15	B
C - Dock Road South		2.3	13.39	0.70	B		1.9	11.31	0.65	B
D - A1089 St Andrew's Road		8.7	19.92	0.84	C		55.7	76.49	1.07	F
E - Thurrock Park Way		1.6	11.41	0.59	B		15.9	61.95	1.02	F
	FY - Future Base+CommDev+N2T Opt2									
A - A1089 Dock Road North	D9	291.0	488.98	1.26	F	D10	311.1	528.46	1.16	F
B - Amazon UK Service Access		0.2	10.71	0.10	B		0.3	10.36	0.15	B
C - Dock Road South		2.3	13.60	0.70	B		1.9	11.46	0.65	B
D - A1089 St Andrew's Road		9.9	22.14	0.86	C		66.1	87.97	1.09	F
E - Thurrock Park Way		1.7	11.91	0.60	B		16.7	64.89	1.03	F

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

File summary

File Description

Title	A1089_ASDA Roundabout
Location	Port of Tilbury
Site number	
Date	26/10/2023
Version	
Status	On-going
Identifier	
Client	Highways England
Jobnumber	
Enumerator	Rohini Kanthi 16688 [C1QVDH92]
Description	Existing Roundabout Layout

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024 Base	AM	DIRECT	07:00	08:30	90	15	✓
D2	2024 Base	PM	DIRECT	15:00	16:30	90	15	✓
D3	Future Base	AM	DIRECT	07:00	08:30	90	15	✓
D4	Future Base	PM	DIRECT	15:00	16:30	90	15	✓
D5	Future Base+CommDev	AM	DIRECT	07:00	08:30	90	15	✓
D6	Future Base+CommDev	PM	DIRECT	15:00	16:30	90	15	✓
D7	Future Base+CommDev+N2T Opt1	AM	DIRECT	07:00	08:30	90	15	✓
D8	Future Base+CommDev+N2T Opt1	PM	DIRECT	15:00	16:30	90	15	✓
D9	Future Base+CommDev+N2T Opt2	AM	DIRECT	07:00	08:30	90	15	✓
D10	Future Base+CommDev+N2T Opt2	PM	DIRECT	15:00	16:30	90	15	✓

Analysis Set Details

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

FY - 2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	19.94	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.94	C

Arms

Arms

Arm	Name	Description	No give-way line
A	A1089 Dock Road North		
B	Amazon UK Service Access		
C	Dock Road South		
D	A1089 St Andrew's Road		
E	Thurrock Park Way		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - A1089 Dock Road North	7.00	7.00	0.0	138.0	112.0	18.5		
B - Amazon UK Service Access	3.80	8.70	13.9	46.0	112.0	20.0		
C - Dock Road South	3.20	7.20	25.7	20.0	112.0	23.5		
D - A1089 St Andrew's Road	7.00	9.50	9.5	47.0	112.0	37.0		
E - Thurrock Park Way	3.50	8.50	14.7	53.0	112.0	24.5		

Geometry Notes

Arm	Notes
A - A1089 Dock Road North	
B - Amazon UK Service Access	
C - Dock Road South	
D - A1089 St Andrew's Road	Arm C has been rebuilt between 2019 and 2020 so for BY its different than for FY
E - Thurrock Park Way	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
E - Thurrock Park Way	9.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - A1089 Dock Road North	0.547	573.581
B - Amazon UK Service Access	0.497	491.087
C - Dock Road South	0.468	454.692
D - A1089 St Andrew's Road	0.565	635.460
E - Thurrock Park Way	0.482	468.596

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024 Base	AM	DIRECT	07:00	08:30	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A1089 Dock Road North		DIRECT	✓	100.000
B - Amazon UK Service Access		DIRECT	✓	100.000
C - Dock Road South		DIRECT	✓	100.000
D - A1089 St Andrew's Road		DIRECT	✓	100.000
E - Thurrock Park Way		DIRECT	✓	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/TS)
A - A1089 Dock Road North		
B - Amazon UK Service Access		
C - Dock Road South		
D - A1089 St Andrew's Road		
E - Thurrock Park Way	FLAT	12.50

Origin-Destination Data

Demand (PCU/TS)

07:00 - 07:15

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	23.40	130.30	208.10	56.70
	B - Amazon UK Service Access	14.50	0.00	0.00	0.00	0.00
	C - Dock Road South	75.60	3.90	1.00	5.00	25.50
	D - A1089 St Andrew's Road	229.10	0.00	2.00	11.70	11.90
	E - Thurrock Park Way	35.50	0.00	8.00	14.50	1.00

Demand (PCU/TS)

07:15 - 07:30

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	8.70	132.40	268.70	79.40
	B - Amazon UK Service Access	14.50	0.00	0.00	0.00	0.00
	C - Dock Road South	68.50	0.00	0.00	8.00	37.70
	D - A1089 St Andrew's Road	197.10	0.00	3.00	8.70	10.80
	E - Thurrock Park Way	44.20	0.00	18.50	22.50	2.00

07:30 - 07:45

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.00	15.70	117.40	219.40	88.30
	B - Amazon UK Service Access	14.50	0.00	2.00	2.90	1.00
	C - Dock Road South	89.80	0.00	0.00	10.90	20.00
	D - A1089 St Andrew's Road	227.20	0.00	5.00	5.80	11.00
	E - Thurrock Park Way	52.30	0.00	12.50	22.80	2.00

07:45 - 08:00

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.00	10.80	130.00	305.40	87.20
	B - Amazon UK Service Access	8.70	0.00	0.00	0.00	1.00
	C - Dock Road South	103.70	0.00	0.00	9.00	38.90
	D - A1089 St Andrew's Road	200.70	0.00	3.00	8.70	12.90
	E - Thurrock Park Way	51.60	1.00	21.00	28.90	1.00

08:00 - 08:15

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.00	5.90	75.90	229.90	94.10
	B - Amazon UK Service Access	11.60	0.00	0.00	2.90	0.00
	C - Dock Road South	114.70	0.00	0.00	6.00	24.90
	D - A1089 St Andrew's Road	216.90	0.00	5.00	3.90	13.90
	E - Thurrock Park Way	38.80	0.00	21.40	27.20	2.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	7.90	68.90	209.90	69.90
	B - Amazon UK Service Access	0.00	0.00	0.00	0.00	0.00
	C - Dock Road South	125.40	0.00	0.00	3.00	20.00
	D - A1089 St Andrew's Road	189.30	0.00	2.00	6.80	21.80
	E - Thurrock Park Way	68.50	0.00	19.00	25.80	4.90

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.18

07:00 - 07:15

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	50	6	42	6
	B - Amazon UK Service Access	100	0	0	0	0
	C - Dock Road South	9	50	0	0	4
	D - A1089 St Andrew's Road	70	0	0	50	10
	E - Thurrock Park Way	19	0	0	8	0

07:15 - 07:30

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	100	2	42	9
	B - Amazon UK Service Access	100	0	0	0	0
	C - Dock Road South	5	0	0	0	17
	D - A1089 St Andrew's Road	69	0	0	100	29
	E - Thurrock Park Way	11	0	6	5	0

07:30 - 07:45

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	30	6	24	4
	B - Amazon UK Service Access	100	0	0	100	0
	C - Dock Road South	2	0	0	11	0
	D - A1089 St Andrew's Road	69	0	0	100	0
	E - Thurrock Park Way	18	0	9	11	0

07:45 - 08:00

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	29	2	28	5
	B - Amazon UK Service Access	100	0	0	0	0
	C - Dock Road South	8	0	0	0	9
	D - A1089 St Andrew's Road	78	0	0	100	9
	E - Thurrock Park Way	15	0	0	4	0

08:00 - 08:15

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	25	1	38	6
	B - Amazon UK Service Access	100	0	0	100	0
	C - Dock Road South	3	0	0	0	4
	D - A1089 St Andrew's Road	60	0	0	50	8
	E - Thurrock Park Way	6	0	11	20	0

08:15 - 08:30

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	17	1	45	1
	B - Amazon UK Service Access	0	0	0	0	0
	C - Dock Road South	2	0	0	0	12
	D - A1089 St Andrew's Road	70	0	0	67	11
	E - Thurrock Park Way	23	0	0	9	33

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A - A1089 Dock Road North	0.99	33.69	23.1	D	441.22	2647.30
B - Amazon UK Service Access	0.08	9.18	0.2	A	12.27	73.60
C - Dock Road South	0.60	9.40	1.6	A	131.92	791.50
D - A1089 St Andrew's Road	0.49	5.97	1.6	A	234.70	1408.20
E - Thurrock Park Way	0.40	6.02	0.8	A	91.15	546.90

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	418.50	418.50	41.87		550.69	0.760	414.62	352.58	0.0	3.9	8.210	A
B - Amazon UK Service Access	14.50	14.50	429.43		277.77	0.052	14.38	27.06	0.0	0.1	7.445	A
C - Dock Road South	111.00	111.00	303.77		312.49	0.355	110.40	140.03	0.0	0.6	4.883	A
D - A1089 St Andrew's Road	254.70	254.70	176.98		535.53	0.476	253.13	237.20	0.0	1.6	5.562	A
E - Thurrock Park Way	59.00	59.00	335.75	12.50	284.84	0.207	58.70	94.36	0.0	0.3	4.578	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	489.20	489.20	54.65		543.71	0.900	483.50	324.42	3.9	9.6	17.498	C
B - Amazon UK Service Access	14.50	14.50	529.38		228.12	0.064	14.47	8.77	0.1	0.1	9.182	A
C - Dock Road South	114.20	114.20	391.39		271.48	0.421	114.01	152.46	0.6	0.8	6.252	A
D - A1089 St Andrew's Road	219.60	219.60	200.88		522.03	0.421	219.87	304.52	1.6	1.3	5.304	A
E - Thurrock Park Way	87.20	87.20	292.00	12.50	306.25	0.285	87.07	128.75	0.3	0.4	4.484	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	441.80	441.80	48.09		547.29	0.807	446.18	384.34	9.6	5.2	10.778	B
B - Amazon UK Service Access	20.40	20.40	478.59		253.35	0.081	20.39	15.69	0.1	0.2	7.180	A
C - Dock Road South	120.70	120.70	360.87		285.76	0.422	120.74	138.10	0.8	0.7	5.625	A
D - A1089 St Andrew's Road	249.00	249.00	217.18		512.83	0.486	248.69	264.44	1.3	1.6	5.880	A
E - Thurrock Park Way	89.60	89.60	342.93	12.50	284.89	0.315	89.50	122.93	0.4	0.5	5.376	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	534.40	534.40	63.52		538.86	0.992	516.50	365.32	5.2	23.1	33.689	D
B - Amazon UK Service Access	9.70	9.70	568.51		208.69	0.046	9.77	11.51	0.2	0.1	8.769	A
C - Dock Road South	151.60	151.60	428.53		254.09	0.597	150.78	149.75	0.7	1.6	9.401	A
D - A1089 St Andrew's Road	225.30	225.30	237.98		501.08	0.450	225.40	341.33	1.6	1.5	5.969	A
E - Thurrock Park Way	103.50	103.50	325.40	12.50	293.14	0.353	103.44	137.98	0.5	0.6	5.185	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	406.80	406.80	59.52		541.04	0.752	426.01	383.17	23.1	3.9	11.389	B
B - Amazon UK Service Access	14.50	14.50	479.21		253.04	0.057	14.46	6.32	0.1	0.1	8.209	A
C - Dock Road South	145.60	145.60	386.50		273.76	0.532	145.97	107.17	1.6	1.2	7.308	A
D - A1089 St Andrew's Road	239.70	239.70	251.52		493.43	0.486	239.68	280.96	1.5	1.5	5.794	A
E - Thurrock Park Way	89.40	89.40	353.23	12.50	281.01	0.318	89.46	137.97	0.6	0.5	5.299	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	356.60	356.60	58.48		541.61	0.658	357.99	383.46	3.9	2.5	6.292	A
B - Amazon UK Service Access	0.00	0.00	408.56		288.14	0.000	0.13	7.90	0.1	0.0	0.000	A
C - Dock Road South	148.40	148.40	318.53		305.58	0.486	148.61	90.16	1.2	1.0	5.933	A
D - A1089 St Andrew's Road	219.90	219.90	220.88		510.73	0.431	220.12	246.26	1.5	1.3	5.305	A
E - Thurrock Park Way	118.20	118.20	323.98	12.50	294.95	0.401	117.95	117.02	0.5	0.8	6.016	A

FY - 2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	12.17	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.17	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024 Base	PM	DIRECT	15:00	16:30	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A1089 Dock Road North		DIRECT	✓	100.000
B - Amazon UK Service Access		DIRECT	✓	100.000
C - Dock Road South		DIRECT	✓	100.000
D - A1089 St Andrew's Road		DIRECT	✓	100.000
E - Thurrock Park Way		DIRECT	✓	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/TS)
A - A1089 Dock Road North		
B - Amazon UK Service Access		
C - Dock Road South		
D - A1089 St Andrew's Road		
E - Thurrock Park Way	FLAT	12.50

Origin-Destination Data

Demand (PCU/TS)

15:00 - 15:15

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.00	13.60	78.80	252.80	62.20
	B - Amazon UK Service Access	2.90	0.00	0.00	11.60	0.00
	C - Dock Road South	98.90	0.00	0.00	4.00	26.00
	D - A1089 St Andrew's Road	261.80	0.00	4.00	15.50	9.00
	E - Thurrock Park Way	68.70	0.00	31.50	18.30	3.00

15:15 - 15:30

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.00	15.50	98.80	245.30	90.30
	B - Amazon UK Service Access	9.70	0.00	1.00	0.00	0.00
	C - Dock Road South	92.80	0.00	0.00	7.00	44.50
	D - A1089 St Andrew's Road	225.10	0.00	4.00	13.60	26.70
	E - Thurrock Park Way	70.10	0.00	31.00	8.50	6.80

15:30 - 15:45

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	3.90	23.20	102.40	234.80	73.70
	B - Amazon UK Service Access	11.80	0.00	2.00	0.00	1.00
	C - Dock Road South	78.90	0.00	0.00	3.00	25.00
	D - A1089 St Andrew's Road	259.40	6.80	7.00	14.60	18.00
	E - Thurrock Park Way	71.60	0.00	42.90	15.90	2.00

15:45 - 16:00

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	2.90	12.60	105.40	218.60	103.80
	B - Amazon UK Service Access	21.50	0.00	0.00	2.90	1.00
	C - Dock Road South	88.50	2.00	0.00	4.00	33.90
	D - A1089 St Andrew's Road	263.80	5.80	14.00	14.60	22.70
	E - Thurrock Park Way	72.20	0.00	38.40	12.00	2.00

16:00 - 16:15

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	18.40	87.70	170.00	87.90
	B - Amazon UK Service Access	18.70	0.00	1.00	5.80	2.90
	C - Dock Road South	104.90	0.00	0.00	1.00	24.50
	D - A1089 St Andrew's Road	322.80	2.90	18.00	7.80	28.80
	E - Thurrock Park Way	106.50	1.00	41.40	24.10	3.00

16:15 - 16:30

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	23.20	86.00	184.70	84.30
	B - Amazon UK Service Access	20.50	0.00	0.00	2.90	0.00
	C - Dock Road South	76.40	0.00	0.00	5.00	27.00
	D - A1089 St Andrew's Road	234.00	2.90	10.00	22.40	17.00
	E - Thurrock Park Way	84.10	1.00	40.00	13.90	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.18

15:00 - 15:15

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	67	3	85	7
	B - Amazon UK Service Access	100	0	0	100	0
	C - Dock Road South	1	0	0	0	0
	D - A1089 St Andrew's Road	43	0	0	83	0
	E - Thurrock Park Way	5	0	3	23	0

15:15 - 15:30

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	83	2	78	9
	B - Amazon UK Service Access	75	0	0	0	0
	C - Dock Road South	2	0	0	0	8
	D - A1089 St Andrew's Road	52	0	0	67	14
	E - Thurrock Park Way	8	0	0	14	67

15:30 - 15:45

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	50	100	2	73	4
	B - Amazon UK Service Access	25	0	0	0	0
	C - Dock Road South	1	0	0	0	0
	D - A1089 St Andrew's Road	37	67	0	57	0
	E - Thurrock Park Way	6	0	2	7	0

15:45 - 16:00

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	100	80	2	66	15
	B - Amazon UK Service Access	42	0	0	100	0
	C - Dock Road South	1	0	0	0	10
	D - A1089 St Andrew's Road	42	100	0	57	18
	E - Thurrock Park Way	6	0	6	0	0

16:00 - 16:15

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	86	4	67	9
	B - Amazon UK Service Access	23	0	0	100	100
	C - Dock Road South	1	0	0	0	4
	D - A1089 St Andrew's Road	30	100	0	50	8
	E - Thurrock Park Way	5	0	5	33	0

16:15 - 16:30

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	100	0	63	10
	B - Amazon UK Service Access	45	0	0	100	0
	C - Dock Road South	3	0	0	0	8
	D - A1089 St Andrew's Road	36	100	0	55	0
	E - Thurrock Park Way	7	0	0	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A - A1089 Dock Road North	0.84	14.95	7.1	B	413.80	2482.80
B - Amazon UK Service Access	0.11	7.93	0.2	A	19.53	117.20
C - Dock Road South	0.52	6.91	1.1	A	124.55	747.30
D - A1089 St Andrew's Road	0.76	9.79	4.1	A	308.83	1853.00
E - Thurrock Park Way	0.73	14.54	2.8	B	134.98	809.90

Main Results for each time segment

15:00 - 15:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	408.40	408.40	71.79		534.33	0.764	403.70	430.50	0.0	4.7	10.150	B
B - Amazon UK Service Access	14.50	14.50	462.05		261.57	0.055	14.37	13.44	0.0	0.1	7.933	A
C - Dock Road South	128.90	128.90	363.28		284.63	0.453	128.07	113.14	0.0	0.8	5.771	A
D - A1089 St Andrew's Road	290.30	290.30	192.43		526.80	0.551	288.49	298.93	0.0	1.8	5.593	A
E - Thurrock Park Way	121.50	121.50	381.68	12.50	267.17	0.455	120.61	99.24	0.0	0.9	6.582	A

15:15 - 15:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	450.90	450.90	63.99		538.60	0.837	448.79	398.71	4.7	6.8	13.959	B
B - Amazon UK Service Access	10.70	10.70	497.36		244.03	0.044	10.75	15.42	0.1	0.1	6.680	A
C - Dock Road South	144.30	144.30	373.87		279.68	0.516	144.03	134.23	0.8	1.1	6.907	A
D - A1089 St Andrew's Road	269.40	269.40	244.14		497.60	0.541	269.36	273.76	1.8	1.8	6.103	A
E - Thurrock Park Way	116.40	116.40	346.17	12.50	286.58	0.406	116.53	167.33	0.9	0.8	5.809	A

15:30 - 15:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	438.00	438.00	88.98		524.93	0.834	437.94	425.64	6.8	6.9	14.540	B
B - Amazon UK Service Access	14.80	14.80	497.09		244.16	0.061	14.80	29.83	0.1	0.1	4.804	A
C - Dock Road South	106.90	106.90	357.85		287.17	0.372	107.39	154.04	1.1	0.6	5.065	A
D - A1089 St Andrew's Road	305.80	305.80	196.95		524.25	0.583	305.71	268.29	1.8	1.9	5.770	A
E - Thurrock Park Way	132.40	132.40	382.46	12.50	270.75	0.489	132.16	120.20	0.8	1.0	6.838	A

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	443.30	443.30	88.72		525.08	0.844	443.09	448.07	6.9	7.1	14.948	B
B - Amazon UK Service Access	25.40	25.40	511.27		237.12	0.107	25.30	20.54	0.1	0.2	6.449	A
C - Dock Road South	128.40	128.40	378.89		277.33	0.463	128.12	157.68	0.6	0.9	6.243	A
D - A1089 St Andrew's Road	320.90	320.90	254.75		491.61	0.653	320.17	252.26	1.9	2.7	7.607	A
E - Thurrock Park Way	124.60	124.60	412.19	12.50	258.81	0.481	124.60	162.73	1.0	1.0	7.124	A

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	364.00	364.00	97.49		520.28	0.700	367.82	550.57	7.1	3.3	8.226	A
B - Amazon UK Service Access	28.40	28.40	442.96		271.05	0.105	28.41	22.35	0.2	0.2	5.350	A
C - Dock Road South	130.40	130.40	322.82		303.57	0.430	130.51	148.56	0.9	0.8	5.299	A
D - A1089 St Andrew's Road	380.30	380.30	242.90		498.30	0.763	378.90	210.42	2.7	4.1	9.790	A
E - Thurrock Park Way	176.00	176.00	473.90	12.50	240.07	0.733	174.16	147.90	1.0	2.8	14.544	B

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	378.20	378.20	91.01		523.83	0.722	378.01	418.32	3.3	3.5	8.378	A
B - Amazon UK Service Access	23.40	23.40	441.95		271.55	0.086	23.42	27.08	0.2	0.2	5.757	A
C - Dock Road South	108.40	108.40	328.85		300.75	0.360	108.58	136.51	0.8	0.6	4.912	A
D - A1089 St Andrew's Road	286.30	286.30	208.46		517.74	0.553	288.64	228.97	4.1	1.7	5.512	A
E - Thurrock Park Way	139.00	139.00	368.52	12.50	286.47	0.485	140.82	128.59	2.8	1.0	6.616	A

FY - Future Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	28.35	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	28.35	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	Future Base	AM	DIRECT	07:00	08:30	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A1089 Dock Road North		DIRECT	✓	100.000
B - Amazon UK Service Access		DIRECT	✓	100.000
C - Dock Road South		DIRECT	✓	100.000
D - A1089 St Andrew's Road		DIRECT	✓	100.000
E - Thurrock Park Way		DIRECT	✓	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/TS)
A - A1089 Dock Road North		
B - Amazon UK Service Access		
C - Dock Road South		
D - A1089 St Andrew's Road		
E - Thurrock Park Way	FLAT	12.50

Origin-Destination Data

Demand (PCU/TS)

07:00 - 07:15

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	24.49	136.37	217.80	59.34
	B - Amazon UK Service Access	15.18	0.00	0.00	0.00	0.00
	C - Dock Road South	79.12	4.08	1.05	5.23	26.69
	D - A1089 St Andrew's Road	239.78	0.00	2.09	12.25	12.45
	E - Thurrock Park Way	37.15	0.00	8.37	15.18	1.05

07:15 - 07:30

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	9.11	138.57	281.22	83.10
	B - Amazon UK Service Access	15.18	0.00	0.00	0.00	0.00
	C - Dock Road South	71.69	0.00	0.00	8.37	39.46
	D - A1089 St Andrew's Road	206.29	0.00	3.14	9.11	11.30
	E - Thurrock Park Way	46.26	0.00	19.36	23.55	2.09

07:30 - 07:45

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.05	16.43	122.87	229.63	92.42
	B - Amazon UK Service Access	15.18	0.00	2.09	3.04	1.05
	C - Dock Road South	93.99	0.00	0.00	11.41	20.93
	D - A1089 St Andrew's Road	237.79	0.00	5.23	6.07	11.51
	E - Thurrock Park Way	54.74	0.00	13.08	23.86	2.09

07:45 - 08:00

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.05	11.30	136.06	319.63	91.26
	B - Amazon UK Service Access	9.11	0.00	0.00	0.00	1.05
	C - Dock Road South	108.53	0.00	0.00	9.42	40.71
	D - A1089 St Andrew's Road	210.05	0.00	3.14	9.11	13.50
	E - Thurrock Park Way	54.00	1.05	21.98	30.25	1.05

08:00 - 08:15

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.05	6.17	79.44	240.62	98.49
	B - Amazon UK Service Access	12.14	0.00	0.00	3.04	0.00
	C - Dock Road South	120.05	0.00	0.00	6.28	26.06
	D - A1089 St Andrew's Road	227.01	0.00	5.23	4.08	14.55
	E - Thurrock Park Way	40.61	0.00	22.40	28.47	2.09

08:15 - 08:30

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	8.27	72.11	219.68	73.16
	B - Amazon UK Service Access	0.00	0.00	0.00	0.00	0.00
	C - Dock Road South	131.24	0.00	0.00	3.14	20.93
	D - A1089 St Andrew's Road	198.12	0.00	2.09	7.12	22.82
	E - Thurrock Park Way	71.69	0.00	19.89	27.00	5.13

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.18

07:00 - 07:15

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	50	6	42	6
	B - Amazon UK Service Access	100	0	0	0	0
	C - Dock Road South	9	50	0	0	4
	D - A1089 St Andrew's Road	70	0	0	50	10
	E - Thurrock Park Way	19	0	0	8	0

07:15 - 07:30

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	100	2	42	9
	B - Amazon UK Service Access	100	0	0	0	0
	C - Dock Road South	5	0	0	0	17
	D - A1089 St Andrew's Road	69	0	0	100	29
	E - Thurrock Park Way	11	0	6	5	0

07:30 - 07:45

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	30	6	24	4
	B - Amazon UK Service Access	100	0	0	100	0
	C - Dock Road South	2	0	0	11	0
	D - A1089 St Andrew's Road	69	0	0	100	0
	E - Thurrock Park Way	18	0	9	11	0

07:45 - 08:00

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	29	2	28	5
	B - Amazon UK Service Access	100	0	0	0	0
	C - Dock Road South	8	0	0	0	9
	D - A1089 St Andrew's Road	78	0	0	100	9
	E - Thurrock Park Way	15	0	0	4	0

08:00 - 08:15

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	25	1	38	6
	B - Amazon UK Service Access	100	0	0	100	0
	C - Dock Road South	3	0	0	0	4
	D - A1089 St Andrew's Road	60	0	0	50	8
	E - Thurrock Park Way	6	0	11	20	0

08:15 - 08:30

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	17	1	45	1
	B - Amazon UK Service Access	0	0	0	0	0
	C - Dock Road South	2	0	0	0	12
	D - A1089 St Andrew's Road	70	0	0	67	11
	E - Thurrock Park Way	23	0	0	9	33

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A - A1089 Dock Road North	1.04	50.45	40.2	F	461.78	2770.69
B - Amazon UK Service Access	0.09	9.69	0.2	A	12.84	77.06
C - Dock Road South	0.64	10.53	1.8	B	138.06	828.38
D - A1089 St Andrew's Road	0.52	6.32	1.8	A	245.64	1473.83
E - Thurrock Park Way	0.43	6.43	0.9	A	95.40	572.39

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	438.00	438.00	43.82		549.63	0.797	433.26	368.88	0.0	4.7	9.501	A
B - Amazon UK Service Access	15.18	15.18	448.79		268.15	0.057	15.05	28.28	0.0	0.1	7.747	A
C - Dock Road South	116.17	116.17	317.50		306.06	0.380	115.50	146.34	0.0	0.7	5.177	A
D - A1089 St Andrew's Road	266.57	266.57	185.10		530.94	0.502	264.82	247.91	0.0	1.7	5.898	A
E - Thurrock Park Way	61.75	61.75	351.27	12.50	278.06	0.222	61.42	98.65	0.0	0.3	4.778	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	512.00	512.00	57.19		542.31	0.944	502.33	339.54	4.7	14.4	24.138	C
B - Amazon UK Service Access	15.18	15.18	550.38		217.69	0.070	15.15	9.14	0.1	0.2	9.686	A
C - Dock Road South	119.52	119.52	406.94		264.20	0.452	119.29	158.59	0.7	0.9	6.792	A
D - A1089 St Andrew's Road	229.84	229.84	209.59		517.11	0.444	230.15	316.64	1.7	1.4	5.586	A
E - Thurrock Park Way	91.26	91.26	305.62	12.50	300.50	0.304	91.11	134.12	0.3	0.5	4.690	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	462.40	462.40	50.32		546.07	0.847	469.70	402.21	14.4	7.1	14.782	B
B - Amazon UK Service Access	21.36	21.36	503.58		240.94	0.089	21.34	16.43	0.2	0.2	7.618	A
C - Dock Road South	126.33	126.33	379.66		276.97	0.456	126.37	145.26	0.9	0.9	6.164	A
D - A1089 St Andrew's Road	260.60	260.60	227.68		506.89	0.514	260.23	278.34	1.4	1.8	6.294	A
E - Thurrock Park Way	93.77	93.77	358.87	12.50	278.28	0.337	93.66	129.05	0.5	0.6	5.688	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	559.30	559.30	66.49		537.23	1.041	526.25	382.27	7.1	40.2	50.450	F
B - Amazon UK Service Access	10.16	10.16	580.95		202.51	0.050	10.24	11.78	0.2	0.1	9.069	A
C - Dock Road South	158.66	158.66	437.91		249.70	0.635	157.68	153.28	0.9	1.8	10.528	B
D - A1089 St Andrew's Road	235.80	235.80	246.66		496.18	0.475	235.93	348.93	1.8	1.7	6.325	A
E - Thurrock Park Way	108.33	108.33	340.49	12.50	286.99	0.377	108.26	142.10	0.6	0.7	5.502	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	425.77	425.77	62.29		539.53	0.789	461.05	400.98	40.2	4.9	20.686	C
B - Amazon UK Service Access	15.18	15.18	516.42		234.56	0.065	15.13	6.92	0.1	0.1	8.926	A
C - Dock Road South	152.39	152.39	415.65		260.12	0.586	152.73	115.91	1.8	1.5	8.698	A
D - A1089 St Andrew's Road	250.87	250.87	265.64		485.46	0.517	250.82	302.74	1.7	1.7	6.263	A
E - Thurrock Park Way	93.57	93.57	369.63	12.50	274.31	0.341	93.64	146.83	0.7	0.6	5.620	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	373.22	373.22	61.20		540.12	0.691	375.19	401.46	4.9	2.9	7.032	A
B - Amazon UK Service Access	0.00	0.00	428.12		278.42	0.000	0.15	8.28	0.1	0.0	0.000	A
C - Dock Road South	155.31	155.31	333.81		298.43	0.520	155.67	94.46	1.5	1.1	6.534	A
D - A1089 St Andrew's Road	230.15	230.15	231.45		504.77	0.456	230.43	258.03	1.7	1.4	5.619	A
E - Thurrock Park Way	123.71	123.71	339.24	12.50	288.89	0.428	123.42	122.64	0.6	0.9	6.432	A

FY - Future Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	16.12	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.12	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	Future Base	PM	DIRECT	15:00	16:30	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A1089 Dock Road North		DIRECT	✓	100.000
B - Amazon UK Service Access		DIRECT	✓	100.000
C - Dock Road South		DIRECT	✓	100.000
D - A1089 St Andrew's Road		DIRECT	✓	100.000
E - Thurrock Park Way		DIRECT	✓	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/TS)
A - A1089 Dock Road North		
B - Amazon UK Service Access		
C - Dock Road South		
D - A1089 St Andrew's Road		
E - Thurrock Park Way	FLAT	12.50

Origin-Destination Data

Demand (PCU/TS)

15:00 - 15:15

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.05	14.27	82.69	265.29	65.27
	B - Amazon UK Service Access	3.04	0.00	0.00	12.17	0.00
	C - Dock Road South	103.79	0.00	0.00	4.20	27.29
	D - A1089 St Andrew's Road	274.74	0.00	4.20	16.27	9.44
	E - Thurrock Park Way	72.10	0.00	33.06	19.20	3.15

15:15 - 15:30

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.05	16.27	103.68	257.42	94.76
	B - Amazon UK Service Access	10.18	0.00	1.05	0.00	0.00
	C - Dock Road South	97.39	0.00	0.00	7.35	46.70
	D - A1089 St Andrew's Road	236.23	0.00	4.20	14.27	28.02
	E - Thurrock Park Way	73.56	0.00	32.53	8.92	7.14

15:30 - 15:45

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	4.09	24.35	107.46	246.40	77.34
	B - Amazon UK Service Access	12.38	0.00	2.10	0.00	1.05
	C - Dock Road South	82.80	0.00	0.00	3.15	26.24
	D - A1089 St Andrew's Road	272.22	7.14	7.35	15.32	18.89
	E - Thurrock Park Way	75.14	0.00	45.02	16.69	2.10

15:45 - 16:00

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	3.04	13.22	110.61	229.40	108.93
	B - Amazon UK Service Access	22.56	0.00	0.00	3.04	1.05
	C - Dock Road South	92.87	2.10	0.00	4.20	35.58
	D - A1089 St Andrew's Road	276.84	6.09	14.69	15.32	23.82
	E - Thurrock Park Way	75.77	0.00	40.30	12.59	2.10

16:00 - 16:15

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	19.31	92.03	178.40	92.24
	B - Amazon UK Service Access	19.62	0.00	1.05	6.09	3.04
	C - Dock Road South	110.08	0.00	0.00	1.05	25.71
	D - A1089 St Andrew's Road	338.75	3.04	18.89	8.19	30.22
	E - Thurrock Park Way	111.76	1.05	43.45	25.29	3.15

16:15 - 16:30

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	24.35	90.25	193.83	88.47
	B - Amazon UK Service Access	21.51	0.00	0.00	3.04	0.00
	C - Dock Road South	80.18	0.00	0.00	5.25	28.33
	D - A1089 St Andrew's Road	245.57	3.04	10.49	23.51	17.84
	E - Thurrock Park Way	88.26	1.05	41.98	14.59	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.18

15:00 - 15:15

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	67	3	85	7
	B - Amazon UK Service Access	100	0	0	100	0
	C - Dock Road South	1	0	0	0	0
	D - A1089 St Andrew's Road	43	0	0	83	0
	E - Thurrock Park Way	5	0	3	23	0

15:15 - 15:30

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	83	2	78	9
	B - Amazon UK Service Access	75	0	0	0	0
	C - Dock Road South	2	0	0	0	8
	D - A1089 St Andrew's Road	52	0	0	67	14
	E - Thurrock Park Way	8	0	0	14	67

15:30 - 15:45

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	50	100	2	73	4
	B - Amazon UK Service Access	25	0	0	0	0
	C - Dock Road South	1	0	0	0	0
	D - A1089 St Andrew's Road	37	67	0	57	0
	E - Thurrock Park Way	6	0	2	7	0

15:45 - 16:00

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	100	80	2	66	15
	B - Amazon UK Service Access	42	0	0	100	0
	C - Dock Road South	1	0	0	0	10
	D - A1089 St Andrew's Road	42	100	0	57	18
	E - Thurrock Park Way	6	0	6	0	0

16:00 - 16:15

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	86	4	67	9
	B - Amazon UK Service Access	23	0	0	100	100
	C - Dock Road South	1	0	0	0	4
	D - A1089 St Andrew's Road	30	100	0	50	8
	E - Thurrock Park Way	5	0	5	33	0

16:15 - 16:30

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	100	0	63	10
	B - Amazon UK Service Access	45	0	0	100	0
	C - Dock Road South	3	0	0	0	8
	D - A1089 St Andrew's Road	36	100	0	55	0
	E - Thurrock Park Way	7	0	0	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A - A1089 Dock Road North	0.89	20.71	10.1	C	434.25	2605.47
B - Amazon UK Service Access	0.12	8.32	0.2	A	20.50	122.97
C - Dock Road South	0.56	7.78	1.3	A	130.71	784.26
D - A1089 St Andrew's Road	0.81	12.28	5.4	B	324.10	1944.59
E - Thurrock Park Way	0.81	19.64	4.1	C	141.66	849.95

Main Results for each time segment

15:00 - 15:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	428.57	428.57	75.30		532.42	0.805	422.72	451.51	0.0	5.9	11.899	B
B - Amazon UK Service Access	15.21	15.21	483.94		250.70	0.061	15.07	14.08	0.0	0.1	8.324	A
C - Dock Road South	135.28	135.28	380.48		276.58	0.489	134.33	118.53	0.0	1.0	6.345	A
D - A1089 St Andrew's Road	304.65	304.65	201.71		521.56	0.584	302.59	313.10	0.0	2.1	6.081	A
E - Thurrock Park Way	127.51	127.51	400.32	12.50	259.53	0.491	126.49	103.98	0.0	1.0	7.237	A

15:15 - 15:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	473.18	473.18	67.16		536.86	0.881	469.74	418.40	5.9	9.3	18.150	C
B - Amazon UK Service Access	11.23	11.23	520.75		232.41	0.048	11.28	16.15	0.1	0.1	7.045	A
C - Dock Road South	151.44	151.44	391.46		271.44	0.558	151.10	140.58	1.0	1.3	7.780	A
D - A1089 St Andrew's Road	282.72	282.72	255.86		490.98	0.576	282.66	286.70	2.1	2.1	6.700	A
E - Thurrock Park Way	122.15	122.15	363.25	12.50	280.13	0.436	122.32	175.27	1.0	0.9	6.270	A

15:30 - 15:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	459.64	459.64	93.36		522.54	0.880	459.30	446.67	9.3	9.6	19.767	C
B - Amazon UK Service Access	15.53	15.53	521.41		232.08	0.067	15.53	31.25	0.1	0.1	5.089	A
C - Dock Road South	112.19	112.19	375.39		278.96	0.402	112.79	161.54	1.3	0.7	5.498	A
D - A1089 St Andrew's Road	320.92	320.92	206.77		518.70	0.619	320.81	281.42	2.1	2.2	6.353	A
E - Thurrock Park Way	138.95	138.95	401.38	12.50	263.58	0.527	138.65	126.20	0.9	1.2	7.608	A

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	465.20	465.20	93.08		522.70	0.890	464.70	470.00	9.6	10.1	20.707	C
B - Amazon UK Service Access	26.65	26.65	536.17		224.75	0.119	26.54	21.61	0.1	0.2	6.878	A
C - Dock Road South	134.75	134.75	397.32		268.70	0.502	134.41	165.38	0.7	1.0	6.942	A
D - A1089 St Andrew's Road	336.76	336.76	267.06		484.65	0.695	335.77	264.67	2.2	3.2	8.763	A
E - Thurrock Park Way	130.76	130.76	432.32	12.50	251.39	0.520	130.76	170.52	1.2	1.2	7.926	A

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	381.98	381.98	101.90		517.87	0.738	388.16	576.63	10.1	4.0	9.844	A
B - Amazon UK Service Access	29.80	29.80	466.56		259.33	0.115	29.81	23.50	0.2	0.2	5.659	A
C - Dock Road South	136.84	136.84	340.21		295.43	0.463	136.98	156.16	1.0	0.9	5.792	A
D - A1089 St Andrew's Road	399.09	399.09	255.42		491.23	0.812	396.95	221.77	3.2	5.4	12.278	B
E - Thurrock Park Way	184.70	184.70	496.73	12.50	229.40	0.805	181.80	155.64	1.2	4.1	19.644	C

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	396.90	396.90	95.97		521.12	0.762	396.65	440.42	4.0	4.2	9.797	A
B - Amazon UK Service Access	24.55	24.55	464.20		260.50	0.094	24.57	28.42	0.2	0.2	6.075	A
C - Dock Road South	113.76	113.76	345.24		293.08	0.388	113.98	143.53	0.9	0.7	5.266	A
D - A1089 St Andrew's Road	300.45	300.45	218.82		511.90	0.587	303.82	240.40	5.4	2.0	6.102	A
E - Thurrock Park Way	145.88	145.88	387.60	12.50	281.96	0.517	148.79	135.03	4.1	1.2	7.287	A

FY - Future Base+CommDev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	169.71	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	169.71	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	Future Base+CommDev	AM	DIRECT	07:00	08:30	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A1089 Dock Road North		DIRECT	✓	100.000
B - Amazon UK Service Access		DIRECT	✓	100.000
C - Dock Road South		DIRECT	✓	100.000
D - A1089 St Andrew's Road		DIRECT	✓	100.000
E - Thurrock Park Way		DIRECT	✓	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/TS)
A - A1089 Dock Road North		
B - Amazon UK Service Access		
C - Dock Road South		
D - A1089 St Andrew's Road		
E - Thurrock Park Way	FLAT	12.50

Origin-Destination Data

Demand (PCU/TS)

07:00 - 07:15

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	24.49	137.87	309.44	59.34
	B - Amazon UK Service Access	15.18	0.00	0.00	0.00	0.00
	C - Dock Road South	80.62	4.66	1.05	5.23	26.69
	D - A1089 St Andrew's Road	390.60	0.00	2.09	12.25	12.45
	E - Thurrock Park Way	41.97	0.00	8.37	15.18	1.05

07:15 - 07:30

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	9.11	140.07	372.86	83.10
	B - Amazon UK Service Access	15.18	0.00	0.00	0.00	0.00
	C - Dock Road South	73.19	0.58	0.00	8.37	39.46
	D - A1089 St Andrew's Road	357.11	0.00	3.14	9.11	11.30
	E - Thurrock Park Way	51.07	0.00	19.36	23.55	2.09

07:30 - 07:45

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.05	16.43	124.37	321.26	92.42
	B - Amazon UK Service Access	15.18	0.00	2.09	3.04	1.05
	C - Dock Road South	95.49	0.58	0.00	11.41	20.93
	D - A1089 St Andrew's Road	388.61	0.00	5.23	6.07	11.51
	E - Thurrock Park Way	59.55	0.00	13.08	23.86	2.09

07:45 - 08:00

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.05	11.30	137.56	411.27	91.26
	B - Amazon UK Service Access	9.11	0.00	0.00	0.00	1.05
	C - Dock Road South	110.03	0.58	0.00	9.42	40.71
	D - A1089 St Andrew's Road	360.88	0.00	3.14	9.11	13.50
	E - Thurrock Park Way	58.82	1.05	21.98	30.25	1.05

08:00 - 08:15

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.05	6.17	80.94	332.25	98.49
	B - Amazon UK Service Access	12.14	0.00	0.00	3.04	0.00
	C - Dock Road South	121.55	0.58	0.00	6.28	26.06
	D - A1089 St Andrew's Road	377.83	0.00	5.23	4.08	14.55
	E - Thurrock Park Way	45.42	0.00	22.40	28.47	2.09

08:15 - 08:30

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	8.27	73.61	311.32	73.16
	B - Amazon UK Service Access	0.00	0.00	0.00	0.00	0.00
	C - Dock Road South	132.74	0.58	0.00	3.14	20.93
	D - A1089 St Andrew's Road	348.95	0.00	2.09	7.12	22.82
	E - Thurrock Park Way	76.51	0.00	19.89	27.00	5.13

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.18

07:00 - 07:15

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	50	6	54	6
	B - Amazon UK Service Access	100	0	0	0	0
	C - Dock Road South	9	55	0	0	4
	D - A1089 St Andrew's Road	81	0	0	50	10
	E - Thurrock Park Way	16	0	0	8	0

07:15 - 07:30

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	100	2	52	9
	B - Amazon UK Service Access	100	0	0	0	0
	C - Dock Road South	5	100	0	0	17
	D - A1089 St Andrew's Road	82	0	0	100	29
	E - Thurrock Park Way	10	0	6	5	0

07:30 - 07:45

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	30	5	38	4
	B - Amazon UK Service Access	100	0	0	100	0
	C - Dock Road South	2	100	0	11	0
	D - A1089 St Andrew's Road	80	0	0	100	0
	E - Thurrock Park Way	16	0	9	11	0

07:45 - 08:00

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	29	2	38	5
	B - Amazon UK Service Access	100	0	0	0	0
	C - Dock Road South	7	100	0	0	9
	D - A1089 St Andrew's Road	87	0	0	100	9
	E - Thurrock Park Way	13	0	0	4	0

08:00 - 08:15

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	25	1	50	6
	B - Amazon UK Service Access	100	0	0	100	0
	C - Dock Road South	3	100	0	0	4
	D - A1089 St Andrew's Road	75	0	0	50	8
	E - Thurrock Park Way	5	0	11	20	0

08:15 - 08:30

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	17	1	57	1
	B - Amazon UK Service Access	0	0	0	0	0
	C - Dock Road South	2	100	0	0	12
	D - A1089 St Andrew's Road	82	0	0	67	11
	E - Thurrock Park Way	21	0	0	9	33

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A - A1089 Dock Road North	1.22	350.28	213.9	F	554.92	3329.51
B - Amazon UK Service Access	0.10	10.72	0.2	B	12.84	77.06
C - Dock Road South	0.69	13.02	2.2	B	140.14	840.86
D - A1089 St Andrew's Road	0.82	17.68	7.6	C	396.46	2378.77
E - Thurrock Park Way	0.57	10.78	1.5	B	100.21	601.28

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	531.14	531.14	44.20		549.42	0.967	512.28	521.23	0.0	18.9	26.011	D
B - Amazon UK Service Access	15.18	15.18	528.23		228.69	0.066	15.03	28.25	0.0	0.2	9.176	A
C - Dock Road South	118.25	118.25	398.88		267.97	0.441	117.39	144.38	0.0	0.9	6.545	A
D - A1089 St Andrew's Road	417.39	417.39	185.50		530.71	0.786	410.90	330.77	0.0	6.5	13.572	B
E - Thurrock Park Way	66.57	66.57	499.37	12.50	213.07	0.312	66.06	97.03	0.0	0.5	6.940	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	605.14	605.14	57.75		542.01	1.116	538.68	497.33	18.9	85.3	95.723	F
B - Amazon UK Service Access	15.18	15.18	587.13		199.44	0.076	15.16	9.30	0.2	0.2	10.645	B
C - Dock Road South	121.60	121.60	454.66		241.86	0.503	121.37	147.63	0.9	1.1	8.176	A
D - A1089 St Andrew's Road	380.66	380.66	203.76		520.40	0.731	381.69	372.27	6.5	5.5	12.608	B
E - Thurrock Park Way	96.07	96.07	459.25	12.50	234.31	0.410	95.83	126.20	0.5	0.7	7.055	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A1089 Dock Road North	555.53	555.53	50.85		545.78	1.018	542.68	557.53	85.3	98.2	155.226	F
B - Amazon UK Service Access	21.36	21.36	578.14		203.90	0.105	21.32	15.39	0.2	0.2	9.160	A
C - Dock Road South	128.41	128.41	456.97		240.78	0.533	128.34	142.49	1.1	1.2	8.261	A
D - A1089 St Andrew's Road	411.42	411.42	223.96		509.00	0.808	409.56	361.35	5.5	7.3	16.589	C
E - Thurrock Park Way	98.58	98.58	510.02	12.50	214.20	0.460	98.36	123.49	0.7	1.0	8.971	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A1089 Dock Road North	652.44	652.44	66.99		536.96	1.215	536.75	539.59	98.2	213.9	269.224	F
B - Amazon UK Service Access	10.16	10.16	591.63		197.20	0.052	10.27	12.12	0.2	0.1	9.321	A
C - Dock Road South	160.74	160.74	462.36		238.25	0.675	159.73	139.54	1.2	2.2	12.322	B
D - A1089 St Andrew's Road	386.63	386.63	240.19		499.83	0.774	386.98	381.91	7.3	7.0	15.704	C
E - Thurrock Park Way	113.15	113.15	493.56	12.50	222.72	0.508	113.01	133.60	1.0	1.1	8.915	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A1089 Dock Road North	518.90	518.90	62.89		539.20	0.962	535.65	557.23	213.9	197.1	350.281	F
B - Amazon UK Service Access	15.18	15.18	590.42		197.80	0.077	15.11	8.12	0.1	0.2	10.717	B
C - Dock Road South	154.47	154.47	482.67		228.74	0.675	154.52	122.86	2.2	2.1	12.551	B
D - A1089 St Andrew's Road	401.69	401.69	254.37		491.82	0.817	401.11	382.82	7.0	7.6	17.680	C
E - Thurrock Park Way	98.38	98.38	521.63	12.50	210.78	0.467	98.49	133.85	1.1	1.0	8.992	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A1089 Dock Road North	466.36	466.36	61.75		539.82	0.864	536.28	559.11	197.1	127.2	275.043	F
B - Amazon UK Service Access	0.00	0.00	589.08		198.47	0.000	0.18	8.94	0.2	0.0	0.000	A
C - Dock Road South	157.39	157.39	482.95		228.61	0.688	157.28	106.31	2.1	2.2	13.024	B
D - A1089 St Andrew's Road	380.98	380.98	250.35		494.09	0.771	381.89	389.88	7.6	6.6	15.233	C
E - Thurrock Park Way	128.53	128.53	492.84	12.50	225.58	0.570	128.01	139.40	1.0	1.5	10.781	B

FY - Future Base+CommDev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	179.72	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	179.72	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	Future Base+CommDev	PM	DIRECT	15:00	16:30	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A1089 Dock Road North		DIRECT	✓	100.000
B - Amazon UK Service Access		DIRECT	✓	100.000
C - Dock Road South		DIRECT	✓	100.000
D - A1089 St Andrew's Road		DIRECT	✓	100.000
E - Thurrock Park Way		DIRECT	✓	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/TS)
A - A1089 Dock Road North		
B - Amazon UK Service Access		
C - Dock Road South		
D - A1089 St Andrew's Road		
E - Thurrock Park Way	FLAT	12.50

Origin-Destination Data

Demand (PCU/TS)

15:00 - 15:15

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.05	14.27	84.19	381.93	65.27
	B - Amazon UK Service Access	3.04	0.00	0.00	12.17	0.00
	C - Dock Road South	105.29	0.00	0.00	4.20	27.29
	D - A1089 St Andrew's Road	386.56	0.00	4.20	16.27	9.44
	E - Thurrock Park Way	76.91	0.00	33.06	19.20	3.15

15:15 - 15:30

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.05	16.27	105.18	374.06	94.76
	B - Amazon UK Service Access	10.18	0.00	1.05	0.00	0.00
	C - Dock Road South	98.89	0.00	0.00	7.35	46.70
	D - A1089 St Andrew's Road	348.05	0.00	4.20	14.27	28.02
	E - Thurrock Park Way	78.38	0.00	32.53	8.92	7.14

15:30 - 15:45

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	4.09	24.35	108.96	363.04	77.34
	B - Amazon UK Service Access	12.38	0.00	2.10	0.00	1.05
	C - Dock Road South	84.30	0.00	0.00	3.15	26.24
	D - A1089 St Andrew's Road	384.05	7.14	7.35	15.32	18.89
	E - Thurrock Park Way	79.95	0.00	45.02	16.69	2.10

15:45 - 16:00

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	3.04	13.22	112.11	346.04	108.93
	B - Amazon UK Service Access	22.56	0.00	0.00	3.04	1.05
	C - Dock Road South	94.37	2.10	0.00	4.20	35.58
	D - A1089 St Andrew's Road	388.66	6.09	14.69	15.32	23.82
	E - Thurrock Park Way	80.58	0.00	40.30	12.59	2.10

16:00 - 16:15

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	19.31	93.53	295.04	92.24
	B - Amazon UK Service Access	19.62	0.00	1.05	6.09	3.04
	C - Dock Road South	111.58	0.00	0.00	1.05	25.71
	D - A1089 St Andrew's Road	450.58	3.04	18.89	8.19	30.22
	E - Thurrock Park Way	116.58	1.05	43.45	25.29	3.15

16:15 - 16:30

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	24.35	91.75	310.47	88.47
	B - Amazon UK Service Access	21.51	0.00	0.00	3.04	0.00
	C - Dock Road South	81.68	0.00	0.00	5.25	28.33
	D - A1089 St Andrew's Road	357.39	3.04	10.49	23.51	17.84
	E - Thurrock Park Way	93.07	1.05	41.98	14.59	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.18

15:00 - 15:15

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	67	3	87	7
	B - Amazon UK Service Access	100	0	0	100	0
	C - Dock Road South	1	0	0	0	0
	D - A1089 St Andrew's Road	57	0	0	83	0
	E - Thurrock Park Way	4	0	3	23	0

15:15 - 15:30

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	83	2	82	9
	B - Amazon UK Service Access	75	0	0	0	0
	C - Dock Road South	2	0	0	0	8
	D - A1089 St Andrew's Road	66	0	0	67	14
	E - Thurrock Park Way	8	0	0	14	67

15:30 - 15:45

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	50	100	2	79	4
	B - Amazon UK Service Access	25	0	0	0	0
	C - Dock Road South	1	0	0	0	0
	D - A1089 St Andrew's Road	51	67	0	57	0
	E - Thurrock Park Way	6	0	2	7	0

15:45 - 16:00

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	100	80	2	75	15
	B - Amazon UK Service Access	42	0	0	100	0
	C - Dock Road South	1	0	0	0	10
	D - A1089 St Andrew's Road	56	100	0	57	18
	E - Thurrock Park Way	6	0	6	0	0

16:00 - 16:15

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	86	4	77	9
	B - Amazon UK Service Access	23	0	0	100	100
	C - Dock Road South	1	0	0	0	4
	D - A1089 St Andrew's Road	43	100	0	50	8
	E - Thurrock Park Way	5	0	5	33	0

16:15 - 16:30

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	100	0	74	10
	B - Amazon UK Service Access	45	0	0	100	0
	C - Dock Road South	3	0	0	0	8
	D - A1089 St Andrew's Road	52	100	0	55	0
	E - Thurrock Park Way	6	0	0	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A - A1089 Dock Road North	1.12	349.85	209.4	F	552.39	3314.31
B - Amazon UK Service Access	0.15	10.21	0.3	B	20.50	122.97
C - Dock Road South	0.65	11.11	1.9	B	132.21	793.26
D - A1089 St Andrew's Road	1.05	64.07	44.4	F	435.92	2615.53
E - Thurrock Park Way	1.01	58.16	14.8	F	146.47	878.83

Main Results for each time segment

15:00 - 15:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	546.71	546.71	74.88		532.65	1.026	510.17	565.13	0.0	36.5	42.926	E
B - Amazon UK Service Access	15.21	15.21	571.73		207.09	0.073	15.04	13.32	0.0	0.2	10.208	B
C - Dock Road South	136.78	136.78	471.43		234.01	0.585	135.39	115.34	0.0	1.4	9.090	A
D - A1089 St Andrew's Road	416.47	416.47	199.24		522.95	0.796	410.47	407.58	0.0	6.0	12.573	B
E - Thurrock Park Way	132.32	132.32	509.37	12.50	214.12	0.618	130.64	100.33	0.0	1.7	11.370	B

15:15 - 15:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A1089 Dock Road North	591.32	591.32	67.26		536.81	1.102	534.40	536.37	36.5	93.5	118.293	F
B - Amazon UK Service Access	11.23	11.23	587.01		199.50	0.056	11.30	14.65	0.2	0.1	8.268	A
C - Dock Road South	152.94	152.94	466.27		236.42	0.647	152.48	132.03	1.4	1.9	11.114	B
D - A1089 St Andrew's Road	394.54	394.54	247.50		495.70	0.796	394.16	371.25	6.0	6.4	15.002	C
E - Thurrock Park Way	126.97	126.97	476.29	12.50	235.11	0.540	127.34	165.37	1.7	1.3	9.166	A

15:30 - 15:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A1089 Dock Road North	577.78	577.78	93.07		522.70	1.105	522.27	563.48	93.5	149.0	215.050	F
B - Amazon UK Service Access	15.53	15.53	587.68		199.16	0.078	15.53	27.67	0.1	0.1	6.004	A
C - Dock Road South	113.69	113.69	451.58		243.30	0.467	114.64	151.63	1.9	0.9	7.125	A
D - A1089 St Andrew's Road	432.75	432.75	202.58		521.06	0.831	432.02	363.63	6.4	7.1	15.415	C
E - Thurrock Park Way	143.76	143.76	513.41	12.50	219.44	0.655	143.13	121.20	1.3	1.9	12.347	B

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A1089 Dock Road North	583.34	583.34	92.73		522.89	1.116	522.89	584.25	149.0	209.4	312.673	F
B - Amazon UK Service Access	26.65	26.65	592.75		196.65	0.136	26.52	22.87	0.1	0.2	8.011	A
C - Dock Road South	136.25	136.25	464.56		237.22	0.574	135.78	154.70	0.9	1.4	9.167	A
D - A1089 St Andrew's Road	448.58	448.58	249.96		494.32	0.907	443.28	350.39	7.1	12.4	25.645	D
E - Thurrock Park Way	135.57	135.57	541.42	12.50	207.88	0.652	135.55	151.81	1.9	2.0	13.175	B

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A1089 Dock Road North	500.12	500.12	96.55		520.80	0.960	517.43	662.89	209.4	192.1	349.851	F
B - Amazon UK Service Access	29.80	29.80	593.41		196.32	0.152	29.78	20.57	0.2	0.3	7.794	A
C - Dock Road South	138.34	138.34	466.01		236.54	0.585	138.30	157.18	1.4	1.4	9.320	A
D - A1089 St Andrew's Road	510.92	510.92	259.83		488.74	1.045	478.89	344.48	12.4	44.4	64.073	F
E - Thurrock Park Way	189.52	189.52	582.79	12.50	187.97	1.008	176.65	155.93	2.0	14.8	58.159	F

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A1089 Dock Road North	515.04	515.04	101.28		518.21	0.994	515.18	594.52	192.1	192.0	336.797	F
B - Amazon UK Service Access	24.55	24.55	589.41		198.31	0.124	24.58	27.06	0.3	0.2	8.244	A
C - Dock Road South	115.26	115.26	463.94		237.51	0.485	115.67	150.04	1.4	1.0	7.750	A
D - A1089 St Andrew's Road	412.27	412.27	223.13		509.46	0.809	449.66	356.48	44.4	7.1	33.957	D
E - Thurrock Park Way	150.69	150.69	533.08	12.50	211.90	0.711	162.71	139.71	14.8	2.8	23.301	C

FY - Future Base+CommDev+N2T Opt1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	204.91	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	204.91	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	Future Base+CommDev+N2T Opt1	AM	DIRECT	07:00	08:30	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A1089 Dock Road North		DIRECT	✓	100.000
B - Amazon UK Service Access		DIRECT	✓	100.000
C - Dock Road South		DIRECT	✓	100.000
D - A1089 St Andrew's Road		DIRECT	✓	100.000
E - Thurrock Park Way		DIRECT	✓	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/TS)
A - A1089 Dock Road North		
B - Amazon UK Service Access		
C - Dock Road South		
D - A1089 St Andrew's Road		
E - Thurrock Park Way	FLAT	12.50

Origin-Destination Data

Demand (PCU/TS)

07:00 - 07:15

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	24.00	138.00	322.00	59.00
	B - Amazon UK Service Access	15.00	0.00	0.00	0.00	0.00
	C - Dock Road South	81.00	5.00	1.00	5.00	27.00
	D - A1089 St Andrew's Road	403.00	0.00	2.00	12.00	12.00
	E - Thurrock Park Way	42.00	0.00	8.00	15.00	1.00

07:15 - 07:30

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	9.00	140.00	385.00	83.00
	B - Amazon UK Service Access	15.00	0.00	0.00	0.00	0.00
	C - Dock Road South	73.00	1.00	0.00	8.00	39.00
	D - A1089 St Andrew's Road	370.00	0.00	3.00	9.00	11.00
	E - Thurrock Park Way	51.00	0.00	19.00	24.00	2.00

07:30 - 07:45

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.00	16.00	124.00	334.00	92.00
	B - Amazon UK Service Access	15.00	0.00	2.00	3.00	1.00
	C - Dock Road South	95.00	1.00	0.00	11.00	21.00
	D - A1089 St Andrew's Road	401.00	0.00	5.00	6.00	12.00
	E - Thurrock Park Way	60.00	0.00	13.00	24.00	2.00

07:45 - 08:00

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.00	11.00	138.00	424.00	91.00
	B - Amazon UK Service Access	9.00	0.00	0.00	0.00	1.00
	C - Dock Road South	110.00	1.00	0.00	9.00	41.00
	D - A1089 St Andrew's Road	373.00	0.00	3.00	9.00	14.00
	E - Thurrock Park Way	59.00	1.00	22.00	30.00	1.00

08:00 - 08:15

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.00	6.00	81.00	345.00	98.00
	B - Amazon UK Service Access	12.00	0.00	0.00	3.00	0.00
	C - Dock Road South	122.00	1.00	0.00	6.00	26.00
	D - A1089 St Andrew's Road	390.00	0.00	5.00	4.00	15.00
	E - Thurrock Park Way	45.00	0.00	22.00	28.00	2.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	8.00	74.00	324.00	73.00
	B - Amazon UK Service Access	0.00	0.00	0.00	0.00	0.00
	C - Dock Road South	133.00	1.00	0.00	3.00	21.00
	D - A1089 St Andrew's Road	361.00	0.00	2.00	7.00	23.00
	E - Thurrock Park Way	77.00	0.00	20.00	27.00	5.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.18

07:00 - 07:15

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	50	6	56	6
	B - Amazon UK Service Access	100	0	0	0	0
	C - Dock Road South	9	55	0	0	4
	D - A1089 St Andrew's Road	82	0	0	50	10
	E - Thurrock Park Way	16	0	0	8	0

07:15 - 07:30

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	100	2	53	9
	B - Amazon UK Service Access	100	0	0	0	0
	C - Dock Road South	5	100	0	0	17
	D - A1089 St Andrew's Road	82	0	0	100	29
	E - Thurrock Park Way	10	0	6	5	0

07:30 - 07:45

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	30	6	39	4
	B - Amazon UK Service Access	100	0	0	100	0
	C - Dock Road South	2	100	0	11	0
	D - A1089 St Andrew's Road	81	0	0	100	0
	E - Thurrock Park Way	16	0	9	11	0

07:45 - 08:00

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	29	2	40	5
	B - Amazon UK Service Access	100	0	0	0	0
	C - Dock Road South	8	100	0	0	9
	D - A1089 St Andrew's Road	87	0	0	100	9
	E - Thurrock Park Way	13	0	0	4	0

08:00 - 08:15

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	25	1	51	6
	B - Amazon UK Service Access	100	0	0	100	0
	C - Dock Road South	3	100	0	0	4
	D - A1089 St Andrew's Road	75	0	0	50	8
	E - Thurrock Park Way	5	0	11	20	0

08:15 - 08:30

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	17	1	58	2
	B - Amazon UK Service Access	0	0	0	0	0
	C - Dock Road South	2	100	0	0	12
	D - A1089 St Andrew's Road	83	0	0	67	11
	E - Thurrock Park Way	21	0	0	9	33

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A - A1089 Dock Road North	1.24	424.12	252.7	F	567.00	3402.00
B - Amazon UK Service Access	0.10	10.70	0.2	B	12.67	76.00
C - Dock Road South	0.70	13.39	2.3	B	140.33	842.00
D - A1089 St Andrew's Road	0.84	19.92	8.7	C	408.67	2452.00
E - Thurrock Park Way	0.59	11.41	1.6	B	100.00	600.00

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	543.00	543.00	43.52		549.79	0.988	519.42	533.00	0.0	23.6	30.256	D
B - Amazon UK Service Access	15.00	15.00	535.03		225.32	0.067	14.85	27.92	0.0	0.2	9.315	A
C - Dock Road South	119.00	119.00	406.97		264.18	0.450	118.11	142.90	0.0	0.9	6.751	A
D - A1089 St Andrew's Road	429.00	429.00	185.42		530.76	0.808	421.65	339.66	0.0	7.3	14.827	B
E - Thurrock Park Way	66.00	66.00	511.05	12.50	207.94	0.317	65.48	96.02	0.0	0.5	7.166	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	617.00	617.00	57.91		541.92	1.139	539.59	509.92	23.6	101.0	111.843	F
B - Amazon UK Service Access	15.00	15.00	587.90		199.05	0.075	14.98	9.60	0.2	0.2	10.657	B
C - Dock Road South	121.00	121.00	457.90		240.34	0.503	120.80	144.98	0.9	1.1	8.257	A
D - A1089 St Andrew's Road	393.00	393.00	201.78		521.52	0.754	394.16	376.92	7.3	6.2	13.819	B
E - Thurrock Park Way	96.00	96.00	472.08	12.50	228.79	0.420	95.75	123.85	0.5	0.8	7.342	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	567.00	567.00	50.93		545.74	1.039	543.39	569.29	101.0	124.6	189.709	F
B - Amazon UK Service Access	21.00	21.00	579.36		203.29	0.103	20.96	14.96	0.2	0.2	9.211	A
C - Dock Road South	128.00	128.00	460.71		239.02	0.536	127.92	139.61	1.1	1.2	8.372	A
D - A1089 St Andrew's Road	424.00	424.00	221.11		510.61	0.830	421.81	367.53	6.2	8.4	18.497	C
E - Thurrock Park Way	99.00	99.00	521.47	12.50	209.49	0.473	98.76	121.45	0.8	1.0	9.387	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	665.00	665.00	66.82		537.05	1.238	536.91	551.63	124.6	252.7	323.674	F
B - Amazon UK Service Access	10.00	10.00	591.41		197.31	0.051	10.11	12.32	0.2	0.1	9.342	A
C - Dock Road South	161.00	161.00	463.73		237.61	0.678	159.98	137.78	1.2	2.2	12.477	B
D - A1089 St Andrew's Road	399.00	399.00	239.54		500.19	0.798	399.27	384.17	8.4	8.1	17.633	C
E - Thurrock Park Way	113.00	113.00	505.58	12.50	217.81	0.519	112.87	133.23	1.0	1.2	9.323	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A1089 Dock Road North	531.00	531.00	62.06		539.65	0.984	536.58	569.18	252.7	247.1	424.118	F
B - Amazon UK Service Access	15.00	15.00	590.24		197.89	0.076	14.93	8.40	0.1	0.2	10.702	B
C - Dock Road South	155.00	155.00	482.47		228.84	0.677	155.06	122.69	2.2	2.1	12.644	B
D - A1089 St Andrew's Road	414.00	414.00	250.86		493.80	0.838	413.39	386.68	8.1	8.7	19.918	C
E - Thurrock Park Way	97.00	97.00	534.11	12.50	205.56	0.472	97.13	130.14	1.2	1.0	9.315	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A1089 Dock Road North	479.00	479.00	61.91		539.74	0.887	536.90	571.96	247.1	189.2	367.454	F
B - Amazon UK Service Access	0.00	0.00	590.18		197.92	0.000	0.18	8.63	0.2	0.0	0.000	A
C - Dock Road South	158.00	158.00	485.84		227.26	0.695	157.85	104.51	2.1	2.3	13.393	B
D - A1089 St Andrew's Road	393.00	393.00	250.14		494.21	0.795	393.96	393.55	8.7	7.8	17.177	C
E - Thurrock Park Way	129.00	129.00	505.46	12.50	220.51	0.585	128.41	138.65	1.0	1.6	11.407	B

FY - Future Base+CommDev+N2T Opt1, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	224.55	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	224.55	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	Future Base+CommDev+N2T Opt1	PM	DIRECT	15:00	16:30	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A1089 Dock Road North		DIRECT	✓	100.000
B - Amazon UK Service Access		DIRECT	✓	100.000
C - Dock Road South		DIRECT	✓	100.000
D - A1089 St Andrew's Road		DIRECT	✓	100.000
E - Thurrock Park Way		DIRECT	✓	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/TS)
A - A1089 Dock Road North		
B - Amazon UK Service Access		
C - Dock Road South		
D - A1089 St Andrew's Road		
E - Thurrock Park Way	FLAT	12.50

Origin-Destination Data

Demand (PCU/TS)

15:00 - 15:15

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.00	14.00	84.00	394.00	65.00
	B - Amazon UK Service Access	3.00	0.00	0.00	12.00	0.00
	C - Dock Road South	105.00	0.00	0.00	4.00	27.00
	D - A1089 St Andrew's Road	399.00	0.00	4.00	16.00	9.00
	E - Thurrock Park Way	77.00	0.00	33.00	19.00	3.00

15:15 - 15:30

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.00	16.00	105.00	387.00	95.00
	B - Amazon UK Service Access	10.00	0.00	1.00	0.00	0.00
	C - Dock Road South	99.00	0.00	0.00	7.00	47.00
	D - A1089 St Andrew's Road	361.00	0.00	4.00	14.00	28.00
	E - Thurrock Park Way	78.00	0.00	33.00	9.00	7.00

15:30 - 15:45

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	4.00	24.00	109.00	376.00	77.00
	B - Amazon UK Service Access	12.00	0.00	2.00	0.00	1.00
	C - Dock Road South	84.00	0.00	0.00	3.00	26.00
	D - A1089 St Andrew's Road	397.00	7.00	7.00	15.00	19.00
	E - Thurrock Park Way	80.00	0.00	45.00	17.00	2.00

15:45 - 16:00

Demand (PCU/TS)

		To				
From	A - A1089 Dock Road North	3.00	13.00	112.00	359.00	109.00
	B - Amazon UK Service Access	23.00	0.00	0.00	3.00	1.00
	C - Dock Road South	94.00	2.00	0.00	4.00	36.00
	D - A1089 St Andrew's Road	401.00	6.00	15.00	15.00	24.00
	E - Thurrock Park Way	81.00	0.00	40.00	13.00	2.00

16:00 - 16:15

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	19.00	94.00	308.00	92.00
	B - Amazon UK Service Access	20.00	0.00	1.00	6.00	3.00
	C - Dock Road South	112.00	0.00	0.00	1.00	26.00
	D - A1089 St Andrew's Road	463.00	3.00	19.00	8.00	30.00
	E - Thurrock Park Way	117.00	1.00	43.00	25.00	3.00

16:15 - 16:30

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	24.00	92.00	323.00	88.00
	B - Amazon UK Service Access	22.00	0.00	0.00	3.00	0.00
	C - Dock Road South	82.00	0.00	0.00	5.00	28.00
	D - A1089 St Andrew's Road	370.00	3.00	10.00	24.00	18.00
	E - Thurrock Park Way	93.00	1.00	42.00	15.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.18

15:00 - 15:15

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	67	3	87	7
	B - Amazon UK Service Access	100	0	0	100	0
	C - Dock Road South	1	0	0	0	0
	D - A1089 St Andrew's Road	58	0	0	83	0
	E - Thurrock Park Way	4	0	3	23	0

15:15 - 15:30

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	83	2	83	9
	B - Amazon UK Service Access	75	0	0	0	0
	C - Dock Road South	2	0	0	0	8
	D - A1089 St Andrew's Road	67	0	0	67	14
	E - Thurrock Park Way	8	0	0	14	67

15:30 - 15:45

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	50	100	2	80	4
	B - Amazon UK Service Access	25	0	0	0	0
	C - Dock Road South	1	0	0	0	0
	D - A1089 St Andrew's Road	52	67	0	57	0
	E - Thurrock Park Way	6	0	2	7	0

15:45 - 16:00

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	100	80	2	75	15
	B - Amazon UK Service Access	42	0	0	100	0
	C - Dock Road South	1	0	0	0	10
	D - A1089 St Andrew's Road	57	100	0	57	18
	E - Thurrock Park Way	6	0	6	0	0

16:00 - 16:15

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	86	4	77	9
	B - Amazon UK Service Access	23	0	0	100	100
	C - Dock Road South	1	0	0	0	4
	D - A1089 St Andrew's Road	44	100	0	50	8
	E - Thurrock Park Way	5	0	5	33	0

16:15 - 16:30

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	100	0	74	10
	B - Amazon UK Service Access	45	0	0	100	0
	C - Dock Road South	3	0	0	0	8
	D - A1089 St Andrew's Road	53	100	0	55	0
	E - Thurrock Park Way	6	0	0	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A - A1089 Dock Road North	1.14	441.87	256.4	F	564.67	3388.00
B - Amazon UK Service Access	0.15	10.29	0.3	B	20.50	123.00
C - Dock Road South	0.65	11.31	1.9	B	132.00	792.00
D - A1089 St Andrew's Road	1.07	76.49	55.7	F	448.17	2689.00
E - Thurrock Park Way	1.02	61.95	15.9	F	146.50	879.00

Main Results for each time segment

15:00 - 15:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	558.00	558.00	73.95		533.15	1.047	514.16	576.45	0.0	43.8	48.716	E
B - Amazon UK Service Access	15.00	15.00	575.21		205.36	0.073	14.83	12.90	0.0	0.2	10.288	B
C - Dock Road South	136.00	136.00	476.14		231.80	0.587	134.60	113.90	0.0	1.4	9.220	A
D - A1089 St Andrew's Road	428.00	428.00	197.38		524.00	0.817	421.21	413.36	0.0	6.8	13.727	B
E - Thurrock Park Way	132.00	132.00	520.16	12.50	209.69	0.630	130.24	98.43	0.0	1.8	11.923	B

15:15 - 15:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	604.00	604.00	67.20		536.85	1.125	535.28	548.68	43.8	112.6	139.621	F
B - Amazon UK Service Access	11.00	11.00	588.36		198.83	0.055	11.07	14.12	0.2	0.1	8.306	A
C - Dock Road South	153.00	153.00	469.33		234.99	0.651	152.51	130.10	1.4	1.9	11.311	B
D - A1089 St Andrew's Road	407.00	407.00	245.76		496.68	0.819	406.42	376.08	6.8	7.4	16.914	C
E - Thurrock Park Way	127.00	127.00	488.48	12.50	230.35	0.551	127.39	163.70	1.8	1.4	9.592	A

15:30 - 15:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	590.00	590.00	92.41		523.07	1.128	522.94	575.39	112.6	179.6	256.848	F
B - Amazon UK Service Access	15.00	15.00	588.80		198.60	0.076	15.00	26.55	0.1	0.1	6.010	A
C - Dock Road South	113.00	113.00	454.77		241.81	0.467	113.98	149.04	1.9	0.9	7.174	A
D - A1089 St Andrew's Road	445.00	445.00	200.21		522.41	0.852	444.09	368.55	7.4	8.3	17.522	C
E - Thurrock Park Way	144.00	144.00	524.47	12.50	215.35	0.669	143.32	119.83	1.4	2.0	13.066	B

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	596.00	596.00	92.40		523.07	1.139	523.07	595.71	179.6	252.5	375.339	F
B - Amazon UK Service Access	27.00	27.00	592.76		196.64	0.137	26.86	22.71	0.1	0.2	8.030	A
C - Dock Road South	136.00	136.00	467.22		235.98	0.576	135.52	152.40	0.9	1.4	9.258	A
D - A1089 St Andrew's Road	461.00	461.00	246.61		496.20	0.929	454.22	356.13	8.3	15.0	30.033	D
E - Thurrock Park Way	136.00	136.00	552.17	12.50	202.71	0.671	135.94	148.66	2.0	2.1	14.256	B

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A1089 Dock Road North	513.00	513.00	94.81		521.75	0.983	518.97	668.29	252.5	246.6	433.739	F
B - Amazon UK Service Access	30.00	30.00	594.59		195.73	0.153	29.98	19.19	0.2	0.3	7.813	A
C - Dock Road South	139.00	139.00	469.83		234.76	0.592	138.93	154.74	1.4	1.4	9.553	A
D - A1089 St Andrew's Road	523.00	523.00	258.93		489.25	1.069	482.34	349.83	15.0	55.7	76.487	F
E - Thurrock Park Way	189.00	189.00	587.86	12.50	185.52	1.019	175.24	153.41	2.1	15.9	61.946	F

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A1089 Dock Road North	527.00	527.00	102.12		517.75	1.018	517.16	616.75	246.6	256.4	441.873	F
B - Amazon UK Service Access	25.00	25.00	593.50		196.27	0.127	25.02	25.77	0.3	0.2	8.354	A
C - Dock Road South	115.00	115.00	469.66		234.84	0.490	115.43	148.87	1.4	1.0	7.911	A
D - A1089 St Andrew's Road	425.00	425.00	222.11		510.04	0.833	471.95	362.98	55.7	8.8	52.524	F
E - Thurrock Park Way	151.00	151.00	555.53	12.50	201.09	0.751	163.34	138.53	15.9	3.5	31.133	D

FY - Future Base+CommDev+N2T Opt2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	235.97	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	235.97	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	Future Base+CommDev+N2T Opt2	AM	DIRECT	07:00	08:30	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A1089 Dock Road North		DIRECT	✓	100.000
B - Amazon UK Service Access		DIRECT	✓	100.000
C - Dock Road South		DIRECT	✓	100.000
D - A1089 St Andrew's Road		DIRECT	✓	100.000
E - Thurrock Park Way		DIRECT	✓	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/TS)
A - A1089 Dock Road North		
B - Amazon UK Service Access		
C - Dock Road South		
D - A1089 St Andrew's Road		
E - Thurrock Park Way	FLAT	12.50

Origin-Destination Data

Demand (PCU/TS)

07:00 - 07:15

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	24.00	138.00	332.00	59.00
	B - Amazon UK Service Access	15.00	0.00	0.00	0.00	0.00
	C - Dock Road South	81.00	5.00	1.00	5.00	27.00
	D - A1089 St Andrew's Road	413.00	0.00	2.00	12.00	12.00
	E - Thurrock Park Way	42.00	0.00	8.00	15.00	1.00

07:15 - 07:30

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	9.00	140.00	395.00	83.00
	B - Amazon UK Service Access	15.00	0.00	0.00	0.00	0.00
	C - Dock Road South	73.00	1.00	0.00	8.00	39.00
	D - A1089 St Andrew's Road	380.00	0.00	3.00	9.00	11.00
	E - Thurrock Park Way	51.00	0.00	19.00	24.00	2.00

07:30 - 07:45

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.00	16.00	124.00	344.00	92.00
	B - Amazon UK Service Access	15.00	0.00	2.00	3.00	1.00
	C - Dock Road South	95.00	1.00	0.00	11.00	21.00
	D - A1089 St Andrew's Road	411.00	0.00	5.00	6.00	12.00
	E - Thurrock Park Way	60.00	0.00	13.00	24.00	2.00

07:45 - 08:00

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.00	11.00	138.00	434.00	91.00
	B - Amazon UK Service Access	9.00	0.00	0.00	0.00	1.00
	C - Dock Road South	110.00	1.00	0.00	9.00	41.00
	D - A1089 St Andrew's Road	383.00	0.00	3.00	9.00	14.00
	E - Thurrock Park Way	59.00	1.00	22.00	30.00	1.00

08:00 - 08:15

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.00	6.00	81.00	355.00	98.00
	B - Amazon UK Service Access	12.00	0.00	0.00	3.00	0.00
	C - Dock Road South	122.00	1.00	0.00	6.00	26.00
	D - A1089 St Andrew's Road	400.00	0.00	5.00	4.00	15.00
	E - Thurrock Park Way	45.00	0.00	22.00	28.00	2.00

08:15 - 08:30

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	8.00	74.00	334.00	73.00
	B - Amazon UK Service Access	0.00	0.00	0.00	0.00	0.00
	C - Dock Road South	133.00	1.00	0.00	3.00	21.00
	D - A1089 St Andrew's Road	371.00	0.00	2.00	7.00	23.00
	E - Thurrock Park Way	77.00	0.00	20.00	27.00	5.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.18

07:00 - 07:15

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	50	6	56	6
	B - Amazon UK Service Access	100	0	0	0	0
	C - Dock Road South	9	55	0	0	4
	D - A1089 St Andrew's Road	82	0	0	50	10
	E - Thurrock Park Way	16	0	0	8	0

07:15 - 07:30

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	100	2	54	9
	B - Amazon UK Service Access	100	0	0	0	0
	C - Dock Road South	5	100	0	0	17
	D - A1089 St Andrew's Road	82	0	0	100	29
	E - Thurrock Park Way	10	0	6	5	0

07:30 - 07:45

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	30	5	40	4
	B - Amazon UK Service Access	100	0	0	100	0
	C - Dock Road South	2	100	0	11	0
	D - A1089 St Andrew's Road	81	0	0	100	0
	E - Thurrock Park Way	16	0	9	11	0

07:45 - 08:00

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	29	2	40	5
	B - Amazon UK Service Access	100	0	0	0	0
	C - Dock Road South	7	100	0	0	9
	D - A1089 St Andrew's Road	87	0	0	100	9
	E - Thurrock Park Way	13	0	0	4	0

08:00 - 08:15

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	25	1	52	6
	B - Amazon UK Service Access	100	0	0	100	0
	C - Dock Road South	3	100	0	0	4
	D - A1089 St Andrew's Road	76	0	0	50	8
	E - Thurrock Park Way	5	0	11	20	0

08:15 - 08:30

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	17	1	59	1
	B - Amazon UK Service Access	0	0	0	0	0
	C - Dock Road South	2	100	0	0	12
	D - A1089 St Andrew's Road	83	0	0	67	11
	E - Thurrock Park Way	21	0	0	9	33

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A - A1089 Dock Road North	1.26	488.98	291.0	F	577.00	3462.00
B - Amazon UK Service Access	0.10	10.71	0.2	B	12.67	76.00
C - Dock Road South	0.70	13.60	2.3	B	140.33	842.00
D - A1089 St Andrew's Road	0.86	22.14	9.9	C	418.67	2512.00
E - Thurrock Park Way	0.60	11.91	1.7	B	100.00	600.00

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	553.00	553.00	43.50		549.80	1.006	524.39	542.17	0.0	28.6	34.499	D
B - Amazon UK Service Access	15.00	15.00	540.17		222.77	0.067	14.84	27.72	0.0	0.2	9.430	A
C - Dock Road South	119.00	119.00	413.26		261.24	0.456	118.09	141.75	0.0	0.9	6.889	A
D - A1089 St Andrew's Road	439.00	439.00	184.91		531.04	0.827	430.80	346.44	0.0	8.2	16.020	C
E - Thurrock Park Way	66.00	66.00	520.21	12.50	203.93	0.324	65.46	95.51	0.0	0.5	7.373	A

07:15 - 07:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	627.00	627.00	57.91		541.92	1.157	540.17	520.04	28.6	115.4	127.269	F
B - Amazon UK Service Access	15.00	15.00	588.47		198.77	0.075	14.98	9.61	0.2	0.2	10.673	B
C - Dock Road South	121.00	121.00	460.18		239.27	0.506	120.80	143.26	0.9	1.1	8.331	A
D - A1089 St Andrew's Road	403.00	403.00	200.58		522.20	0.772	404.29	380.41	8.2	6.9	15.003	C
E - Thurrock Park Way	96.00	96.00	482.22	12.50	224.47	0.428	95.74	122.65	0.5	0.8	7.586	A

07:30 - 07:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	577.00	577.00	50.93		545.74	1.057	543.65	578.93	115.4	148.8	221.300	F
B - Amazon UK Service Access	21.00	21.00	580.05		202.95	0.103	20.96	14.53	0.2	0.2	9.228	A
C - Dock Road South	128.00	128.00	463.27		237.83	0.538	127.92	137.74	1.1	1.2	8.463	A
D - A1089 St Andrew's Road	434.00	434.00	219.26		511.65	0.848	431.48	371.93	6.9	9.4	20.380	C
E - Thurrock Park Way	99.00	99.00	531.11	12.50	205.50	0.482	98.75	119.63	0.8	1.1	9.733	A

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	675.00	675.00	66.81		537.06	1.257	536.94	561.54	148.8	286.9	372.419	F
B - Amazon UK Service Access	10.00	10.00	591.31		197.36	0.051	10.11	12.44	0.2	0.1	9.338	A
C - Dock Road South	161.00	161.00	465.12		236.96	0.679	159.97	136.30	1.2	2.2	12.580	B
D - A1089 St Andrew's Road	409.00	409.00	238.95		500.53	0.817	409.18	386.15	9.4	9.2	19.563	C
E - Thurrock Park Way	113.00	113.00	515.49	12.50	213.78	0.529	112.86	132.64	1.1	1.2	9.691	A

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A1089 Dock Road North	541.00	541.00	62.07		539.65	1.003	536.88	579.13	286.9	291.0	488.981	F
B - Amazon UK Service Access	15.00	15.00	590.48		197.77	0.076	14.93	8.46	0.1	0.2	10.709	B
C - Dock Road South	155.00	155.00	482.39		228.88	0.677	155.07	123.02	2.2	2.1	12.645	B
D - A1089 St Andrew's Road	424.00	424.00	247.84		495.51	0.856	423.36	389.63	9.2	9.9	22.140	C
E - Thurrock Park Way	97.00	97.00	544.06	12.50	201.54	0.481	97.14	127.13	1.2	1.1	9.675	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A1089 Dock Road North	489.00	489.00	61.90		539.74	0.906	537.33	582.02	291.0	242.6	447.369	F
B - Amazon UK Service Access	0.00	0.00	590.98		197.52	0.000	0.18	8.26	0.2	0.0	0.000	A
C - Dock Road South	158.00	158.00	488.26		226.13	0.699	157.82	102.90	2.1	2.3	13.601	B
D - A1089 St Andrew's Road	403.00	403.00	249.90		494.35	0.815	403.97	396.17	9.9	8.9	19.179	C
E - Thurrock Park Way	129.00	129.00	515.54	12.50	216.55	0.596	128.38	138.33	1.1	1.7	11.910	B

FY - Future Base+CommDev+N2T Opt2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ASDA Roundabout	Standard Roundabout		A, B, C, D, E	266.72	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	266.72	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	Future Base+CommDev+N2T Opt2	PM	DIRECT	15:00	16:30	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A1089 Dock Road North		DIRECT	✓	100.000
B - Amazon UK Service Access		DIRECT	✓	100.000
C - Dock Road South		DIRECT	✓	100.000
D - A1089 St Andrew's Road		DIRECT	✓	100.000
E - Thurrock Park Way		DIRECT	✓	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/TS)
A - A1089 Dock Road North		
B - Amazon UK Service Access		
C - Dock Road South		
D - A1089 St Andrew's Road		
E - Thurrock Park Way	FLAT	12.50

Origin-Destination Data

Demand (PCU/TS)

15:00 - 15:15

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.00	14.00	84.00	404.00	65.00
	B - Amazon UK Service Access	3.00	0.00	0.00	12.00	0.00
	C - Dock Road South	105.00	0.00	0.00	4.00	27.00
	D - A1089 St Andrew's Road	409.00	0.00	4.00	16.00	9.00
	E - Thurrock Park Way	77.00	0.00	33.00	19.00	3.00

15:15 - 15:30

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	1.00	16.00	105.00	397.00	95.00
	B - Amazon UK Service Access	10.00	0.00	1.00	0.00	0.00
	C - Dock Road South	99.00	0.00	0.00	7.00	47.00
	D - A1089 St Andrew's Road	371.00	0.00	4.00	14.00	28.00
	E - Thurrock Park Way	78.00	0.00	33.00	9.00	7.00

15:30 - 15:45

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	4.00	24.00	109.00	386.00	77.00
	B - Amazon UK Service Access	12.00	0.00	2.00	0.00	1.00
	C - Dock Road South	84.00	0.00	0.00	3.00	26.00
	D - A1089 St Andrew's Road	407.00	7.00	7.00	15.00	19.00
	E - Thurrock Park Way	80.00	0.00	45.00	17.00	2.00

15:45 - 16:00

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	3.00	13.00	112.00	369.00	109.00
	B - Amazon UK Service Access	23.00	0.00	0.00	3.00	1.00
	C - Dock Road South	94.00	2.00	0.00	4.00	36.00
	D - A1089 St Andrew's Road	411.00	6.00	15.00	15.00	24.00
	E - Thurrock Park Way	81.00	0.00	40.00	13.00	2.00

16:00 - 16:15

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	19.00	94.00	318.00	92.00
	B - Amazon UK Service Access	20.00	0.00	1.00	6.00	3.00
	C - Dock Road South	112.00	0.00	0.00	1.00	26.00
	D - A1089 St Andrew's Road	473.00	3.00	19.00	8.00	30.00
	E - Thurrock Park Way	117.00	1.00	43.00	25.00	3.00

16:15 - 16:30

Demand (PCU/TS)

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0.00	24.00	92.00	333.00	88.00
	B - Amazon UK Service Access	22.00	0.00	0.00	3.00	0.00
	C - Dock Road South	82.00	0.00	0.00	5.00	28.00
	D - A1089 St Andrew's Road	380.00	3.00	10.00	24.00	18.00
	E - Thurrock Park Way	93.00	1.00	42.00	15.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.18

15:00 - 15:15

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	67	3	87	7
	B - Amazon UK Service Access	100	0	0	100	0
	C - Dock Road South	1	0	0	0	0
	D - A1089 St Andrew's Road	59	0	0	83	0
	E - Thurrock Park Way	4	0	3	23	0

15:15 - 15:30

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	83	2	83	9
	B - Amazon UK Service Access	75	0	0	0	0
	C - Dock Road South	2	0	0	0	8
	D - A1089 St Andrew's Road	68	0	0	67	14
	E - Thurrock Park Way	8	0	0	14	67

15:30 - 15:45

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	50	100	2	80	4
	B - Amazon UK Service Access	25	0	0	0	0
	C - Dock Road South	1	0	0	0	0
	D - A1089 St Andrew's Road	53	67	0	57	0
	E - Thurrock Park Way	6	0	2	7	0

15:45 - 16:00

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	100	80	2	76	15
	B - Amazon UK Service Access	42	0	0	100	0
	C - Dock Road South	1	0	0	0	10
	D - A1089 St Andrew's Road	58	100	0	57	18
	E - Thurrock Park Way	6	0	6	0	0

16:00 - 16:15

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	86	4	78	9
	B - Amazon UK Service Access	23	0	0	100	100
	C - Dock Road South	1	0	0	0	4
	D - A1089 St Andrew's Road	45	100	0	50	8
	E - Thurrock Park Way	5	0	5	33	0

16:15 - 16:30

Heavy Vehicle %

		To				
		A - A1089 Dock Road North	B - Amazon UK Service Access	C - Dock Road South	D - A1089 St Andrew's Road	E - Thurrock Park Way
From	A - A1089 Dock Road North	0	100	0	75	10
	B - Amazon UK Service Access	45	0	0	100	0
	C - Dock Road South	3	0	0	0	8
	D - A1089 St Andrew's Road	54	100	0	55	0
	E - Thurrock Park Way	6	0	0	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
A - A1089 Dock Road North	1.16	528.46	311.1	F	574.67	3448.00
B - Amazon UK Service Access	0.15	10.36	0.3	B	20.50	123.00
C - Dock Road South	0.65	11.46	1.9	B	132.00	792.00
D - A1089 St Andrew's Road	1.09	87.97	66.1	F	458.17	2749.00
E - Thurrock Park Way	1.03	64.89	16.7	F	146.50	879.00

Main Results for each time segment

15:00 - 15:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	568.00	568.00	73.88		533.19	1.065	516.78	585.59	0.0	51.2	54.499	F
B - Amazon UK Service Access	15.00	15.00	577.92		204.01	0.074	14.83	12.74	0.0	0.2	10.361	B
C - Dock Road South	136.00	136.00	479.86		230.06	0.591	134.58	112.89	0.0	1.4	9.381	A
D - A1089 St Andrew's Road	438.00	438.00	196.59		524.45	0.835	430.38	417.84	0.0	7.6	14.915	B
E - Thurrock Park Way	132.00	132.00	529.31	12.50	206.01	0.641	130.16	97.66	0.0	1.8	12.468	B

15:15 - 15:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	614.00	614.00	67.21		536.84	1.144	535.75	558.58	51.2	129.5	159.351	F
B - Amazon UK Service Access	11.00	11.00	589.07		198.47	0.055	11.07	13.89	0.2	0.1	8.321	A
C - Dock Road South	153.00	153.00	471.63		233.91	0.654	152.52	128.50	1.4	1.9	11.459	B
D - A1089 St Andrew's Road	417.00	417.00	244.17		497.58	0.838	416.28	379.97	7.6	8.3	18.785	C
E - Thurrock Park Way	127.00	127.00	498.37	12.50	226.59	0.560	127.42	162.09	1.8	1.4	9.960	A

15:30 - 15:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	600.00	600.00	92.34		523.10	1.147	523.10	585.00	129.5	206.4	293.734	F
B - Amazon UK Service Access	15.00	15.00	589.47		198.27	0.076	15.00	25.97	0.1	0.1	6.021	A
C - Dock Road South	113.00	113.00	457.20		240.67	0.470	114.00	147.27	1.9	0.9	7.241	A
D - A1089 St Andrew's Road	455.00	455.00	199.37		522.88	0.870	453.83	371.82	8.3	9.5	19.777	C
E - Thurrock Park Way	144.00	144.00	534.08	12.50	211.42	0.681	143.26	119.13	1.4	2.2	13.786	B

15:45 - 16:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1089 Dock Road North	606.00	606.00	92.28		523.13	1.158	523.13	604.39	206.4	289.2	429.553	F
B - Amazon UK Service Access	27.00	27.00	592.46		196.79	0.137	26.86	22.95	0.1	0.2	8.023	A
C - Dock Road South	136.00	136.00	468.68		235.29	0.578	135.52	150.64	0.9	1.4	9.321	A
D - A1089 St Andrew's Road	471.00	471.00	243.81		497.78	0.946	462.72	360.39	9.5	17.8	34.431	D
E - Thurrock Park Way	136.00	136.00	560.75	12.50	198.58	0.685	135.92	145.79	2.2	2.2	15.186	C

16:00 - 16:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A1089 Dock Road North	523.00	523.00	94.20		522.08	1.002	520.89	671.11	289.2	291.4	505.146	F
B - Amazon UK Service Access	30.00	30.00	596.69		194.69	0.154	29.98	18.41	0.2	0.3	7.863	A
C - Dock Road South	139.00	139.00	473.51		233.03	0.596	138.91	153.15	1.4	1.5	9.724	A
D - A1089 St Andrew's Road	533.00	533.00	257.87		489.85	1.088	484.70	354.56	17.8	66.1	87.973	F
E - Thurrock Park Way	189.00	189.00	590.77	12.50	184.12	1.026	174.54	151.80	2.2	16.7	64.886	F

16:15 - 16:30

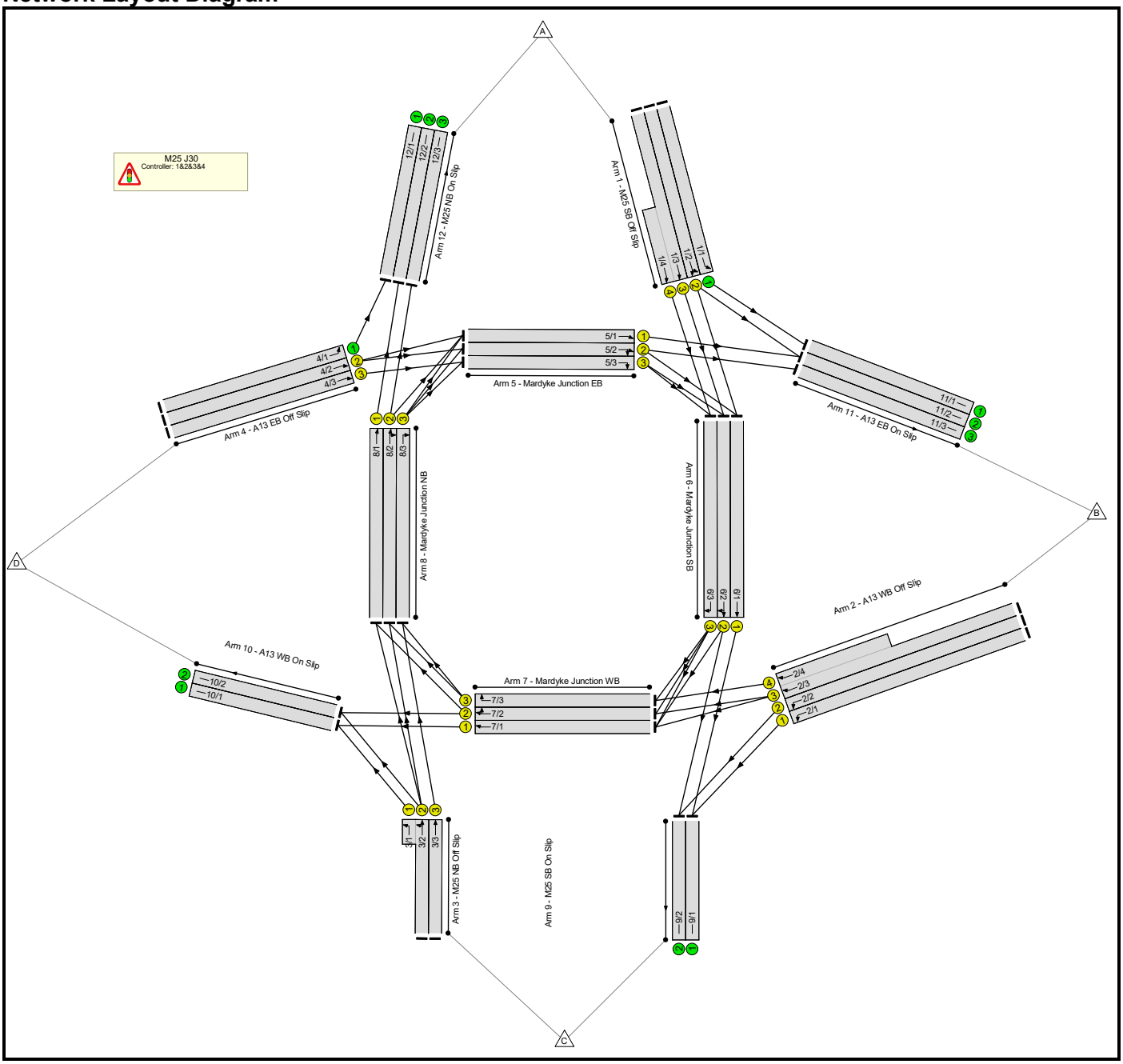
Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Pedestrian demand (Ped/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
A - A1089 Dock Road North	537.00	537.00	102.45		517.58	1.038	517.30	634.03	291.4	311.1	528.461	F
B - Amazon UK Service Access	25.00	25.00	594.71		195.67	0.128	25.02	25.04	0.3	0.2	8.385	A
C - Dock Road South	115.00	115.00	471.98		233.75	0.492	115.45	147.76	1.5	1.0	7.985	A
D - A1089 St Andrew's Road	435.00	435.00	221.02		510.66	0.852	490.04	366.41	66.1	11.0	73.018	F
E - Thurrock Park Way	151.00	151.00	573.20	12.50	192.59	0.784	163.28	137.86	16.7	4.4	40.155	E

Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Site 90_DM.lsg3x
Author:	
Company:	
Address:	

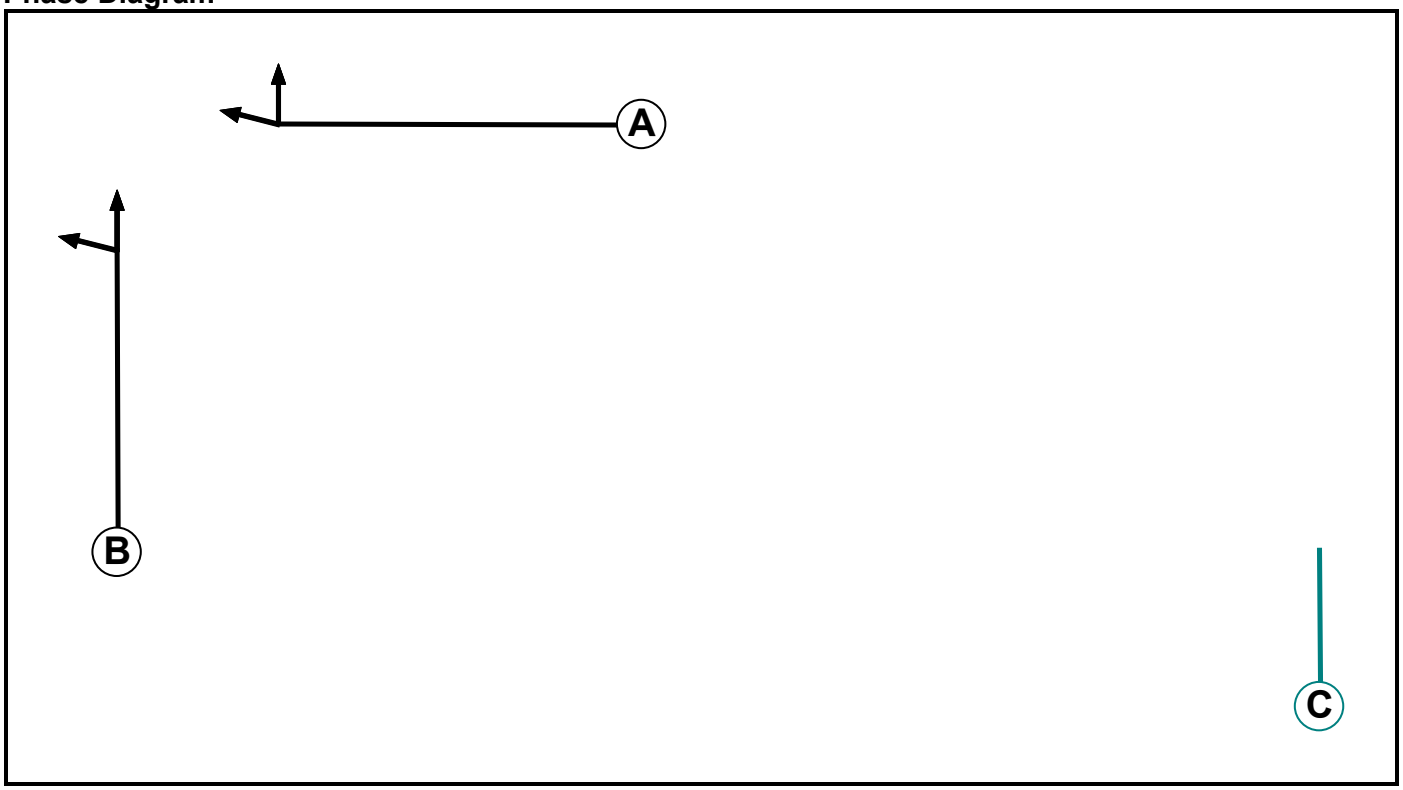
Network Layout Diagram



Full Input Data And Results

C1 - J05261x - M25 J30 - M25 NB

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Dummy	1		-9999	3

Phase Intergreens Matrix

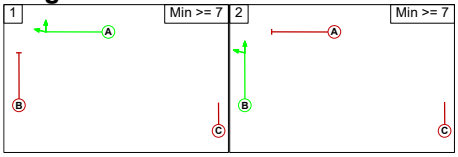
	Starting Phase			
		A	B	C
Terminating Phase	A		5	3
	B	7		3
	C	2	2	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B

Stage Diagram

Stage Stream: 1



Full Input Data And Results

Phase Delays

Stage Stream: 1

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

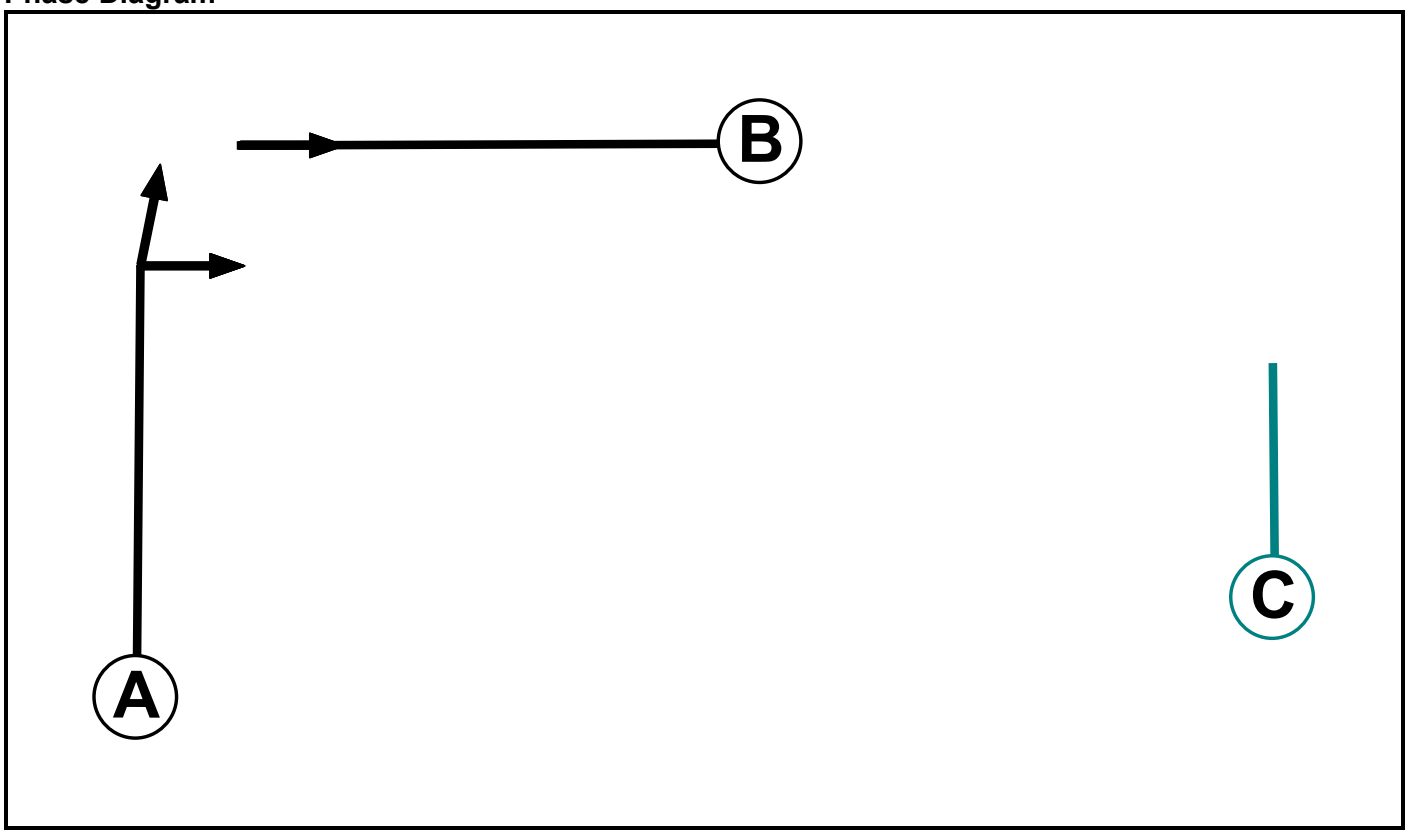
Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		5
	2	7	

C2 - J05262x - M25 J30 - A13 EB

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Dummy	1		-9999	3

Full Input Data And Results

Phase Intergreens Matrix

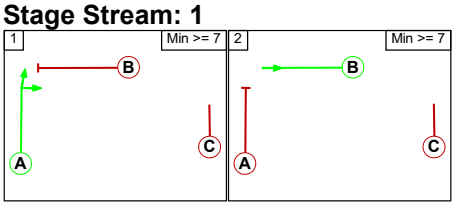
Terminating Phase	Starting Phase		
	A	B	C
A		5	3
B	7		3
C	2	2	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

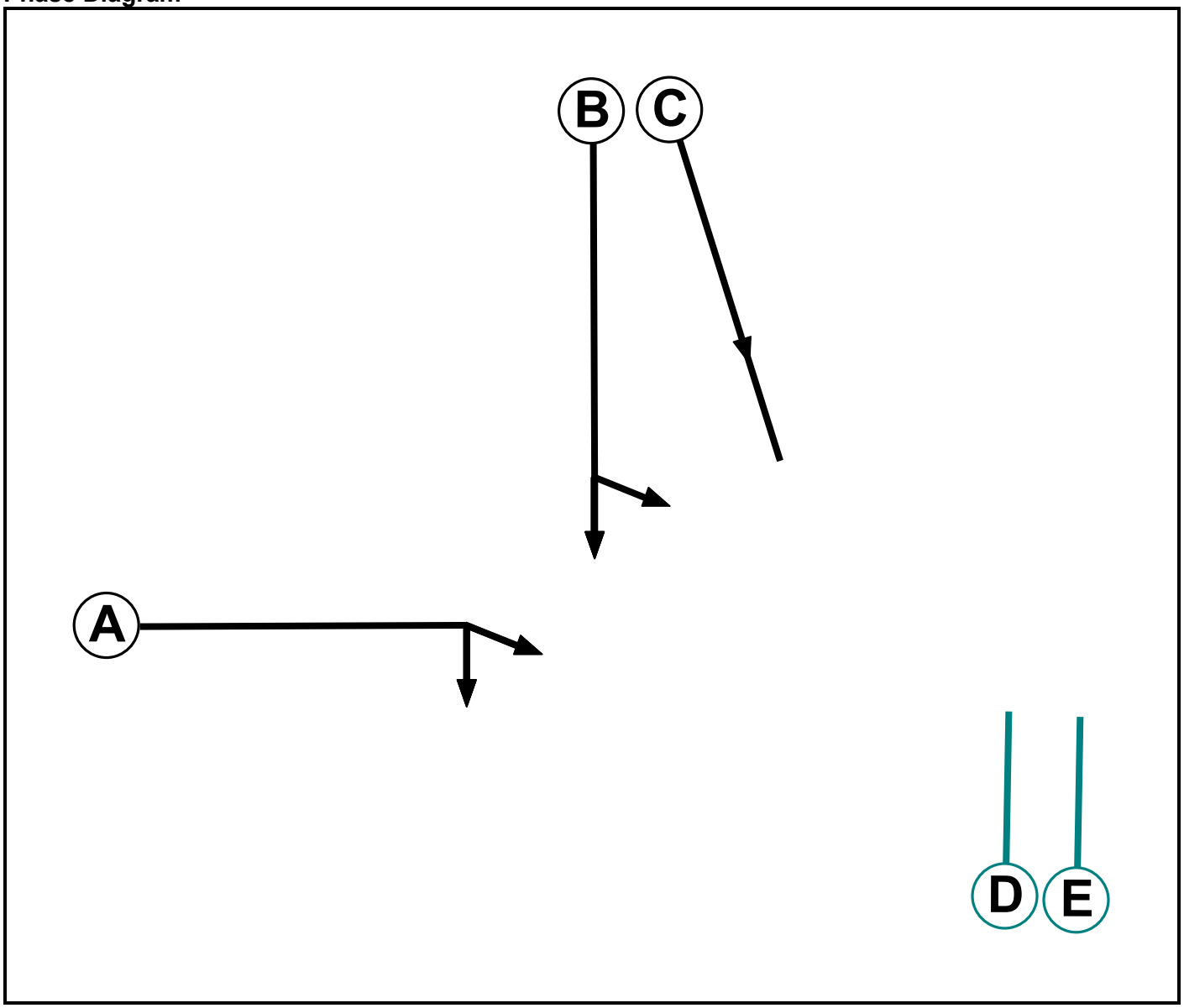
Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage	
	1	2
1		5
2	7	

C3 - J05263x - M25 J30 - M25 SB

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	2		-9999	7
D	Dummy	1		-9999	3
E	Dummy	2		-9999	3

Full Input Data And Results

Phase Intergreens Matrix

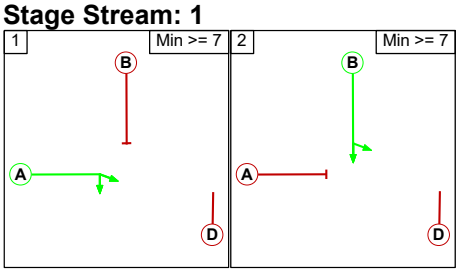
Terminating Phase	Starting Phase				
	A	B	C	D	E
A		5	-	3	-
B	7		-	3	-
C	-	-		-	3
D	2	2	-		-
E	-	-	2	-	

Phases in Stage

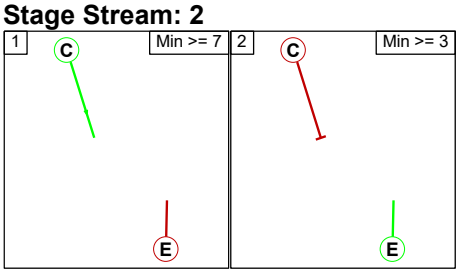
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	E

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Full Input Data And Results

Prohibited Stage Change

Stage Stream: 1

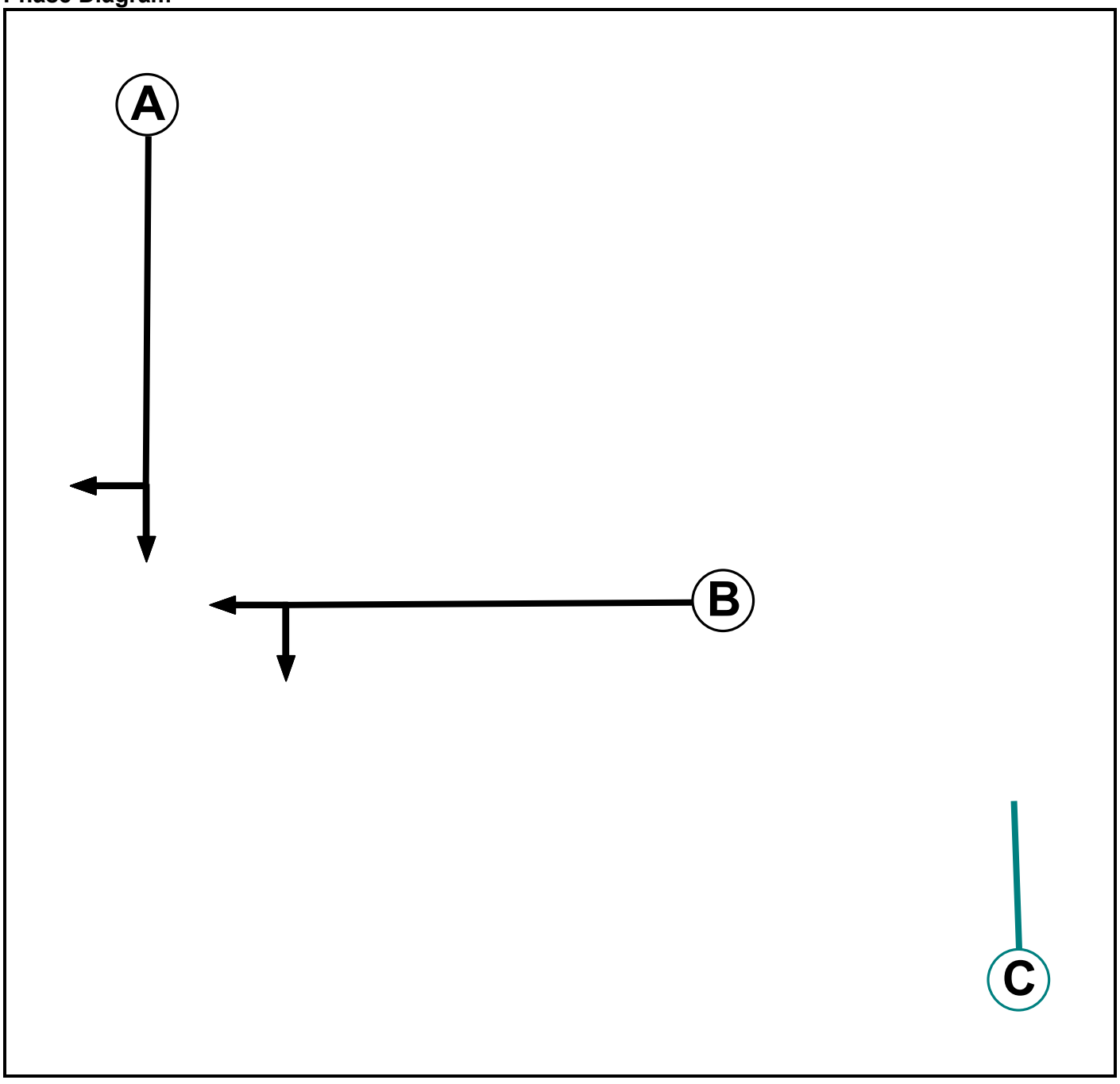
	To Stage	
	1	2
From Stage 1		5
From Stage 2	7	

Stage Stream: 2

	To Stage	
	1	2
From Stage 1		3
From Stage 2	2	

C4 - J05264x - M25 J30 - A13 WB

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Dummy	1		-9999	3

Phase Intergreens Matrix

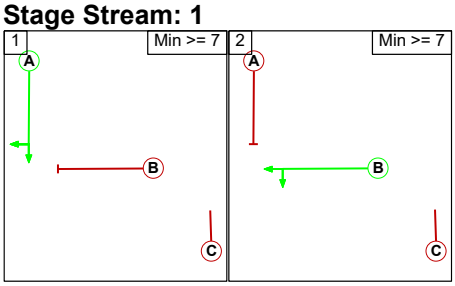
		Starting Phase		
		A	B	C
Terminating Phase	A		5	3
	B	7		3
	C	2	2	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		5
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: M25 J30
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: M25 J30

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (M25 SB Off Slip)	U		2	3	60.0	User	1900	-	-	-	-	-
1/2 (M25 SB Off Slip)	U	B	2	3	60.0	User	1786	-	-	-	-	-
1/3 (M25 SB Off Slip)	U	B	2	3	60.0	User	1799	-	-	-	-	-
1/4 (M25 SB Off Slip)	U	B	2	3	8.7	User	1885	-	-	-	-	-
2/1 (A13 WB Off Slip)	U	B	2	3	60.0	User	2255	-	-	-	-	-
2/2 (A13 WB Off Slip)	U	B	2	3	60.0	User	2155	-	-	-	-	-
2/3 (A13 WB Off Slip)	U	B	2	3	60.0	User	1950	-	-	-	-	-
2/4 (A13 WB Off Slip)	U	B	2	3	13.4	User	1950	-	-	-	-	-
3/1 (M25 NB Off Slip)	U	B	2	3	2.8	User	1900	-	-	-	-	-
3/2 (M25 NB Off Slip)	U	B	2	3	60.0	User	1900	-	-	-	-	-
3/3 (M25 NB Off Slip)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/1 (A13 EB Off Slip)	U		2	3	60.0	User	1900	-	-	-	-	-
4/2 (A13 EB Off Slip)	U	B	2	3	63.5	User	1899	-	-	-	-	-
4/3 (A13 EB Off Slip)	U	B	2	3	63.5	User	1923	-	-	-	-	-
5/1 (Mardyke Junction EB)	U	A	2	3	27.0	User	1953	-	-	-	-	-
5/2 (Mardyke Junction EB)	U	A	2	3	27.0	User	2111	-	-	-	-	-
5/3 (Mardyke Junction EB)	U	A	2	3	27.0	Geom	-	4.00	0.00	Y	Arm 6 Right	130.00

Full Input Data And Results

6/1 (Mardyke Junction SB)	U	A	2	3	22.6	User	2148	-	-	-	-	-
6/2 (Mardyke Junction SB)	U	A	2	3	22.6	User	2163	-	-	-	-	-
6/3 (Mardyke Junction SB)	U	A	2	3	22.6	Geom	-	4.00	0.00	Y	Arm 7 Right	130.00
7/1 (Mardyke Junction WB)	U	A	2	3	22.8	User	1995	-	-	-	-	-
7/2 (Mardyke Junction WB)	U	A	2	3	22.8	User	1997	-	-	-	-	-
7/3 (Mardyke Junction WB)	U	A	2	3	22.8	Geom	-	4.00	0.00	Y	Arm 8 Right	130.00
8/1 (Mardyke Junction NB)	U	A	2	3	24.9	User	2038	-	-	-	-	-
8/2 (Mardyke Junction NB)	U	A	2	3	24.9	User	2238	-	-	-	-	-
8/3 (Mardyke Junction NB)	U	A	2	3	24.9	Geom	-	4.00	0.00	Y	Arm 5 Right	130.00
9/1 (M25 SB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (M25 SB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A13 WB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A13 WB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A13 EB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (A13 EB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/3 (A13 EB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (M25 NB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2 (M25 NB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/3 (M25 NB On Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Base AM Peak Hour'	07:15	08:15	01:00	
2: '2022 Base PM Peak Hour'	16:00	17:00	01:00	
3: 'FB+CD WD AM'	07:15	08:15	01:00	
4: 'FB+CD WD PM'	16:00	17:00	01:00	
5: 'N2T WD AM'	07:15	08:15	01:00	
6: 'N2T WD PM'	16:00	17:00	01:00	
7: 'FB+CD+N2T WD AM'	07:15	08:15	01:00	F3+F5
8: 'FB+CD+N2T WD PM'	16:00	17:00	01:00	F4+F6
9: '2017 Base AM Peak Hour'	08:00	09:00	01:00	
10: '2017 Base PM Peak Hour'	16:00	17:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	873	489	513	1875
	B	747	0	1250	3	2000
	C	487	887	0	726	2100
	D	684	1	781	0	1466
	Tot.	1918	1761	2520	1242	7441

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2022 Base AM Peak Hour
Junction: M25 J30	
1/1	873
1/2	309
1/3 (with short)	693(In) 266(Out)
1/4 (short)	427
2/1	644
2/2	606
2/3 (with short)	750(In) 335(Out)
2/4 (short)	415
3/1 (short)	462
3/2 (with short)	1213(In) 751(Out)
3/3	887
4/1	684
4/2	377
4/3	405
5/1	529
5/2	735
5/3	405
6/1	685
6/2	671
6/3	427
7/1	416
7/2	432
7/3	415
8/1	568
8/2	666
8/3	887
9/1	1329
9/2	1191
10/1	878
10/2	364
11/1	873
11/2	529
11/3	359
12/1	684
12/2	568
12/3	666

Full Input Data And Results

Lane Saturation Flows

Junction: M25 J30								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M25 SB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M25 SB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1786	1786
1/3 (M25 SB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1799	1799
1/4 (M25 SB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						1885	1885
2/1 (A13 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2255	2255
2/2 (A13 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2155	2155
2/3 (A13 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
2/4 (A13 WB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (M25 NB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (M25 NB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (M25 NB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A13 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A13 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1899	1899
4/3 (A13 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1923	1923
5/1 (Mardyke Junction EB Lane 1)	This lane uses a directly entered Saturation Flow						1953	1953
5/2 (Mardyke Junction EB Lane 2)	This lane uses a directly entered Saturation Flow						2111	2111
5/3 (Mardyke Junction EB)	4.00	0.00	Y	Arm 6 Right	130.00	100.0 %	1992	1992
6/1 (Mardyke Junction SB Lane 1)	This lane uses a directly entered Saturation Flow						2148	2148
6/2 (Mardyke Junction SB Lane 2)	This lane uses a directly entered Saturation Flow						2163	2163
6/3 (Mardyke Junction SB)	4.00	0.00	Y	Arm 7 Right	130.00	100.0 %	1992	1992
7/1 (Mardyke Junction WB Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
7/2 (Mardyke Junction WB Lane 2)	This lane uses a directly entered Saturation Flow						1997	1997
7/3 (Mardyke Junction WB)	4.00	0.00	Y	Arm 8 Right	130.00	100.0 %	1992	1992

8/1 (Mardyke Junction NB Lane 1)	This lane uses a directly entered Saturation Flow						2038	2038
8/2 (Mardyke Junction NB Lane 2)	This lane uses a directly entered Saturation Flow						2238	2238
8/3 (Mardyke Junction NB)	4.00	0.00	Y	Arm 5 Right	130.00	100.0 %	1992	1992
9/1 (M25 SB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M25 SB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A13 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A13 WB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (A13 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (A13 EB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/3 (A13 EB On Slip Lane 3)	Infinite Saturation Flow						Inf	Inf
12/1 (M25 NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 NB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 NB On Slip Lane 3)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2022 Base PM Peak Hour' (FG2: '2022 Base PM Peak Hour', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1175	492	565	2232
	B	970	0	1008	3	1981
	C	442	1076	0	639	2157
	D	816	0	931	0	1747
	Tot.	2228	2251	2431	1207	8117

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2022 Base PM Peak Hour
Junction: M25 J30	
1/1	1175
1/2	326
1/3 (with short)	731(In) 290(Out)
1/4 (short)	441
2/1	520
2/2	488
2/3 (with short)	973(In) 460(Out)
2/4 (short)	513
3/1 (short)	422
3/2 (with short)	1147(In) 725(Out)
3/3	1010
4/1	816
4/2	459
4/3	472
5/1	714
5/2	821
5/3	472
6/1	785
6/2	762
6/3	441
7/1	504
7/2	521
7/3	513
8/1	681
8/2	797
8/3	1010
9/1	1305
9/2	1126
10/1	926
10/2	281
11/1	1175
11/2	714
11/3	362
12/1	816
12/2	681
12/3	731

Full Input Data And Results

Lane Saturation Flows

Junction: M25 J30								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M25 SB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M25 SB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1786	1786
1/3 (M25 SB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1799	1799
1/4 (M25 SB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						1885	1885
2/1 (A13 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2255	2255
2/2 (A13 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2155	2155
2/3 (A13 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
2/4 (A13 WB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (M25 NB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (M25 NB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (M25 NB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A13 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A13 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1899	1899
4/3 (A13 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1923	1923
5/1 (Mardyke Junction EB Lane 1)	This lane uses a directly entered Saturation Flow						1953	1953
5/2 (Mardyke Junction EB Lane 2)	This lane uses a directly entered Saturation Flow						2111	2111
5/3 (Mardyke Junction EB)	4.00	0.00	Y	Arm 6 Right	130.00	100.0 %	1992	1992
6/1 (Mardyke Junction SB Lane 1)	This lane uses a directly entered Saturation Flow						2148	2148
6/2 (Mardyke Junction SB Lane 2)	This lane uses a directly entered Saturation Flow						2163	2163
6/3 (Mardyke Junction SB)	4.00	0.00	Y	Arm 7 Right	130.00	100.0 %	1992	1992
7/1 (Mardyke Junction WB Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
7/2 (Mardyke Junction WB Lane 2)	This lane uses a directly entered Saturation Flow						1997	1997
7/3 (Mardyke Junction WB)	4.00	0.00	Y	Arm 8 Right	130.00	100.0 %	1992	1992

8/1 (Mardyke Junction NB Lane 1)	This lane uses a directly entered Saturation Flow						2038	2038
8/2 (Mardyke Junction NB Lane 2)	This lane uses a directly entered Saturation Flow						2238	2238
8/3 (Mardyke Junction NB)	4.00	0.00	Y	Arm 5 Right	130.00	100.0 %	1992	1992
9/1 (M25 SB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M25 SB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A13 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A13 WB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (A13 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (A13 EB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/3 (A13 EB On Slip Lane 3)	Infinite Saturation Flow						Inf	Inf
12/1 (M25 NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 NB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 NB On Slip Lane 3)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'FB+CD AM Peak Hour' (FG3: 'FB+CD WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1024	496	521	2041
	B	935	0	1555	3	2493
	C	494	1334	0	737	2565
	D	694	1	793	0	1488
	Tot.	2123	2359	2844	1261	8587

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: FB+CD AM Peak Hour
Junction: M25 J30	
1/1	1024
1/2	317
1/3 (with short)	700(In) 280(Out)
1/4 (short)	420
2/1	799
2/2	756
2/3 (with short)	938(In) 444(Out)
2/4 (short)	494
3/1 (short)	397
3/2 (with short)	1330(In) 933(Out)
3/3	1235
4/1	694
4/2	387
4/3	407
5/1	773
5/2	948
5/3	407
6/1	703
6/2	687
6/3	420
7/1	468
7/2	497
7/3	494
8/1	720
8/2	808
8/3	1235
9/1	1502
9/2	1342
10/1	865
10/2	396
11/1	1024
11/2	773
11/3	562
12/1	694
12/2	720
12/3	709

Full Input Data And Results

Lane Saturation Flows

Junction: M25 J30								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M25 SB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M25 SB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1786	1786
1/3 (M25 SB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1799	1799
1/4 (M25 SB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						1885	1885
2/1 (A13 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2255	2255
2/2 (A13 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2155	2155
2/3 (A13 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
2/4 (A13 WB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (M25 NB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (M25 NB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (M25 NB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A13 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A13 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1899	1899
4/3 (A13 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1923	1923
5/1 (Mardyke Junction EB Lane 1)	This lane uses a directly entered Saturation Flow						1953	1953
5/2 (Mardyke Junction EB Lane 2)	This lane uses a directly entered Saturation Flow						2111	2111
5/3 (Mardyke Junction EB)	4.00	0.00	Y	Arm 6 Right	130.00	100.0 %	1992	1992
6/1 (Mardyke Junction SB Lane 1)	This lane uses a directly entered Saturation Flow						2148	2148
6/2 (Mardyke Junction SB Lane 2)	This lane uses a directly entered Saturation Flow						2163	2163
6/3 (Mardyke Junction SB)	4.00	0.00	Y	Arm 7 Right	130.00	100.0 %	1992	1992
7/1 (Mardyke Junction WB Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
7/2 (Mardyke Junction WB Lane 2)	This lane uses a directly entered Saturation Flow						1997	1997
7/3 (Mardyke Junction WB)	4.00	0.00	Y	Arm 8 Right	130.00	100.0 %	1992	1992

8/1 (Mardyke Junction NB Lane 1)	This lane uses a directly entered Saturation Flow						2038	2038
8/2 (Mardyke Junction NB Lane 2)	This lane uses a directly entered Saturation Flow						2238	2238
8/3 (Mardyke Junction NB)	4.00	0.00	Y	Arm 5 Right	130.00	100.0 %	1992	1992
9/1 (M25 SB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M25 SB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A13 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A13 WB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (A13 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (A13 EB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/3 (A13 EB On Slip Lane 3)	Infinite Saturation Flow						Inf	Inf
12/1 (M25 NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 NB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 NB On Slip Lane 3)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'FB+CD PM Peak Hour' (FG4: 'FB+CD WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1281	499	573	2353
	B	1067	0	1509	3	2579
	C	448	1276	0	648	2372
	D	827	0	944	0	1771
	Tot.	2342	2557	2952	1224	9075

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: FB+CD PM Peak Hour
Junction: M25 J30	
1/1	1281
1/2	329
1/3 (with short)	743(In) 262(Out)
1/4 (short)	481
2/1	775
2/2	734
2/3 (with short)	1070(In) 510(Out)
2/4 (short)	560
3/1 (short)	351
3/2 (with short)	1234(In) 883(Out)
3/3	1138
4/1	827
4/2	464
4/3	480
5/1	778
5/2	962
5/3	480
6/1	793
6/2	742
6/3	481
7/1	523
7/2	560
7/3	560
8/1	773
8/2	880
8/3	1138
9/1	1568
9/2	1384
10/1	874
10/2	350
11/1	1281
11/2	778
11/3	498
12/1	827
12/2	773
12/3	742

Full Input Data And Results

Lane Saturation Flows

Junction: M25 J30								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M25 SB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M25 SB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1786	1786
1/3 (M25 SB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1799	1799
1/4 (M25 SB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						1885	1885
2/1 (A13 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2255	2255
2/2 (A13 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2155	2155
2/3 (A13 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
2/4 (A13 WB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (M25 NB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (M25 NB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (M25 NB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A13 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A13 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1899	1899
4/3 (A13 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1923	1923
5/1 (Mardyke Junction EB Lane 1)	This lane uses a directly entered Saturation Flow						1953	1953
5/2 (Mardyke Junction EB Lane 2)	This lane uses a directly entered Saturation Flow						2111	2111
5/3 (Mardyke Junction EB)	4.00	0.00	Y	Arm 6 Right	130.00	100.0 %	1992	1992
6/1 (Mardyke Junction SB Lane 1)	This lane uses a directly entered Saturation Flow						2148	2148
6/2 (Mardyke Junction SB Lane 2)	This lane uses a directly entered Saturation Flow						2163	2163
6/3 (Mardyke Junction SB)	4.00	0.00	Y	Arm 7 Right	130.00	100.0 %	1992	1992
7/1 (Mardyke Junction WB Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
7/2 (Mardyke Junction WB Lane 2)	This lane uses a directly entered Saturation Flow						1997	1997
7/3 (Mardyke Junction WB)	4.00	0.00	Y	Arm 8 Right	130.00	100.0 %	1992	1992

8/1 (Mardyke Junction NB Lane 1)	This lane uses a directly entered Saturation Flow						2038	2038
8/2 (Mardyke Junction NB Lane 2)	This lane uses a directly entered Saturation Flow						2238	2238
8/3 (Mardyke Junction NB)	4.00	0.00	Y	Arm 5 Right	130.00	100.0 %	1992	1992
9/1 (M25 SB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M25 SB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A13 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A13 WB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (A13 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (A13 EB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/3 (A13 EB On Slip Lane 3)	Infinite Saturation Flow						Inf	Inf
12/1 (M25 NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 NB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 NB On Slip Lane 3)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1084	496	521	2101
	B	949	0	1555	3	2507
	C	494	1334	0	737	2565
	D	694	1	793	0	1488
	Tot.	2137	2419	2844	1261	8661

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: FB+CD+N2T WD AM
Junction: M25 J30	
1/1	1084
1/2	315
1/3 (with short)	702(In) 272(Out)
1/4 (short)	430
2/1	799
2/2	756
2/3 (with short)	952(In) 459(Out)
2/4 (short)	493
3/1 (short)	397
3/2 (with short)	1331(In) 934(Out)
3/3	1234
4/1	694
4/2	386
4/3	408
5/1	758
5/2	962
5/3	408
6/1	700
6/2	680
6/3	430
7/1	485
7/2	495
7/3	493
8/1	725
8/2	818
8/3	1234
9/1	1499
9/2	1345
10/1	882
10/2	379
11/1	1084
11/2	758
11/3	577
12/1	694
12/2	725
12/3	718

Full Input Data And Results

Lane Saturation Flows

Junction: M25 J30								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M25 SB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M25 SB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1786	1786
1/3 (M25 SB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1799	1799
1/4 (M25 SB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						1885	1885
2/1 (A13 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2255	2255
2/2 (A13 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2155	2155
2/3 (A13 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
2/4 (A13 WB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (M25 NB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (M25 NB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (M25 NB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A13 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A13 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1899	1899
4/3 (A13 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1923	1923
5/1 (Mardyke Junction EB Lane 1)	This lane uses a directly entered Saturation Flow						1953	1953
5/2 (Mardyke Junction EB Lane 2)	This lane uses a directly entered Saturation Flow						2111	2111
5/3 (Mardyke Junction EB)	4.00	0.00	Y	Arm 6 Right	130.00	100.0 %	1992	1992
6/1 (Mardyke Junction SB Lane 1)	This lane uses a directly entered Saturation Flow						2148	2148
6/2 (Mardyke Junction SB Lane 2)	This lane uses a directly entered Saturation Flow						2163	2163
6/3 (Mardyke Junction SB)	4.00	0.00	Y	Arm 7 Right	130.00	100.0 %	1992	1992
7/1 (Mardyke Junction WB Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
7/2 (Mardyke Junction WB Lane 2)	This lane uses a directly entered Saturation Flow						1997	1997
7/3 (Mardyke Junction WB)	4.00	0.00	Y	Arm 8 Right	130.00	100.0 %	1992	1992

8/1 (Mardyke Junction NB Lane 1)	This lane uses a directly entered Saturation Flow						2038	2038
8/2 (Mardyke Junction NB Lane 2)	This lane uses a directly entered Saturation Flow						2238	2238
8/3 (Mardyke Junction NB)	4.00	0.00	Y	Arm 5 Right	130.00	100.0 %	1992	1992
9/1 (M25 SB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M25 SB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A13 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A13 WB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (A13 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (A13 EB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/3 (A13 EB On Slip Lane 3)	Infinite Saturation Flow						Inf	Inf
12/1 (M25 NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 NB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 NB On Slip Lane 3)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1281	499	573	2353
	B	1081	0	1509	3	2593
	C	448	1276	0	648	2372
	D	827	0	944	0	1771
	Tot.	2356	2557	2952	1224	9089

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: FB+CD+N2T WD PM
Junction: M25 J30	
1/1	1281
1/2	328
1/3 (with short)	744(In) 264(Out)
1/4 (short)	480
2/1	775
2/2	734
2/3 (with short)	1084(In) 516(Out)
2/4 (short)	568
3/1 (short)	339
3/2 (with short)	1233(In) 894(Out)
3/3	1139
4/1	827
4/2	465
4/3	479
5/1	782
5/2	959
5/3	479
6/1	793
6/2	743
6/3	480
7/1	518
7/2	571
7/3	568
8/1	776
8/2	890
8/3	1139
9/1	1568
9/2	1384
10/1	857
10/2	367
11/1	1281
11/2	782
11/3	494
12/1	827
12/2	776
12/3	753

Full Input Data And Results

Lane Saturation Flows

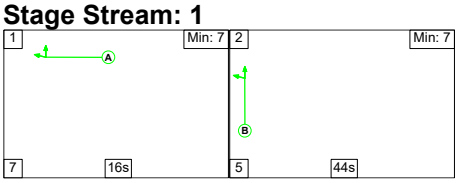
Junction: M25 J30								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (M25 SB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (M25 SB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1786	1786
1/3 (M25 SB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1799	1799
1/4 (M25 SB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						1885	1885
2/1 (A13 WB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						2255	2255
2/2 (A13 WB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						2155	2155
2/3 (A13 WB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
2/4 (A13 WB Off Slip Lane 4)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (M25 NB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (M25 NB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (M25 NB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A13 EB Off Slip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A13 EB Off Slip Lane 2)	This lane uses a directly entered Saturation Flow						1899	1899
4/3 (A13 EB Off Slip Lane 3)	This lane uses a directly entered Saturation Flow						1923	1923
5/1 (Mardyke Junction EB Lane 1)	This lane uses a directly entered Saturation Flow						1953	1953
5/2 (Mardyke Junction EB Lane 2)	This lane uses a directly entered Saturation Flow						2111	2111
5/3 (Mardyke Junction EB)	4.00	0.00	Y	Arm 6 Right	130.00	100.0 %	1992	1992
6/1 (Mardyke Junction SB Lane 1)	This lane uses a directly entered Saturation Flow						2148	2148
6/2 (Mardyke Junction SB Lane 2)	This lane uses a directly entered Saturation Flow						2163	2163
6/3 (Mardyke Junction SB)	4.00	0.00	Y	Arm 7 Right	130.00	100.0 %	1992	1992
7/1 (Mardyke Junction WB Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
7/2 (Mardyke Junction WB Lane 2)	This lane uses a directly entered Saturation Flow						1997	1997
7/3 (Mardyke Junction WB)	4.00	0.00	Y	Arm 8 Right	130.00	100.0 %	1992	1992

8/1 (Mardyke Junction NB Lane 1)	This lane uses a directly entered Saturation Flow						2038	2038
8/2 (Mardyke Junction NB Lane 2)	This lane uses a directly entered Saturation Flow						2238	2238
8/3 (Mardyke Junction NB)	4.00	0.00	Y	Arm 5 Right	130.00	100.0 %	1992	1992
9/1 (M25 SB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M25 SB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A13 WB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A13 WB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (A13 EB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (A13 EB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
11/3 (A13 EB On Slip Lane 3)	Infinite Saturation Flow						Inf	Inf
12/1 (M25 NB On Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
12/2 (M25 NB On Slip Lane 2)	Infinite Saturation Flow						Inf	Inf
12/3 (M25 NB On Slip Lane 3)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2022 Base AM Peak Hour' (FG1: '2022 Base AM Peak Hour', Plan 1: 'Network Control Plan 1')
C1 - J05261x - M25 J30 - M25 NB

Stage Sequence Diagram

Stage Stream: 1



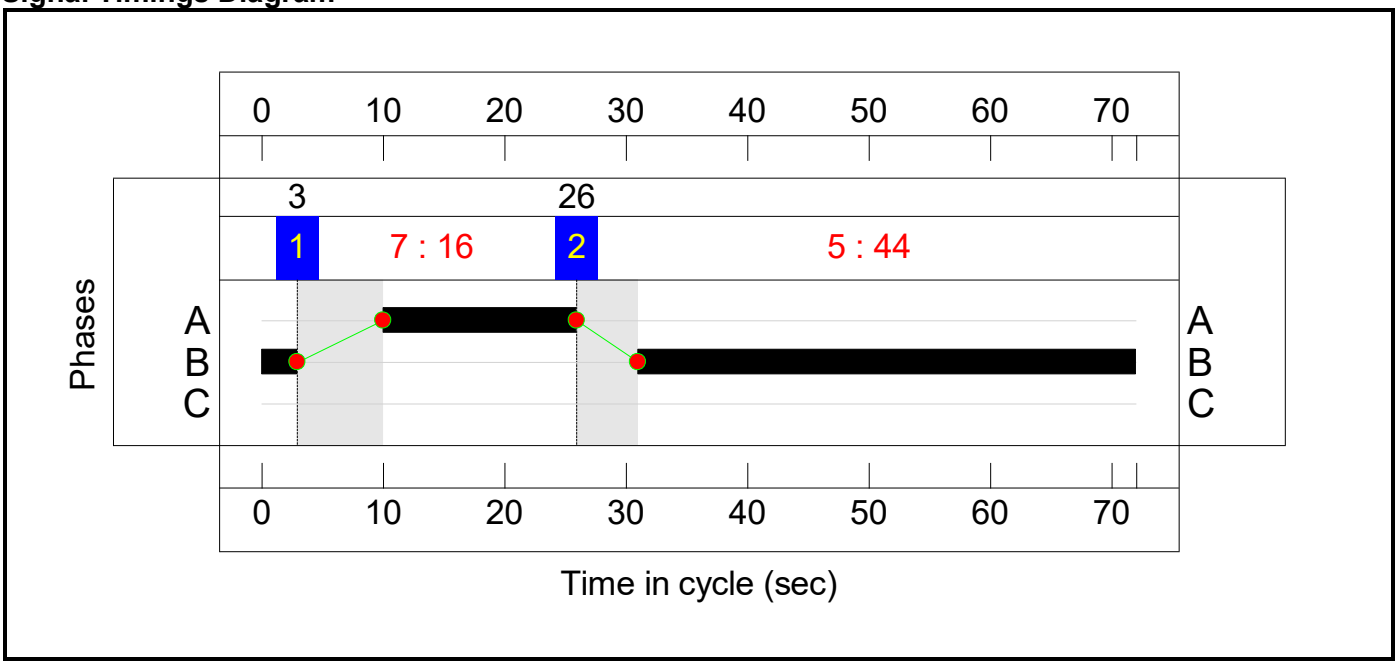
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	16	44
Change Point	3	26

Full Input Data And Results

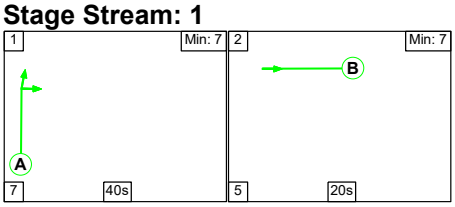
Signal Timings Diagram



C2 - J05262x - M25 J30 - A13 EB

Stage Sequence Diagram

Stage Stream: 1



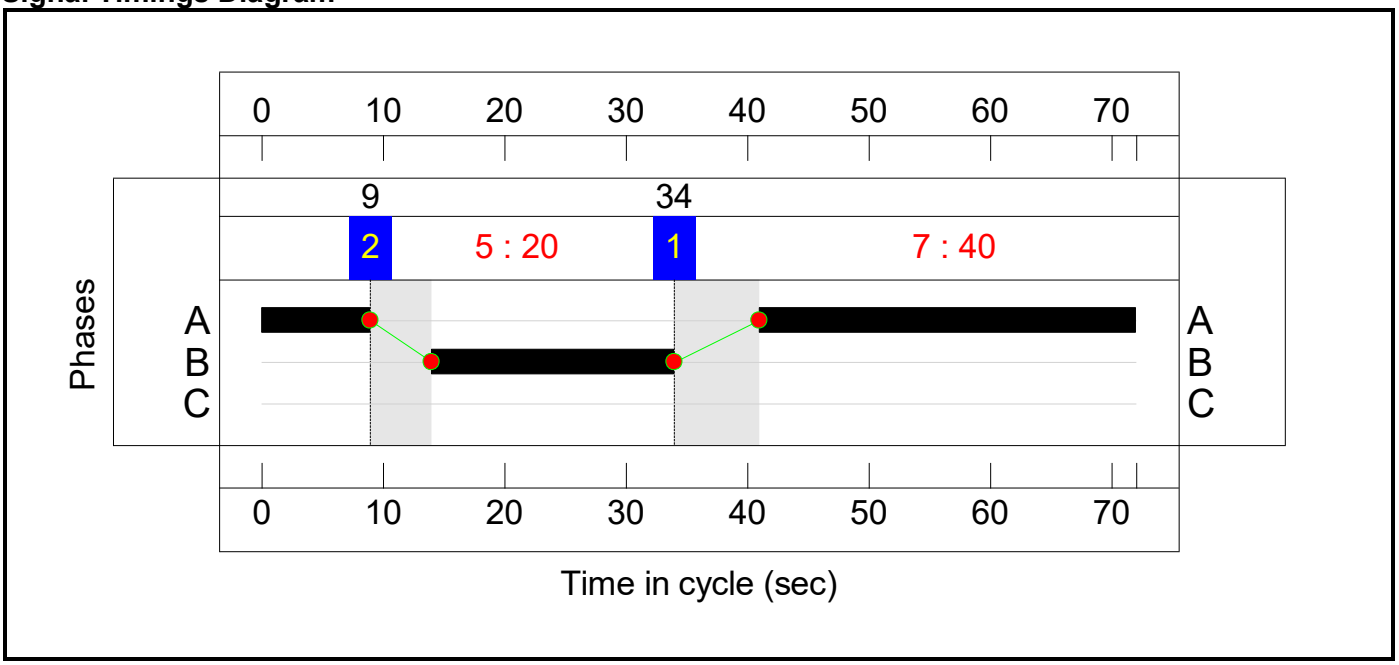
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	40	20
Change Point	34	9

Full Input Data And Results

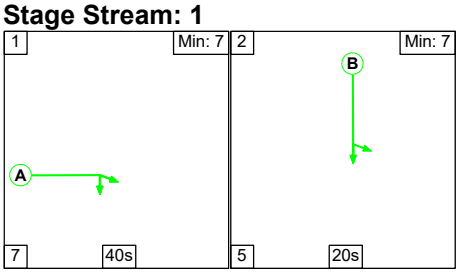
Signal Timings Diagram



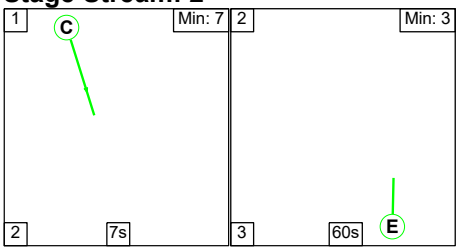
C3 - J05263x - M25 J30 - M25 SB

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

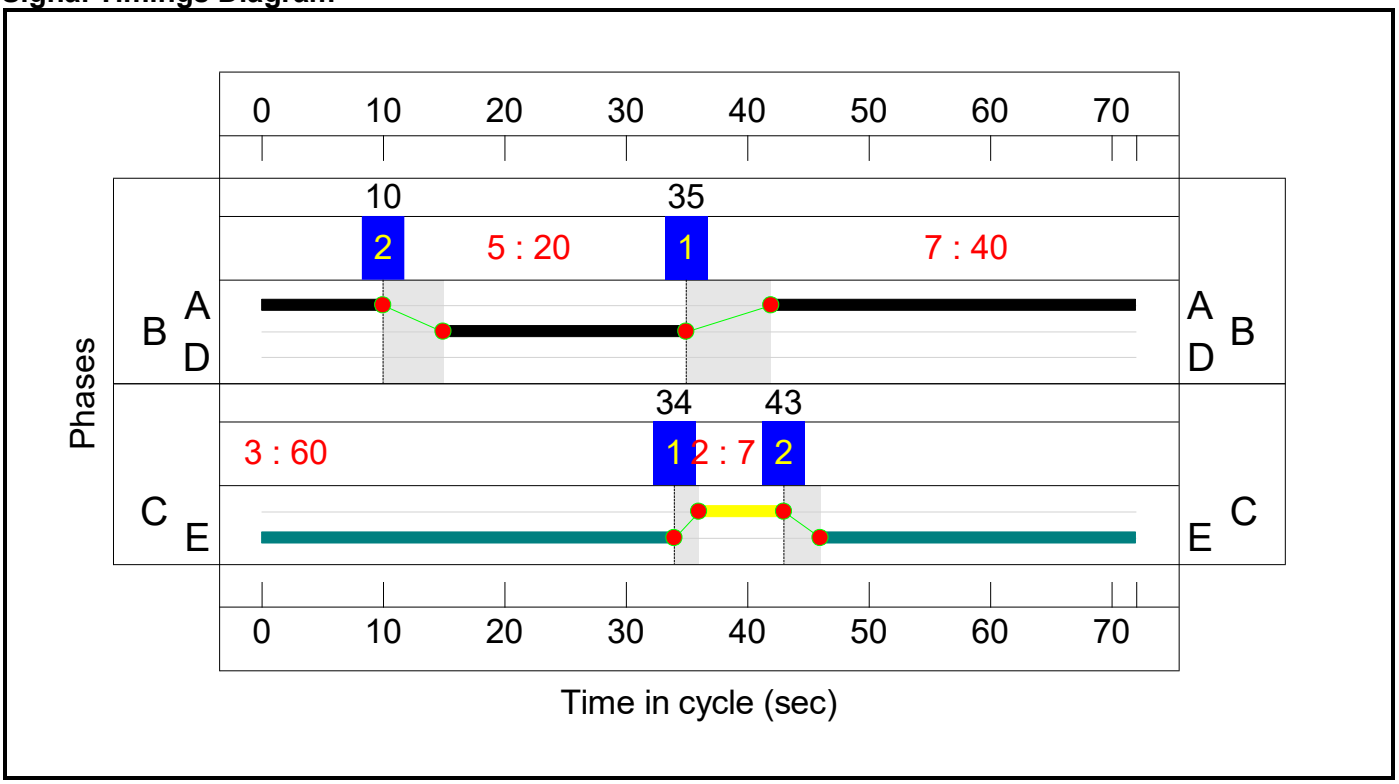
Stage	1	2
Duration	40	20
Change Point	35	10

Stage Stream: 2

Stage	1	2
Duration	7	60
Change Point	34	43

Full Input Data And Results

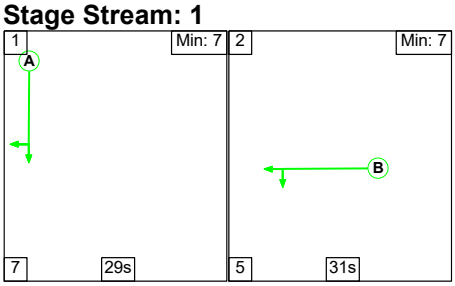
Signal Timings Diagram



C4 - J05264x - M25 J30 - A13 WB

Stage Sequence Diagram

Stage Stream: 1



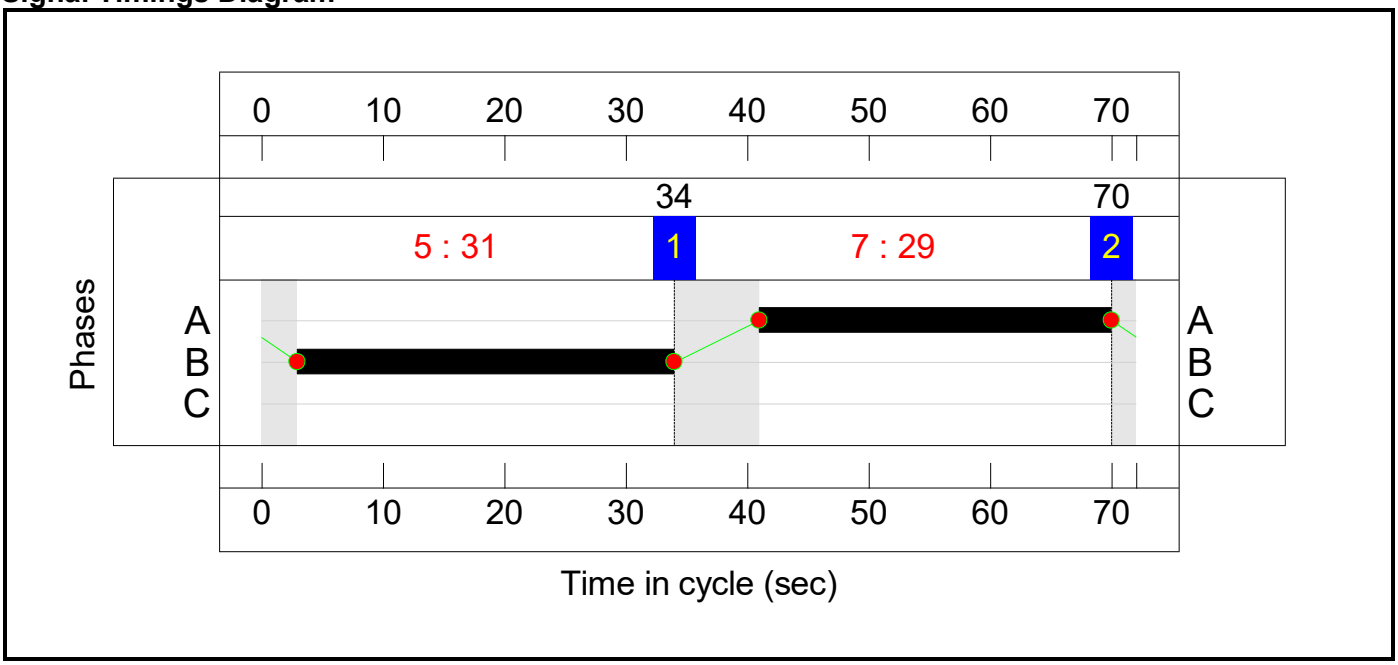
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	31
Change Point	34	70

Full Input Data And Results

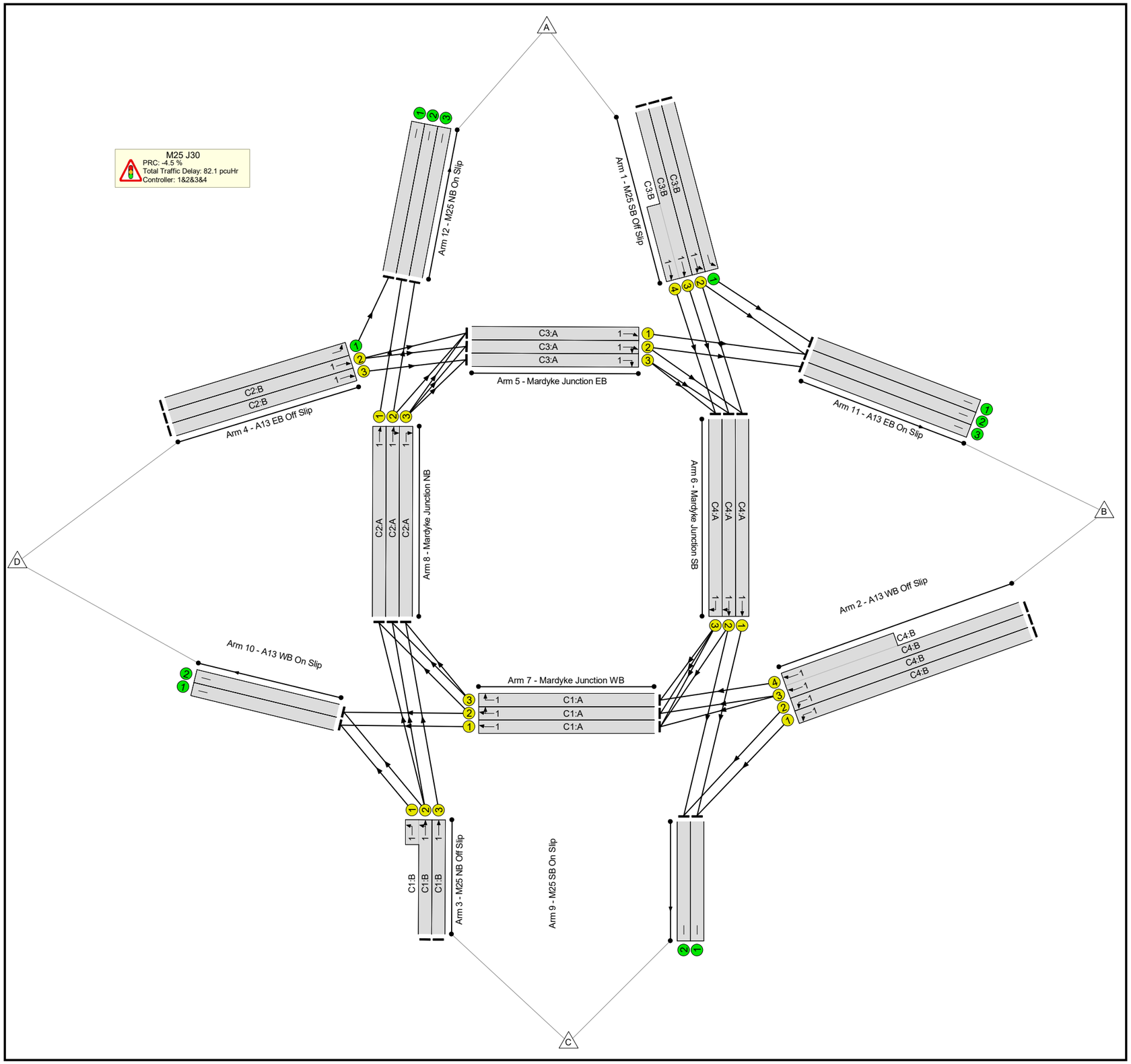
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.1%**
M25 J30	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.1%**
1/1	M25 SB Off Slip Left	U	N/A	N/A	-		-	-	-	873	1900	1900	45.9%
1/2	M25 SB Off Slip Ahead Left	U	3:1	N/A	C3:B		1	20	-	309	1786	521	59.3%
1/3+1/4	M25 SB Off Slip Ahead	U	3:1	N/A	C3:B		1	20	-	693	1799:1885	845	82.0%
2/1	A13 WB Off Slip Left	U	4:1	N/A	C4:B		1	31	-	644	2255	1002	64.3%
2/2	A13 WB Off Slip Left	U	4:1	N/A	C4:B		1	31	-	606	2155	958	63.3%
2/3+2/4	A13 WB Off Slip Ahead	U	4:1	N/A	C4:B		1	31	-	750	1950:1950	1420	52.8%
3/2+3/1	M25 NB Off Slip Ahead Left	U	1:1	N/A	C1:B		1	44	-	1213	1900:1900	1289	94.1%
3/3	M25 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	44	-	887	1900	1187	74.7%
4/1	A13 EB Off Slip Left	U	N/A	N/A	-		-	-	-	684	1900	1900	36.0%
4/2	A13 EB Off Slip Ahead	U	2:1	N/A	C2:B		1	20	-	377	1899	554	68.1%
4/3	A13 EB Off Slip Ahead	U	2:1	N/A	C2:B		1	20	-	405	1923	561	72.2%
5/1	Mardyke Junction EB Ahead	U	3:1	N/A	C3:A		1	40	-	529	1953	1112	47.6%
5/2	Mardyke Junction EB Right Ahead	U	3:1	N/A	C3:A		1	40	-	735	2111	1202	61.1%
5/3	Mardyke Junction EB Right	U	3:1	N/A	C3:A		1	40	-	405	1992	1134	35.7%

Full Input Data And Results

6/1	Mardyke Junction SB Ahead	U	4:1	N/A	C4:A		1	29	-	685	2148	895	76.5%
6/2	Mardyke Junction SB Right Ahead	U	4:1	N/A	C4:A		1	29	-	671	2163	901	74.5%
6/3	Mardyke Junction SB Right	U	4:1	N/A	C4:A		1	29	-	427	1992	830	51.4%
7/1	Mardyke Junction WB Ahead	U	1:1	N/A	C1:A		1	16	-	416	1995	471	88.3%
7/2	Mardyke Junction WB Right Ahead	U	1:1	N/A	C1:A		1	16	-	432	1997	472	91.6%
7/3	Mardyke Junction WB Right	U	1:1	N/A	C1:A		1	16	-	415	1992	470	88.2%
8/1	Mardyke Junction NB Ahead	U	2:1	N/A	C2:A		1	40	-	568	2038	1161	48.9%
8/2	Mardyke Junction NB Right Ahead	U	2:1	N/A	C2:A		1	40	-	666	2238	1274	52.3%
8/3	Mardyke Junction NB Right	U	2:1	N/A	C2:A		1	40	-	887	1992	1134	78.2%
9/1	M25 SB On Slip	U	N/A	N/A	-		-	-	-	1329	Inf	Inf	0.0%
9/2	M25 SB On Slip	U	N/A	N/A	-		-	-	-	1191	Inf	Inf	0.0%
10/1	A13 WB On Slip	U	N/A	N/A	-		-	-	-	878	Inf	Inf	0.0%
10/2	A13 WB On Slip	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
11/1	A13 EB On Slip	U	N/A	N/A	-		-	-	-	873	Inf	Inf	0.0%
11/2	A13 EB On Slip	U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%
11/3	A13 EB On Slip	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
12/1	M25 NB On Slip	U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%
12/2	M25 NB On Slip	U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
12/3	M25 NB On Slip	U	N/A	N/A	-		-	-	-	666	Inf	Inf	0.0%

Full Input Data And Results

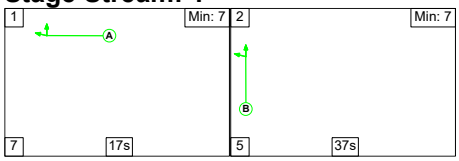
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**46.6**	**35.6**	**0.0**	**82.1**	**-**	**-**	**-**	**-**
M25 J30	**-**	**-**	**0**	**0**	**0**	**46.6**	**35.6**	**0.0**	**82.1**	**-**	**-**	**-**	**-**
1/1	873	873	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
1/2	309	309	-	-	-	1.9	0.7	-	2.6	30.3	5.2	0.7	6.0
1/3+1/4	693	693	-	-	-	4.3	2.2	-	6.5	34.0	7.7	2.2	9.9
2/1	644	644	-	-	-	2.8	0.9	-	3.7	20.6	9.8	0.9	10.7
2/2	606	606	-	-	-	2.6	0.9	-	3.5	20.6	9.3	0.9	10.1
2/3+2/4	750	750	-	-	-	2.9	0.6	-	3.4	16.5	5.8	0.6	6.3
3/2+3/1	1213	1213	-	-	-	3.6	6.8	-	10.3	30.7	19.8	6.8	26.6
3/3	887	887	-	-	-	2.3	1.5	-	3.8	15.4	12.3	1.5	13.8
4/1	684	684	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/2	377	377	-	-	-	2.4	1.1	-	3.4	32.6	6.6	1.1	7.7
4/3	405	405	-	-	-	2.6	1.3	-	3.9	34.2	7.2	1.3	8.5
5/1	529	529	-	-	-	1.2	0.5	-	1.7	11.2	3.3	0.5	3.8
5/2	735	735	-	-	-	2.2	0.8	-	3.0	14.5	10.2	0.8	11.0
5/3	405	405	-	-	-	1.1	0.3	-	1.4	12.5	7.9	0.3	8.2
6/1	685	685	-	-	-	1.7	1.6	-	3.3	17.5	7.3	1.6	8.9
6/2	671	671	-	-	-	1.3	1.4	-	2.7	14.5	5.9	1.4	7.3
6/3	427	427	-	-	-	1.4	0.5	-	1.9	16.4	8.5	0.5	9.0
7/1	416	416	-	-	-	3.2	3.4	-	6.6	56.8	8.3	3.4	11.7
7/2	432	432	-	-	-	2.3	4.5	-	6.8	56.5	8.0	4.5	12.5
7/3	415	415	-	-	-	2.1	3.3	-	5.4	47.1	4.4	3.3	7.8
8/1	568	568	-	-	-	1.6	0.5	-	2.1	13.3	8.6	0.5	9.1
8/2	666	666	-	-	-	2.1	0.5	-	2.7	14.6	10.7	0.5	11.2
8/3	887	887	-	-	-	1.0	1.8	-	2.7	11.1	3.4	1.8	5.2
9/1	1329	1329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1191	1191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	873	873	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	666	666	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - J05261x - M25 J30 - M25 NB	Stream: 1 PRC for Signalled Lanes (%):	-4.5	Total Delay for Signalled Lanes (pcuHr):	32.91	Cycle Time (s): 72
C2 - J05262x - M25 J30 - A13 EB	Stream: 1 PRC for Signalled Lanes (%):	15.1	Total Delay for Signalled Lanes (pcuHr):	14.81	Cycle Time (s): 72
C3 - J05263x - M25 J30 - M25 SB	Stream: 1 PRC for Signalled Lanes (%):	9.8	Total Delay for Signalled Lanes (pcuHr):	15.16	Cycle Time (s): 72
C3 - J05263x - M25 J30 - M25 SB	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 72
C4 - J05264x - M25 J30 - A13 WB	Stream: 1 PRC for Signalled Lanes (%):	17.6	Total Delay for Signalled Lanes (pcuHr):	18.53	Cycle Time (s): 72
	PRC Over All Lanes (%):	-4.5	Total Delay Over All Lanes(pcuHr):	82.12	

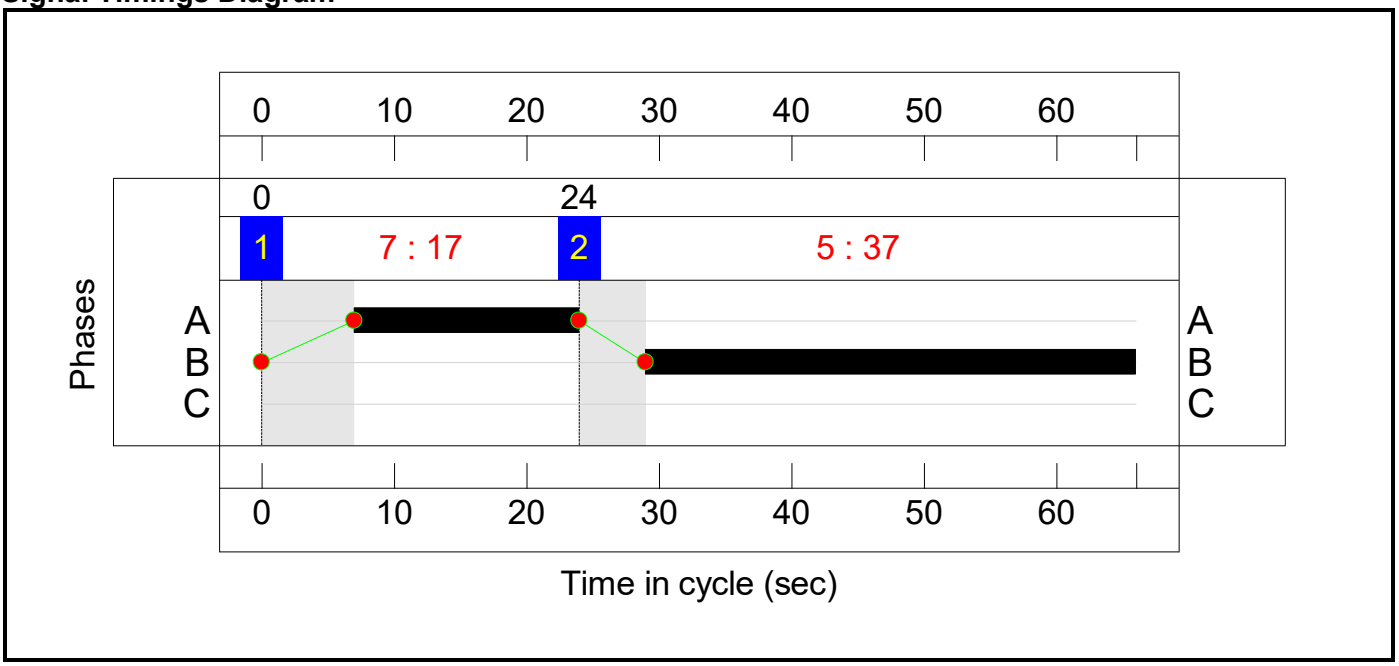
Full Input Data And Results
Scenario 2: '2022 Base PM Peak Hour' (FG2: '2022 Base PM Peak Hour', Plan 1: 'Network Control Plan 1')
C1 - J05261x - M25 J30 - M25 NB
Stage Sequence Diagram
Stage Stream: 1



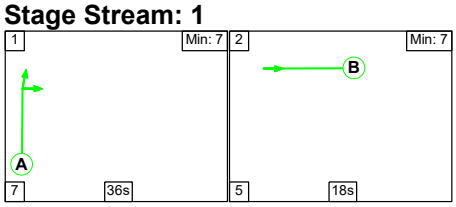
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	17	37
Change Point	0	24

Signal Timings Diagram



C2 - J05262x - M25 J30 - A13 EB
Stage Sequence Diagram
Stage Stream: 1

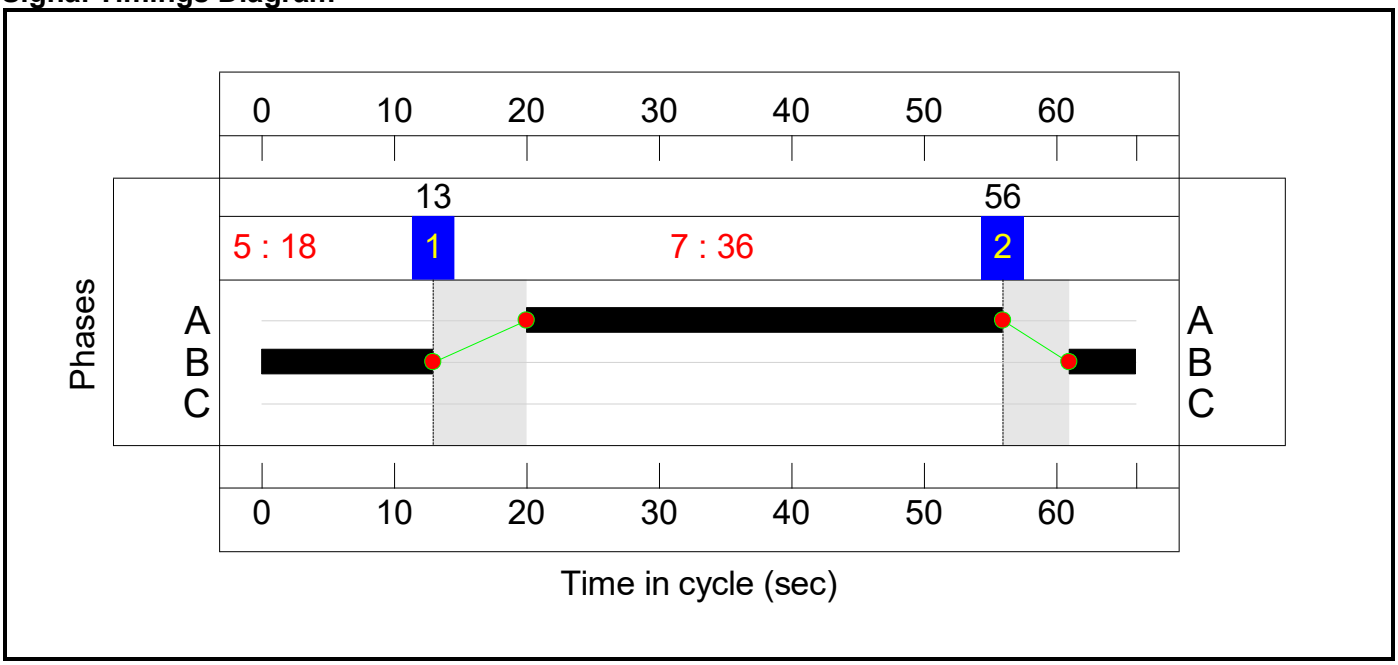


Stage Timings
Stage Stream: 1

Stage	1	2
Duration	36	18
Change Point	13	56

Full Input Data And Results

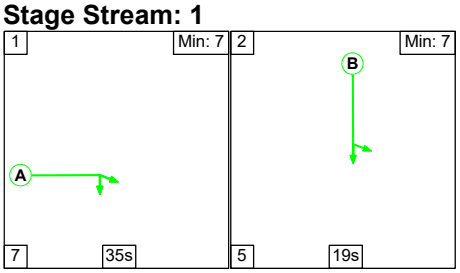
Signal Timings Diagram



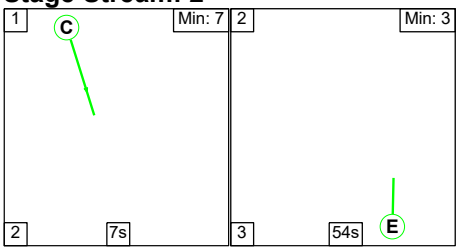
C3 - J05263x - M25 J30 - M25 SB

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

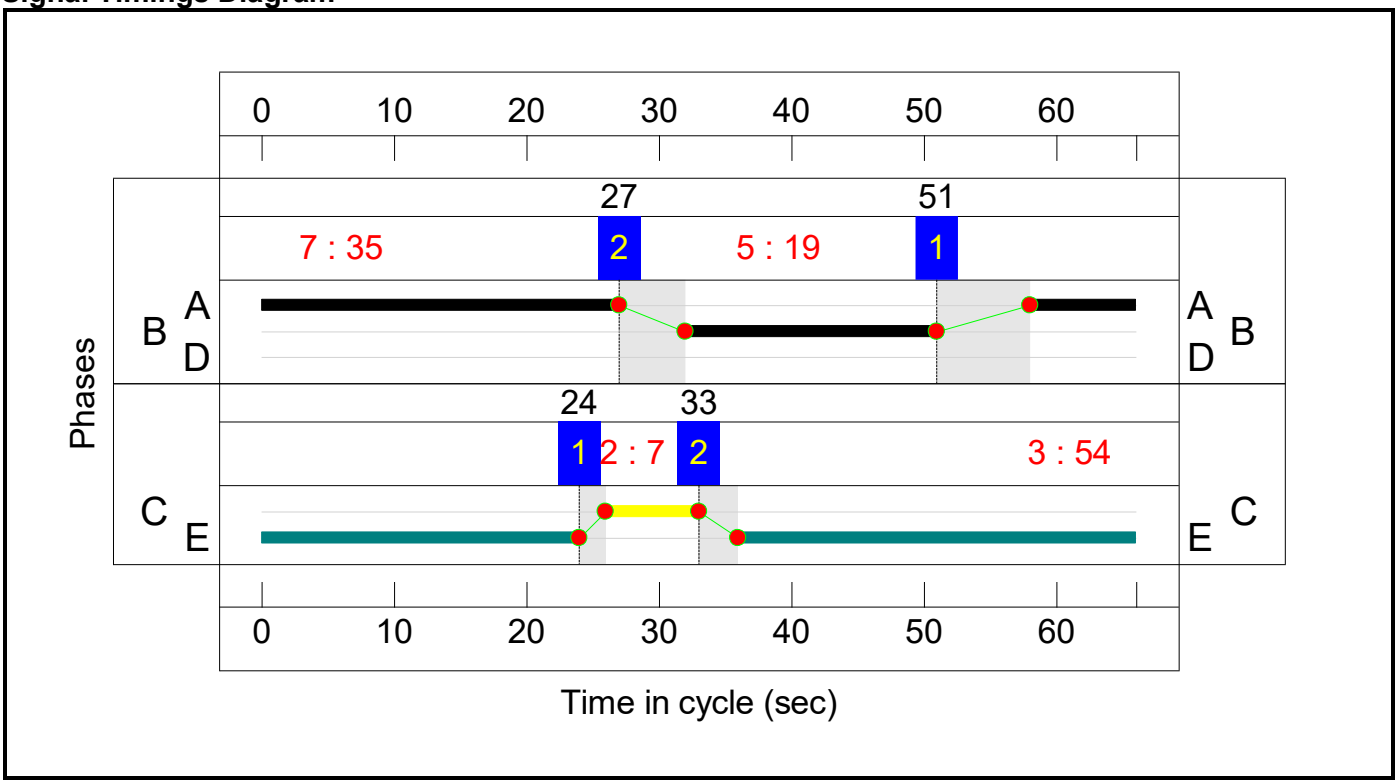
Stage	1	2
Duration	35	19
Change Point	51	27

Stage Stream: 2

Stage	1	2
Duration	7	54
Change Point	24	33

Full Input Data And Results

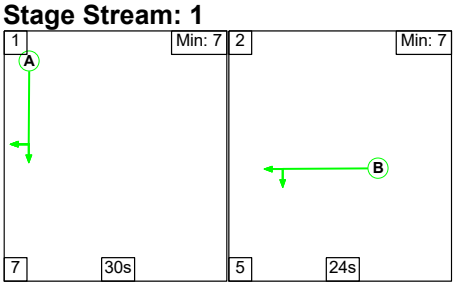
Signal Timings Diagram



C4 - J05264x - M25 J30 - A13 WB

Stage Sequence Diagram

Stage Stream: 1



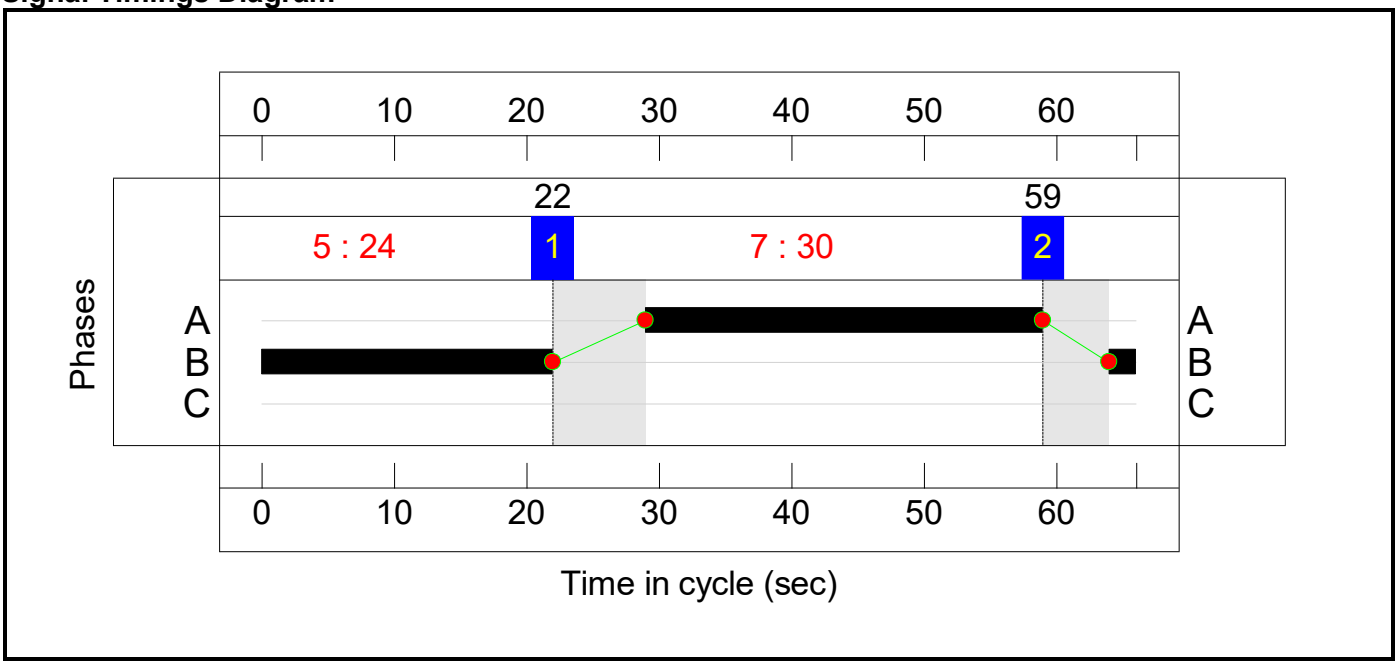
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	30	24
Change Point	22	59

Full Input Data And Results

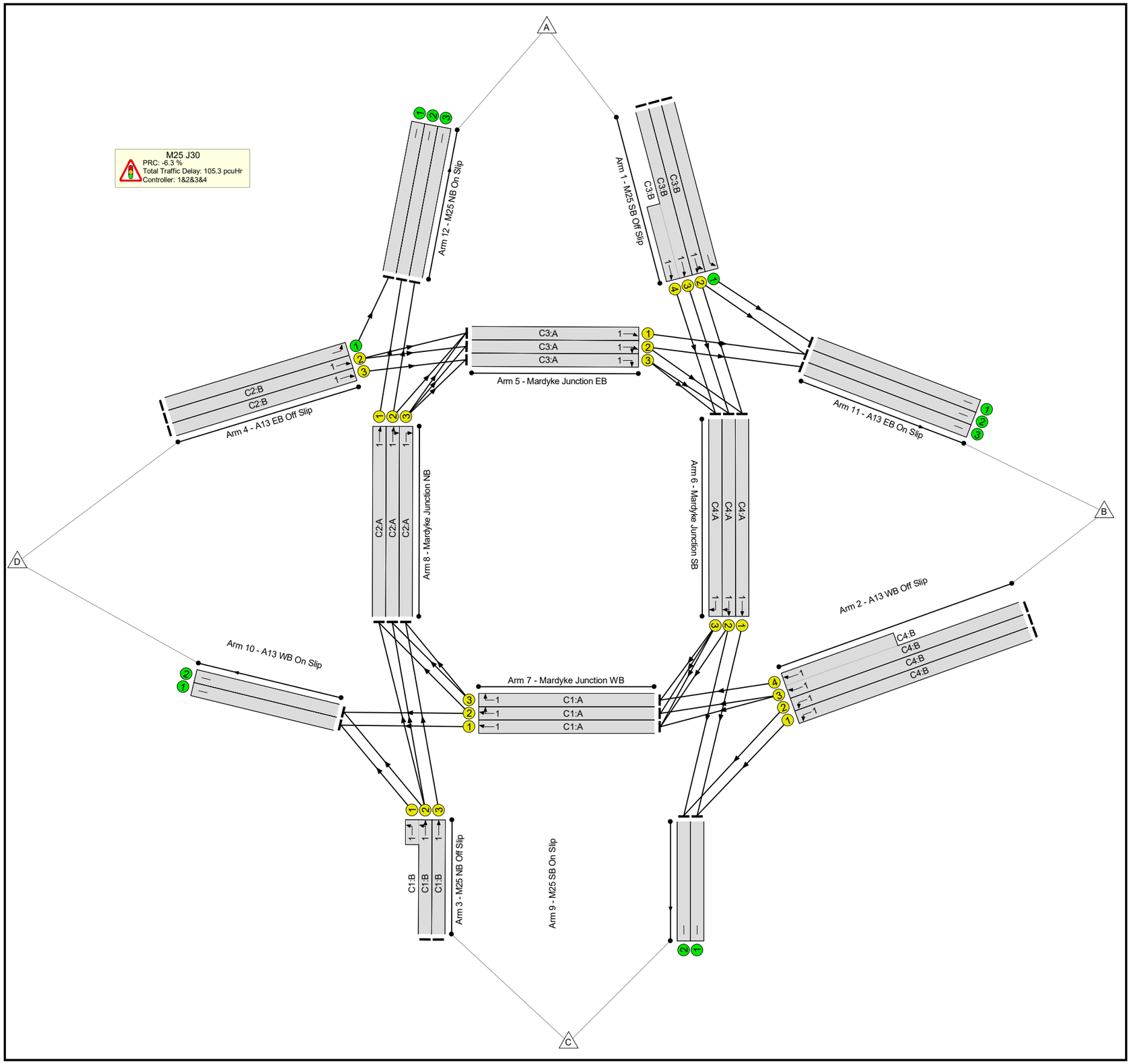
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.7%**
M25 J30	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.7%**
1/1	M25 SB Off Slip Left	U	N/A	N/A	-		-	-	-	1175	1900	1900	61.8%
1/2	M25 SB Off Slip Ahead Left	U	3:1	N/A	C3:B		1	19	-	326	1786	541	60.2%
1/3+1/4	M25 SB Off Slip Ahead	U	3:1	N/A	C3:B		1	19	-	731	1799:1885	910	80.3%
2/1	A13 WB Off Slip Left	U	4:1	N/A	C4:B		1	24	-	520	2255	854	60.9%
2/2	A13 WB Off Slip Left	U	4:1	N/A	C4:B		1	24	-	488	2155	816	59.8%
2/3+2/4	A13 WB Off Slip Ahead	U	4:1	N/A	C4:B		1	24	-	973	1950:1950	1401	69.5%
3/2+3/1	M25 NB Off Slip Ahead Left	U	1:1	N/A	C1:B		1	37	-	1147	1900:1900	1200	95.6%
3/3	M25 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	37	-	1010	1900	1094	92.3%
4/1	A13 EB Off Slip Left	U	N/A	N/A	-		-	-	-	816	1900	1900	42.9%
4/2	A13 EB Off Slip Ahead	U	2:1	N/A	C2:B		1	18	-	459	1899	547	84.0%
4/3	A13 EB Off Slip Ahead	U	2:1	N/A	C2:B		1	18	-	472	1923	554	85.3%
5/1	Mardyke Junction EB Ahead	U	3:1	N/A	C3:A		1	35	-	714	1953	1065	67.0%
5/2	Mardyke Junction EB Right Ahead	U	3:1	N/A	C3:A		1	35	-	821	2111	1151	71.3%
5/3	Mardyke Junction EB Right	U	3:1	N/A	C3:A		1	35	-	472	1992	1087	43.4%

Full Input Data And Results

6/1	Mardyke Junction SB Ahead	U	4:1	N/A	C4:A		1	30	-	785	2148	1009	77.8%
6/2	Mardyke Junction SB Right Ahead	U	4:1	N/A	C4:A		1	30	-	762	2163	1016	75.0%
6/3	Mardyke Junction SB Right	U	4:1	N/A	C4:A		1	30	-	441	1992	936	47.1%
7/1	Mardyke Junction WB Ahead	U	1:1	N/A	C1:A		1	17	-	504	1995	544	92.6%
7/2	Mardyke Junction WB Right Ahead	U	1:1	N/A	C1:A		1	17	-	521	1997	545	95.7%
7/3	Mardyke Junction WB Right	U	1:1	N/A	C1:A		1	17	-	513	1992	543	94.4%
8/1	Mardyke Junction NB Ahead	U	2:1	N/A	C2:A		1	36	-	681	2038	1143	59.6%
8/2	Mardyke Junction NB Right Ahead	U	2:1	N/A	C2:A		1	36	-	797	2238	1255	63.5%
8/3	Mardyke Junction NB Right	U	2:1	N/A	C2:A		1	36	-	1010	1992	1117	90.4%
9/1	M25 SB On Slip	U	N/A	N/A	-		-	-	-	1305	Inf	Inf	0.0%
9/2	M25 SB On Slip	U	N/A	N/A	-		-	-	-	1126	Inf	Inf	0.0%
10/1	A13 WB On Slip	U	N/A	N/A	-		-	-	-	926	Inf	Inf	0.0%
10/2	A13 WB On Slip	U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%
11/1	A13 EB On Slip	U	N/A	N/A	-		-	-	-	1175	Inf	Inf	0.0%
11/2	A13 EB On Slip	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
11/3	A13 EB On Slip	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
12/1	M25 NB On Slip	U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%
12/2	M25 NB On Slip	U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
12/3	M25 NB On Slip	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**49.7**	**55.7**	**0.0**	**105.3**	**-**	**-**	**-**	**-**
M25 J30	**-**	**-**	**0**	**0**	**0**	**49.7**	**55.7**	**0.0**	**105.3**	**-**	**-**	**-**	**-**
1/1	1175	1175	-	-	-	0.0	0.8	-	0.8	2.5	0.0	0.8	0.8
1/2	326	326	-	-	-	1.8	0.8	-	2.5	27.9	5.1	0.8	5.8
1/3+1/4	731	731	-	-	-	4.1	2.0	-	6.1	30.0	7.3	2.0	9.3
2/1	520	520	-	-	-	2.4	0.8	-	3.2	21.9	7.7	0.8	8.4
2/2	488	488	-	-	-	2.2	0.7	-	3.0	21.9	7.2	0.7	7.9
2/3+2/4	973	973	-	-	-	4.6	1.1	-	5.7	21.2	7.8	1.1	9.0
3/2+3/1	1147	1147	-	-	-	3.7	8.3	-	12.0	37.6	17.8	8.3	26.1
3/3	1010	1010	-	-	-	3.6	5.3	-	8.9	31.7	16.6	5.3	21.9
4/1	816	816	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
4/2	459	459	-	-	-	2.8	2.5	-	5.3	41.5	7.8	2.5	10.3
4/3	472	472	-	-	-	2.9	2.7	-	5.6	42.9	8.1	2.7	10.8
5/1	714	714	-	-	-	3.1	1.0	-	4.1	20.5	12.9	1.0	13.9
5/2	821	821	-	-	-	1.5	1.2	-	2.8	12.1	6.8	1.2	8.0
5/3	472	472	-	-	-	0.5	0.4	-	0.8	6.4	1.2	0.4	1.5
6/1	785	785	-	-	-	1.4	1.7	-	3.1	14.4	9.1	1.7	10.9
6/2	762	762	-	-	-	1.4	1.5	-	2.9	13.6	9.3	1.5	10.7
6/3	441	441	-	-	-	0.6	0.4	-	1.0	8.3	1.2	0.4	1.6
7/1	504	504	-	-	-	2.7	5.0	-	7.8	55.4	9.2	5.0	14.3
7/2	521	521	-	-	-	1.7	6.9	-	8.6	59.7	9.0	6.9	15.9
7/3	513	513	-	-	-	1.7	6.1	-	7.7	54.1	5.6	6.1	11.6
8/1	681	681	-	-	-	0.8	0.7	-	1.5	8.1	5.2	0.7	5.9
8/2	797	797	-	-	-	1.1	0.9	-	2.0	9.1	10.7	0.9	11.5
8/3	1010	1010	-	-	-	5.1	4.4	-	9.5	33.9	12.3	4.4	16.7
9/1	1305	1305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1126	1126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1175	1175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - J05261x - M25 J30 - M25 NB	Stream: 1 PRC for Signalled Lanes (%):	-6.3	Total Delay for Signalled Lanes (pcuHr):	44.98	Cycle Time (s): 66
C2 - J05262x - M25 J30 - A13 EB	Stream: 1 PRC for Signalled Lanes (%):	-0.5	Total Delay for Signalled Lanes (pcuHr):	23.96	Cycle Time (s): 66
C3 - J05263x - M25 J30 - M25 SB	Stream: 1 PRC for Signalled Lanes (%):	12.1	Total Delay for Signalled Lanes (pcuHr):	16.31	Cycle Time (s): 66
C3 - J05263x - M25 J30 - M25 SB	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 66
C4 - J05264x - M25 J30 - A13 WB	Stream: 1 PRC for Signalled Lanes (%):	15.7	Total Delay for Signalled Lanes (pcuHr):	18.88	Cycle Time (s): 66
	PRC Over All Lanes (%):	-6.3	Total Delay Over All Lanes(pcuHr):	105.31	

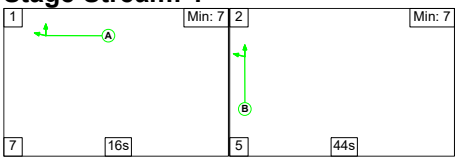
Full Input Data And Results

Scenario 3: 'FB+CD AM Peak Hour' (FG3: 'FB+CD WD AM', Plan 1: 'Network Control Plan 1')

C1 - J05261x - M25 J30 - M25 NB

Stage Sequence Diagram

Stage Stream: 1

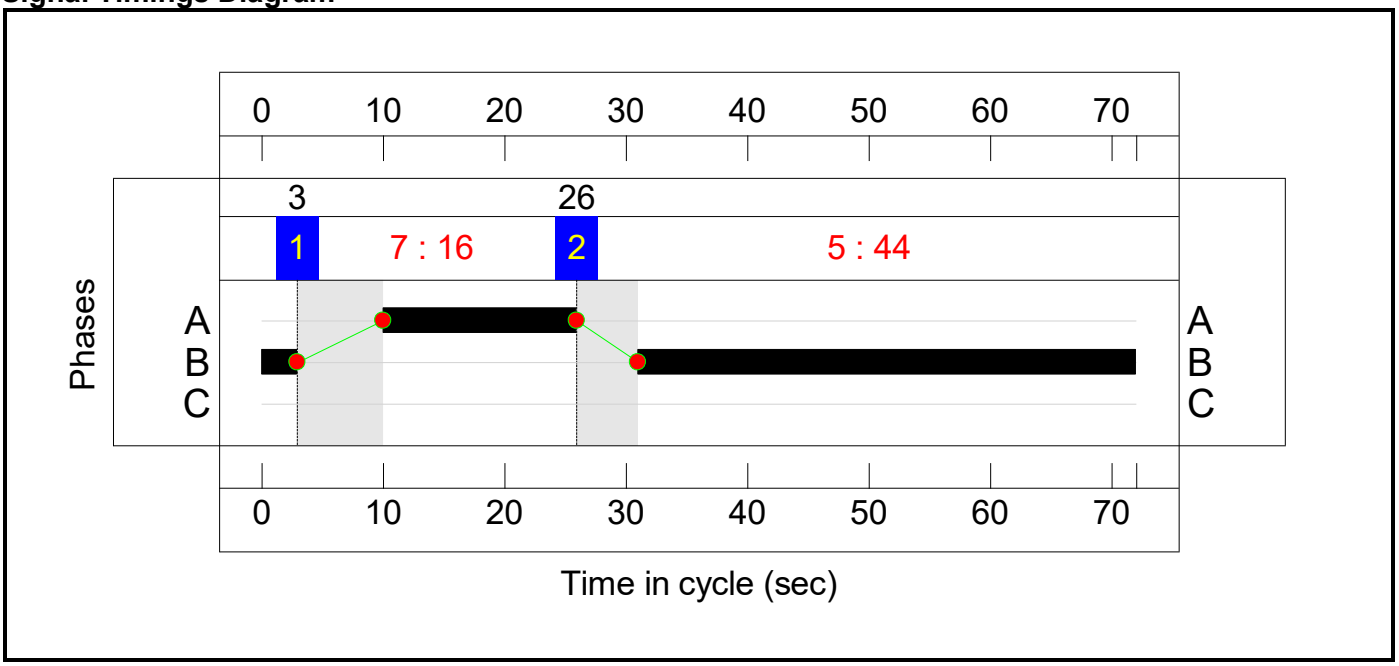


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	16	44
Change Point	3	26

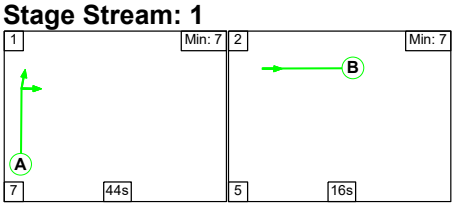
Signal Timings Diagram



C2 - J05262x - M25 J30 - A13 EB

Stage Sequence Diagram

Stage Stream: 1



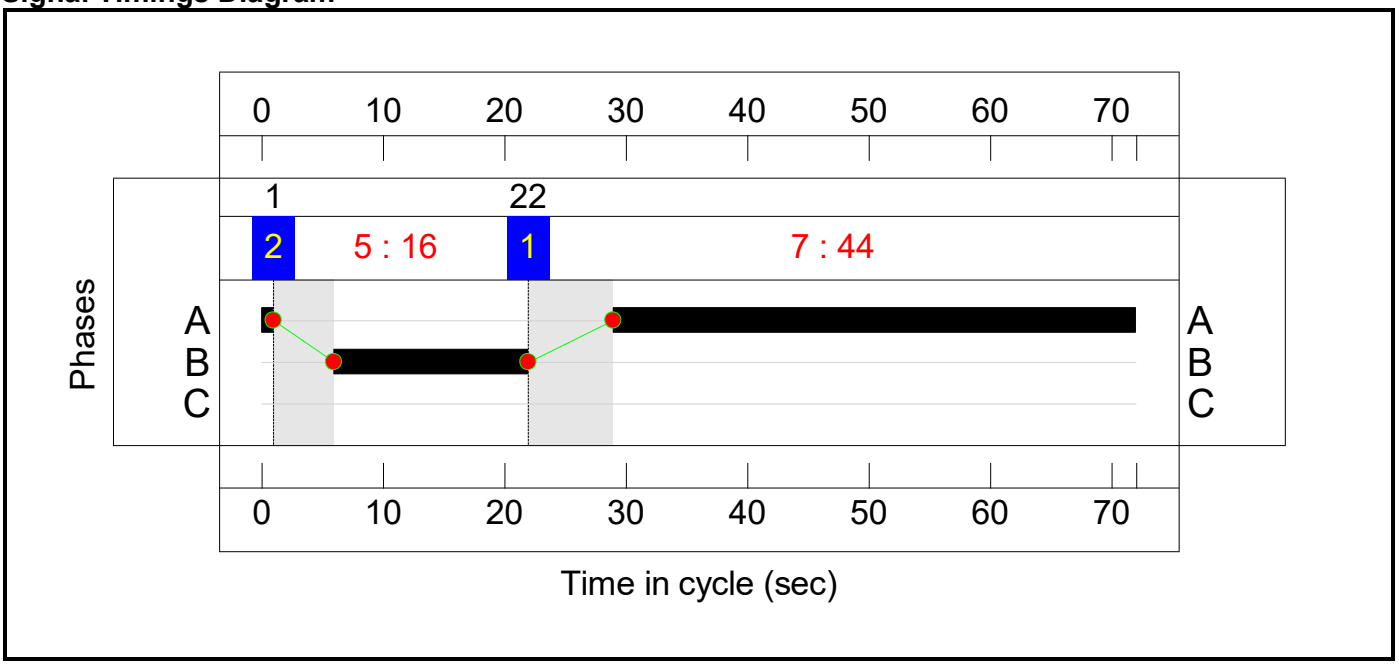
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	16
Change Point	22	1

Full Input Data And Results

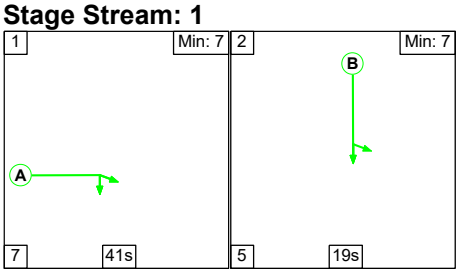
Signal Timings Diagram



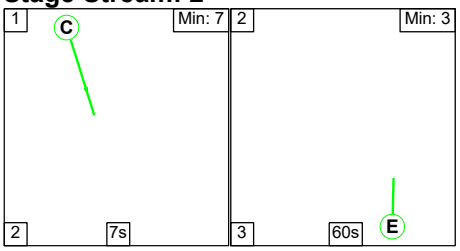
C3 - J05263x - M25 J30 - M25 SB

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

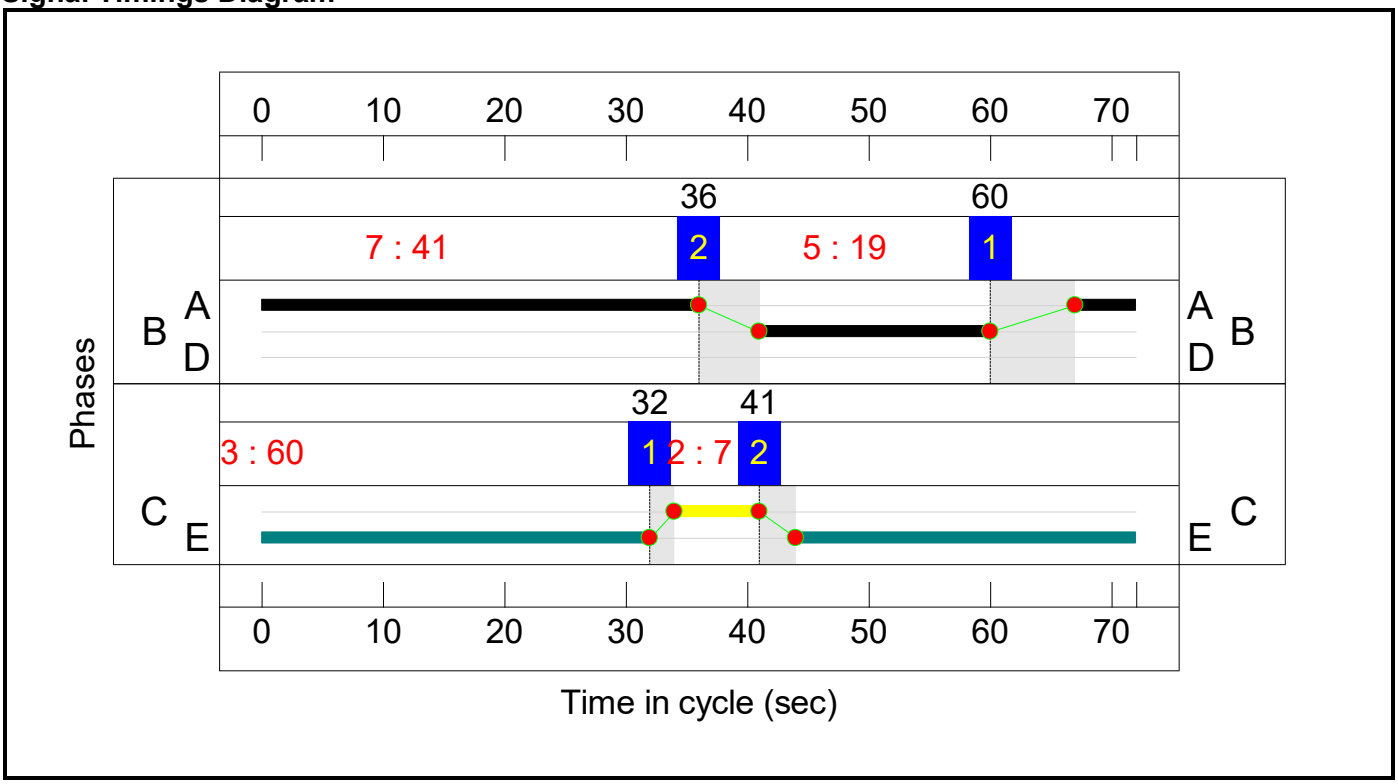
Stage	1	2
Duration	41	19
Change Point	60	36

Stage Stream: 2

Stage	1	2
Duration	7	60
Change Point	32	41

Full Input Data And Results

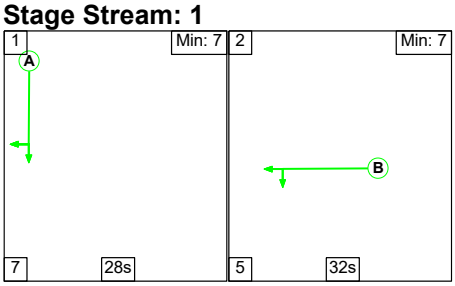
Signal Timings Diagram



C4 - J05264x - M25 J30 - A13 WB

Stage Sequence Diagram

Stage Stream: 1



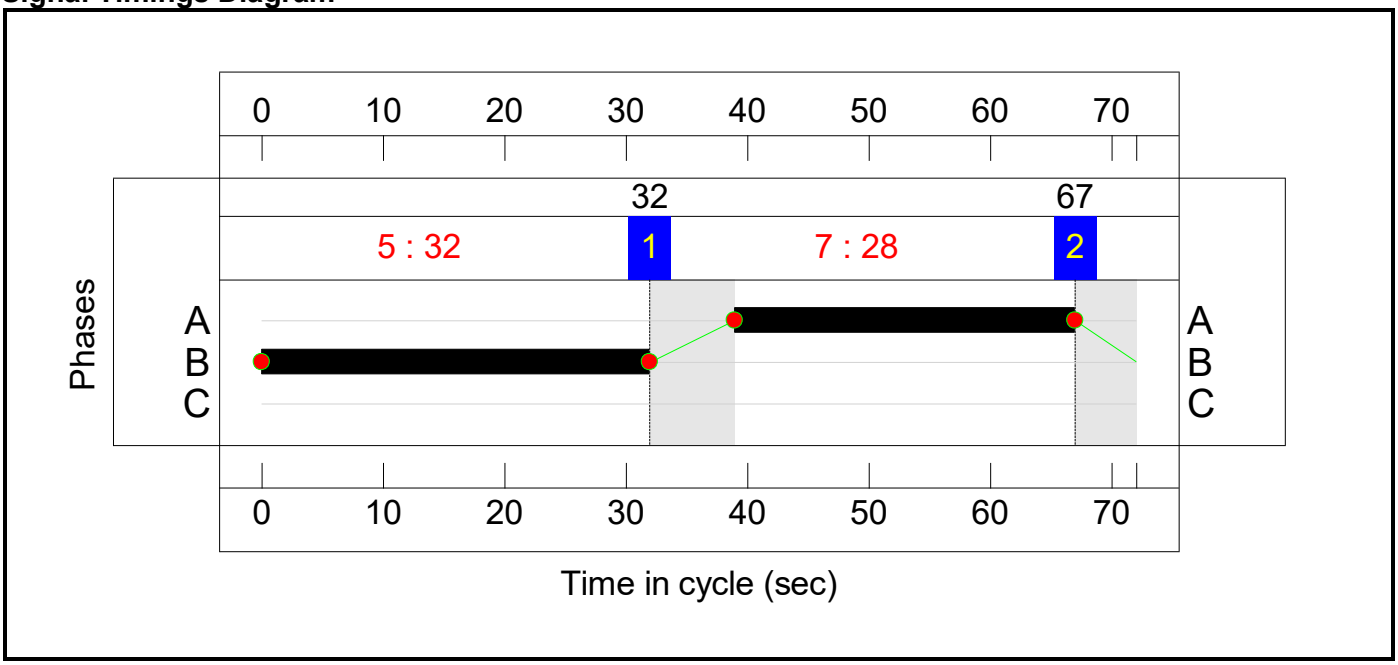
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	32
Change Point	32	67

Full Input Data And Results

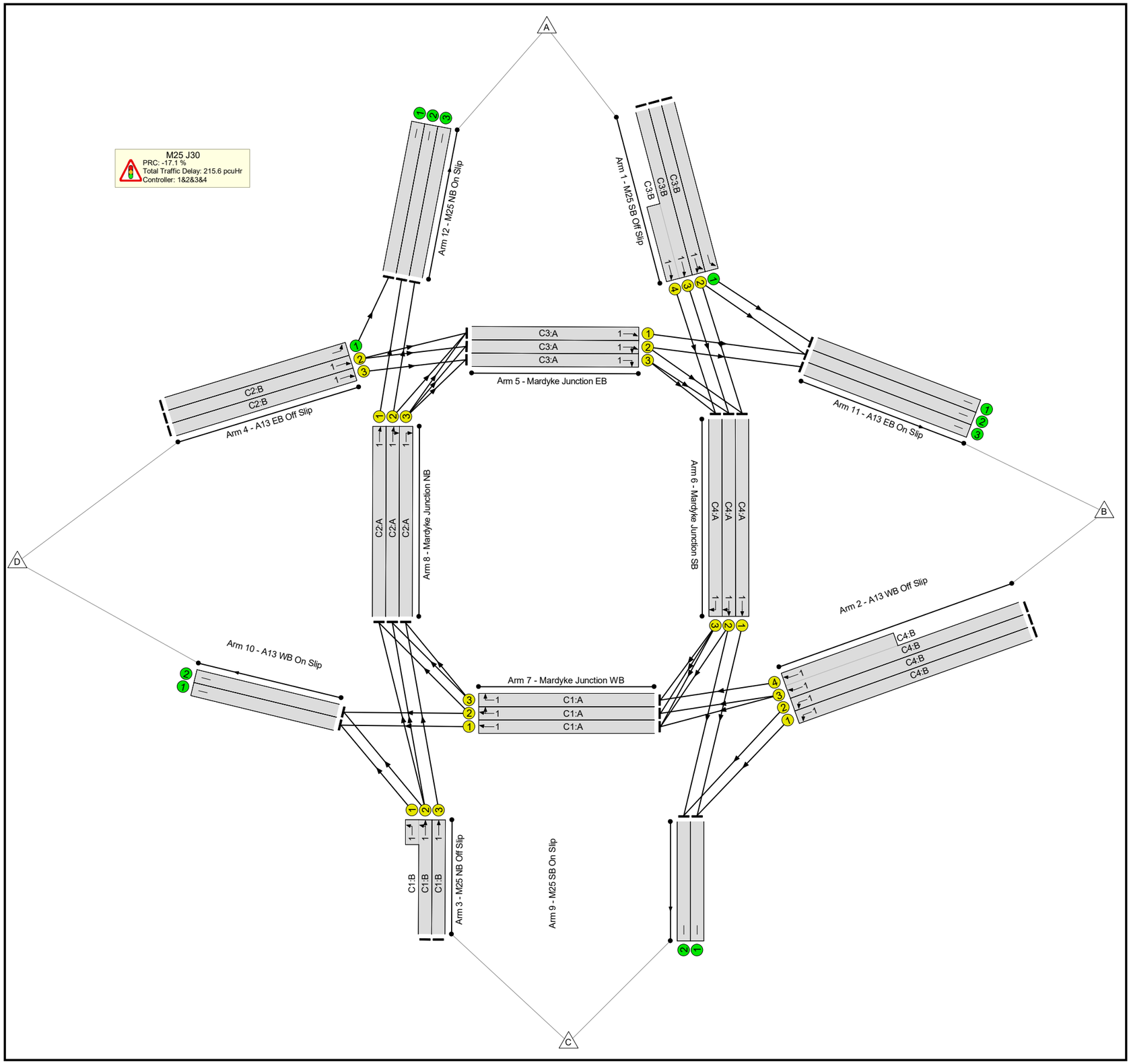
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.4%**
M25 J30	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.4%**
1/1	M25 SB Off Slip Left	U	N/A	N/A	-		-	-	-	1024	1900	1900	53.9%
1/2	M25 SB Off Slip Ahead Left	U	3:1	N/A	C3:B		1	19	-	317	1786	496	63.9%
1/3+1/4	M25 SB Off Slip Ahead	U	3:1	N/A	C3:B		1	19	-	700	1799:1885	839	83.5%
2/1	A13 WB Off Slip Left	U	4:1	N/A	C4:B		1	32	-	799	2255	1034	77.3%
2/2	A13 WB Off Slip Left	U	4:1	N/A	C4:B		1	32	-	756	2155	988	76.5%
2/3+2/4	A13 WB Off Slip Ahead	U	4:1	N/A	C4:B		1	32	-	938	1950:1950	1509	62.2%
3/2+3/1	M25 NB Off Slip Ahead Left	U	1:1	N/A	C1:B		1	44	-	1330	1900:1900	1262	105.4%
3/3	M25 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	44	-	1235	1900	1187	104.0%
4/1	A13 EB Off Slip Left	U	N/A	N/A	-		-	-	-	694	1900	1900	36.5%
4/2	A13 EB Off Slip Ahead	U	2:1	N/A	C2:B		1	16	-	387	1899	448	86.3%
4/3	A13 EB Off Slip Ahead	U	2:1	N/A	C2:B		1	16	-	407	1923	454	89.6%
5/1	Mardyke Junction EB Ahead	U	3:1	N/A	C3:A		1	41	-	773	1953	1139	65.1%
5/2	Mardyke Junction EB Right Ahead	U	3:1	N/A	C3:A		1	41	-	948	2111	1231	75.2%
5/3	Mardyke Junction EB Right	U	3:1	N/A	C3:A		1	41	-	407	1992	1162	35.0%

Full Input Data And Results

6/1	Mardyke Junction SB Ahead	U	4:1	N/A	C4:A		1	28	-	703	2148	865	81.3%
6/2	Mardyke Junction SB Right Ahead	U	4:1	N/A	C4:A		1	28	-	687	2163	871	78.9%
6/3	Mardyke Junction SB Right	U	4:1	N/A	C4:A		1	28	-	420	1992	802	52.3%
7/1	Mardyke Junction WB Ahead	U	1:1	N/A	C1:A		1	16	-	468	1995	471	99.4%
7/2	Mardyke Junction WB Right Ahead	U	1:1	N/A	C1:A		1	16	-	497	1997	472	105.4%
7/3	Mardyke Junction WB Right	U	1:1	N/A	C1:A		1	16	-	494	1992	470	105.0%
8/1	Mardyke Junction NB Ahead	U	2:1	N/A	C2:A		1	44	-	720	2038	1274	53.4%
8/2	Mardyke Junction NB Right Ahead	U	2:1	N/A	C2:A		1	44	-	808	2238	1399	54.9%
8/3	Mardyke Junction NB Right	U	2:1	N/A	C2:A		1	44	-	1235	1992	1245	95.4%
9/1	M25 SB On Slip	U	N/A	N/A	-		-	-	-	1502	Inf	Inf	0.0%
9/2	M25 SB On Slip	U	N/A	N/A	-		-	-	-	1342	Inf	Inf	0.0%
10/1	A13 WB On Slip	U	N/A	N/A	-		-	-	-	865	Inf	Inf	0.0%
10/2	A13 WB On Slip	U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
11/1	A13 EB On Slip	U	N/A	N/A	-		-	-	-	1024	Inf	Inf	0.0%
11/2	A13 EB On Slip	U	N/A	N/A	-		-	-	-	773	Inf	Inf	0.0%
11/3	A13 EB On Slip	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
12/1	M25 NB On Slip	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
12/2	M25 NB On Slip	U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
12/3	M25 NB On Slip	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**61.5**	**154.1**	**0.0**	**215.6**	**-**	**-**	**-**	**-**
M25 J30	**-**	**-**	**0**	**0**	**0**	**61.5**	**154.1**	**0.0**	**215.6**	**-**	**-**	**-**	**-**
1/1	1024	1024	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
1/2	317	317	-	-	-	2.0	0.9	-	2.9	32.8	5.5	0.9	6.4
1/3+1/4	700	700	-	-	-	4.5	2.4	-	7.0	35.9	7.7	2.4	10.1
2/1	799	799	-	-	-	3.6	1.7	-	5.3	23.9	13.3	1.7	15.0
2/2	756	756	-	-	-	3.4	1.6	-	5.0	23.9	12.6	1.6	14.2
2/3+2/4	938	938	-	-	-	3.6	0.8	-	4.4	17.1	7.1	0.8	8.0
3/2+3/1	1330	1262	-	-	-	7.6	41.9	-	49.5	134.0	27.5	41.9	69.4
3/3	1235	1188	-	-	-	6.8	33.1	-	39.8	116.1	25.7	33.1	58.7
4/1	694	694	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/2	387	387	-	-	-	2.8	2.9	-	5.7	53.2	7.4	2.9	10.3
4/3	407	407	-	-	-	3.0	3.7	-	6.7	59.7	7.8	3.7	11.5
5/1	742	742	-	-	-	2.6	0.9	-	3.5	17.0	14.4	0.9	15.3
5/2	926	926	-	-	-	2.0	1.5	-	3.5	13.5	10.2	1.5	11.7
5/3	407	407	-	-	-	0.5	0.3	-	0.8	6.8	1.4	0.3	1.6
6/1	703	703	-	-	-	1.5	2.1	-	3.7	18.7	9.0	2.1	11.1
6/2	687	687	-	-	-	1.5	1.8	-	3.4	17.7	9.2	1.8	11.0
6/3	420	420	-	-	-	0.9	0.5	-	1.4	12.2	1.6	0.5	2.1
7/1	468	468	-	-	-	2.6	10.1	-	12.7	97.8	9.4	10.1	19.4
7/2	497	472	-	-	-	3.2	19.2	-	22.4	162.5	10.4	19.2	29.7
7/3	494	470	-	-	-	3.2	18.5	-	21.7	158.0	10.4	18.5	28.9
8/1	680	680	-	-	-	1.1	0.6	-	1.7	9.1	10.0	0.6	10.6
8/2	768	768	-	-	-	1.4	0.6	-	2.0	9.2	11.5	0.6	12.2
8/3	1188	1188	-	-	-	3.5	8.1	-	11.6	35.0	11.2	8.1	19.2
9/1	1502	1502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1342	1342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/1	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1024	1024	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - J05261x - M25 J30 - M25 NB	Stream: 1 PRC for Signalled Lanes (%):	-17.1	Total Delay for Signalled Lanes (pcuHr):	146.19	Cycle Time (s): 72
C2 - J05262x - M25 J30 - A13 EB	Stream: 1 PRC for Signalled Lanes (%):	-6.0	Total Delay for Signalled Lanes (pcuHr):	27.70	Cycle Time (s): 72
C3 - J05263x - M25 J30 - M25 SB	Stream: 1 PRC for Signalled Lanes (%):	7.8	Total Delay for Signalled Lanes (pcuHr):	17.61	Cycle Time (s): 72
C3 - J05263x - M25 J30 - M25 SB	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 72
C4 - J05264x - M25 J30 - A13 WB	Stream: 1 PRC for Signalled Lanes (%):	10.8	Total Delay for Signalled Lanes (pcuHr):	23.24	Cycle Time (s): 72
	PRC Over All Lanes (%):	-17.1	Total Delay Over All Lanes(pcuHr):	215.60	

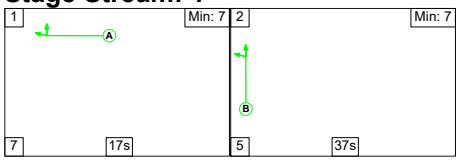
Full Input Data And Results

Scenario 4: 'FB+CD PM Peak Hour' (FG4: 'FB+CD WD PM', Plan 1: 'Network Control Plan 1')

C1 - J05261x - M25 J30 - M25 NB

Stage Sequence Diagram

Stage Stream: 1

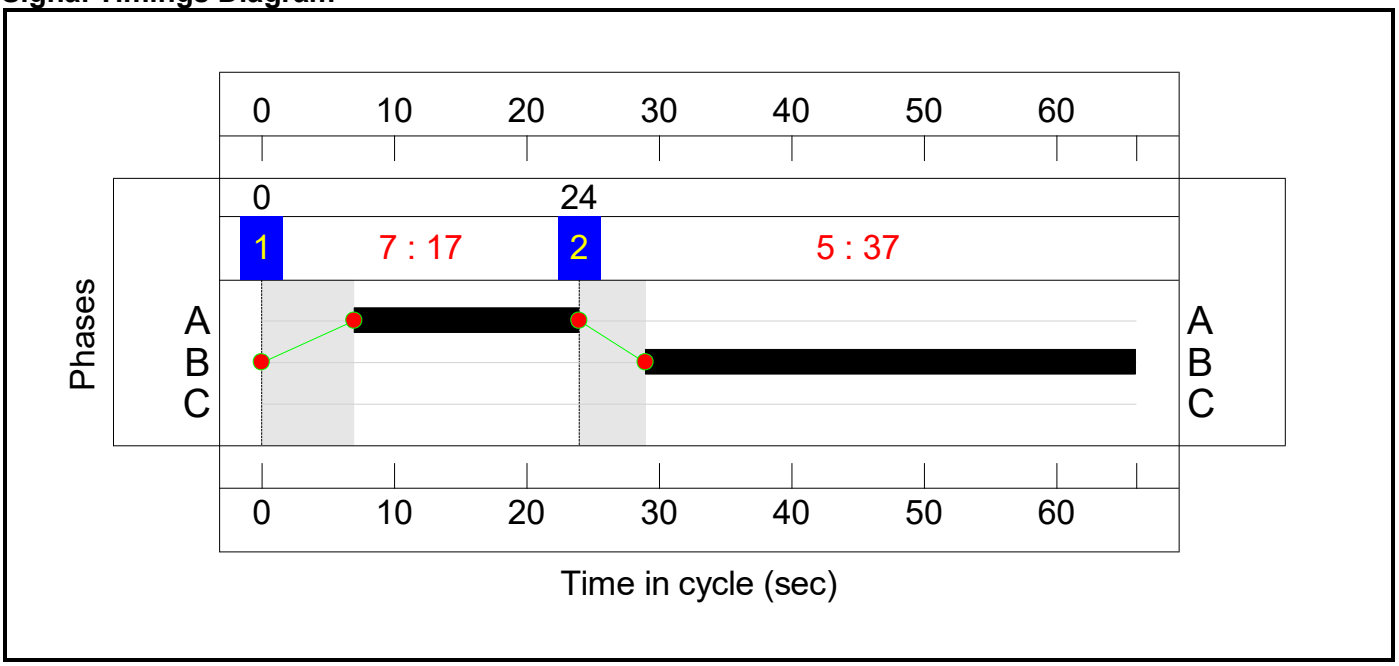


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	17	37
Change Point	0	24

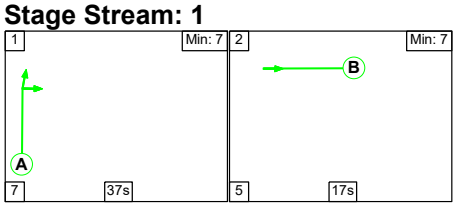
Signal Timings Diagram



C2 - J05262x - M25 J30 - A13 EB

Stage Sequence Diagram

Stage Stream: 1



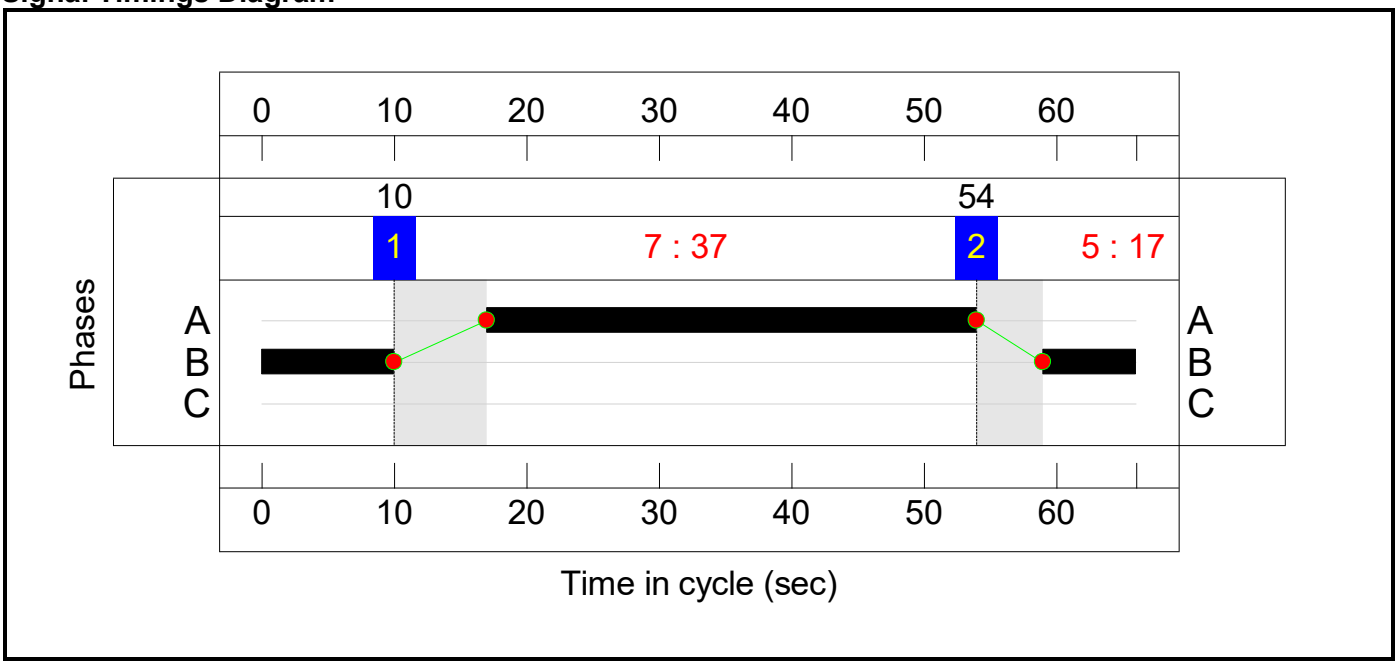
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	37	17
Change Point	10	54

Full Input Data And Results

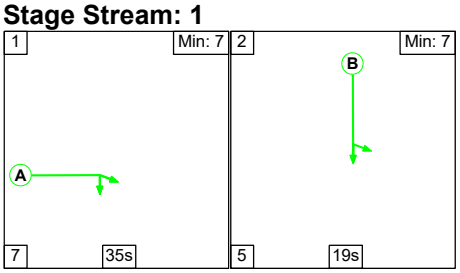
Signal Timings Diagram



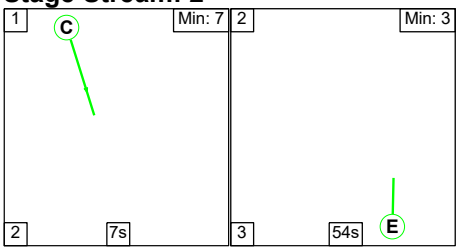
C3 - J05263x - M25 J30 - M25 SB

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

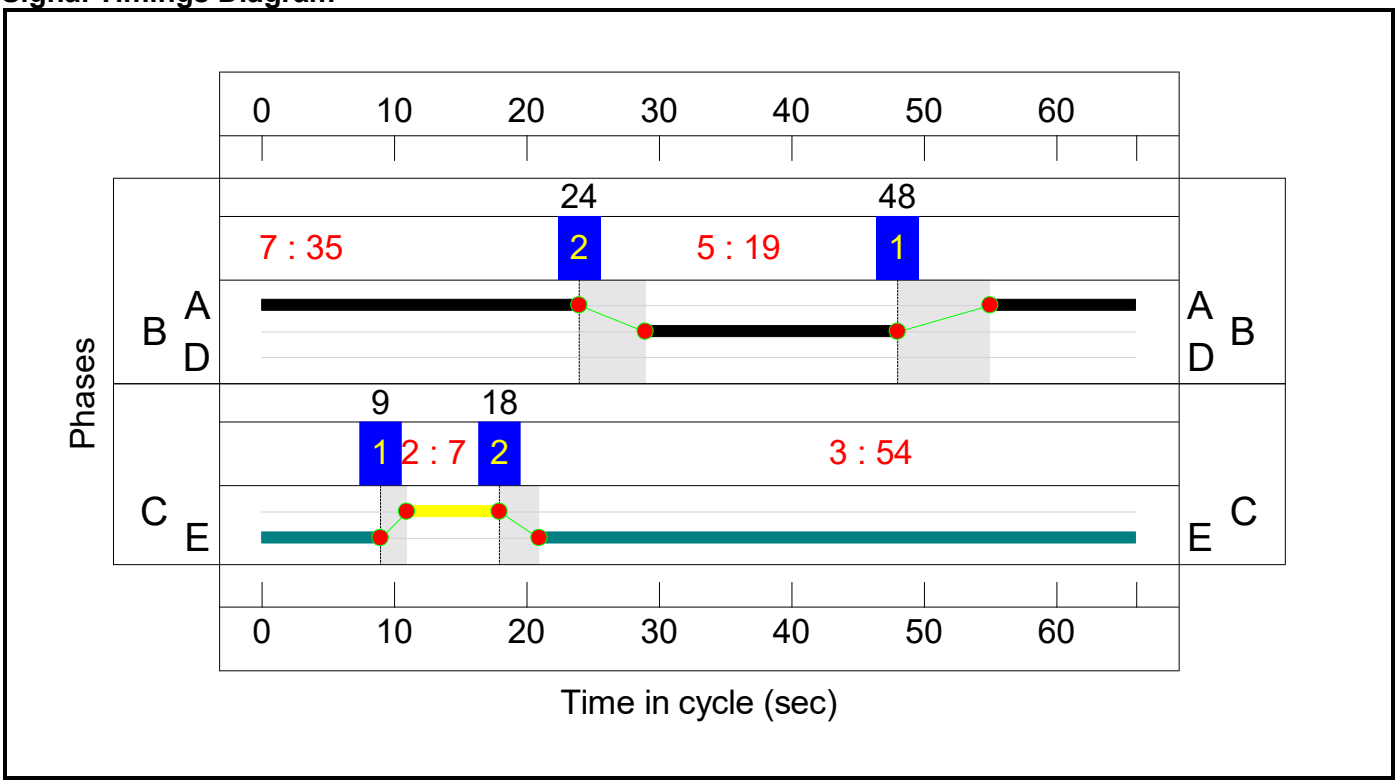
Stage	1	2
Duration	35	19
Change Point	48	24

Stage Stream: 2

Stage	1	2
Duration	7	54
Change Point	9	18

Full Input Data And Results

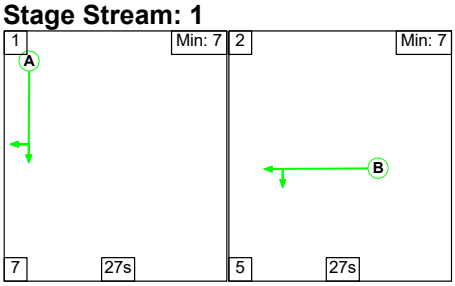
Signal Timings Diagram



C4 - J05264x - M25 J30 - A13 WB

Stage Sequence Diagram

Stage Stream: 1



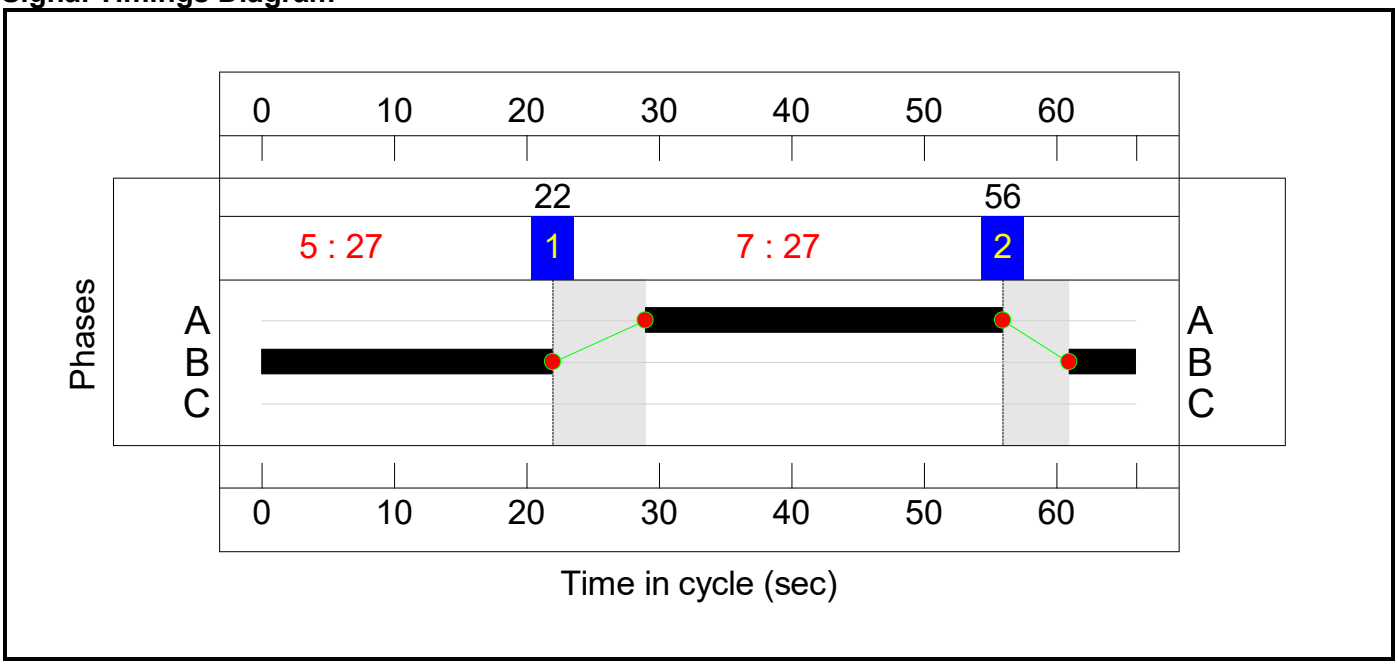
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	27
Change Point	22	56

Full Input Data And Results

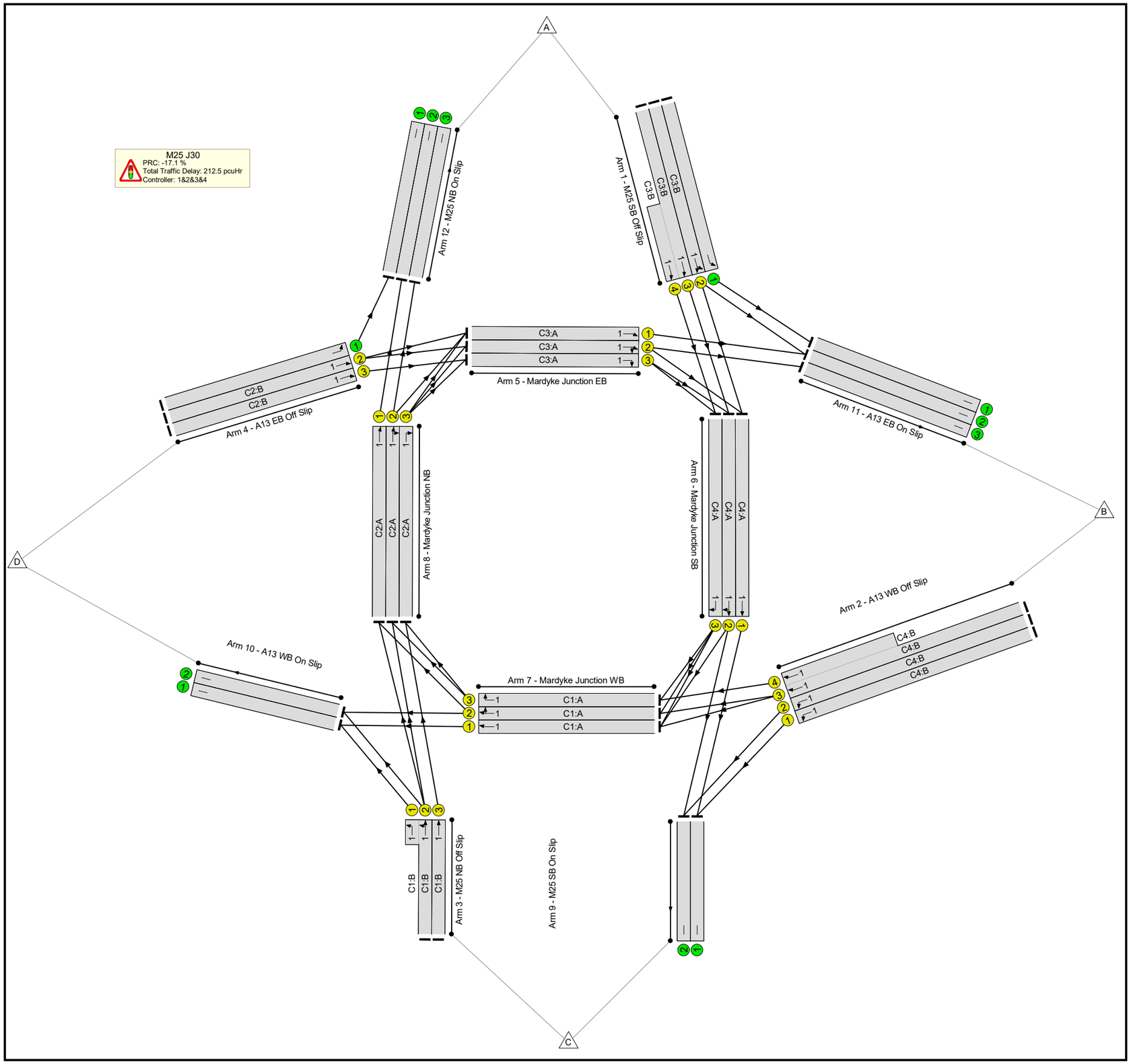
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.4%**
M25 J30	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.4%**
1/1	M25 SB Off Slip Left	U	N/A	N/A	-		-	-	-	1281	1900	1900	67.4%
1/2	M25 SB Off Slip Ahead Left	U	3:1	N/A	C3:B		1	19	-	329	1786	541	60.8%
1/3+1/4	M25 SB Off Slip Ahead	U	3:1	N/A	C3:B		1	19	-	743	1799:1885	857	86.7%
2/1	A13 WB Off Slip Left	U	4:1	N/A	C4:B		1	27	-	775	2255	957	81.0%
2/2	A13 WB Off Slip Left	U	4:1	N/A	C4:B		1	27	-	734	2155	914	80.3%
2/3+2/4	A13 WB Off Slip Ahead	U	4:1	N/A	C4:B		1	27	-	1070	1950:1950	1507	71.0%
3/2+3/1	M25 NB Off Slip Ahead Left	U	1:1	N/A	C1:B		1	37	-	1234	1900:1900	1171	105.4%
3/3	M25 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	37	-	1138	1900	1094	104.0%
4/1	A13 EB Off Slip Left	U	N/A	N/A	-		-	-	-	827	1900	1900	43.5%
4/2	A13 EB Off Slip Ahead	U	2:1	N/A	C2:B		1	17	-	464	1899	518	89.6%
4/3	A13 EB Off Slip Ahead	U	2:1	N/A	C2:B		1	17	-	480	1923	524	91.5%
5/1	Mardyke Junction EB Ahead	U	3:1	N/A	C3:A		1	35	-	778	1953	1065	70.0%
5/2	Mardyke Junction EB Right Ahead	U	3:1	N/A	C3:A		1	35	-	962	2111	1151	81.9%
5/3	Mardyke Junction EB Right	U	3:1	N/A	C3:A		1	35	-	480	1992	1087	44.2%

Full Input Data And Results

6/1	Mardyke Junction SB Ahead	U	4:1	N/A	C4:A		1	27	-	793	2148	911	87.0%
6/2	Mardyke Junction SB Right Ahead	U	4:1	N/A	C4:A		1	27	-	742	2163	918	80.9%
6/3	Mardyke Junction SB Right	U	4:1	N/A	C4:A		1	27	-	481	1992	845	56.9%
7/1	Mardyke Junction WB Ahead	U	1:1	N/A	C1:A		1	17	-	523	1995	544	96.1%
7/2	Mardyke Junction WB Right Ahead	U	1:1	N/A	C1:A		1	17	-	560	1997	545	102.8%
7/3	Mardyke Junction WB Right	U	1:1	N/A	C1:A		1	17	-	560	1992	543	103.1%
8/1	Mardyke Junction NB Ahead	U	2:1	N/A	C2:A		1	37	-	773	2038	1173	63.4%
8/2	Mardyke Junction NB Right Ahead	U	2:1	N/A	C2:A		1	37	-	880	2238	1289	65.7%
8/3	Mardyke Junction NB Right	U	2:1	N/A	C2:A		1	37	-	1138	1992	1147	95.4%
9/1	M25 SB On Slip	U	N/A	N/A	-		-	-	-	1568	Inf	Inf	0.0%
9/2	M25 SB On Slip	U	N/A	N/A	-		-	-	-	1384	Inf	Inf	0.0%
10/1	A13 WB On Slip	U	N/A	N/A	-		-	-	-	874	Inf	Inf	0.0%
10/2	A13 WB On Slip	U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
11/1	A13 EB On Slip	U	N/A	N/A	-		-	-	-	1281	Inf	Inf	0.0%
11/2	A13 EB On Slip	U	N/A	N/A	-		-	-	-	778	Inf	Inf	0.0%
11/3	A13 EB On Slip	U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%
12/1	M25 NB On Slip	U	N/A	N/A	-		-	-	-	827	Inf	Inf	0.0%
12/2	M25 NB On Slip	U	N/A	N/A	-		-	-	-	773	Inf	Inf	0.0%
12/3	M25 NB On Slip	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**63.3**	**149.2**	**0.0**	**212.5**	**-**	**-**	**-**	**-**
M25 J30	**-**	**-**	**0**	**0**	**0**	**63.3**	**149.2**	**0.0**	**212.5**	**-**	**-**	**-**	**-**
1/1	1281	1281	-	-	-	0.0	1.0	-	1.0	2.9	0.0	1.0	1.0
1/2	329	329	-	-	-	1.8	0.8	-	2.6	28.1	5.1	0.8	5.9
1/3+1/4	743	743	-	-	-	4.2	3.1	-	7.3	35.6	8.2	3.1	11.2
2/1	775	775	-	-	-	3.6	2.1	-	5.7	26.4	12.3	2.1	14.4
2/2	734	734	-	-	-	3.4	2.0	-	5.4	26.4	11.6	2.0	13.6
2/3+2/4	1070	1070	-	-	-	4.5	1.2	-	5.7	19.2	8.2	1.2	9.5
3/2+3/1	1234	1171	-	-	-	7.0	39.4	-	46.4	135.4	23.4	39.4	62.7
3/3	1138	1094	-	-	-	6.2	31.2	-	37.4	118.3	21.7	31.2	52.8
4/1	827	827	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
4/2	464	464	-	-	-	3.0	3.8	-	6.8	52.4	8.1	3.8	11.9
4/3	480	480	-	-	-	3.1	4.5	-	7.6	56.9	8.4	4.5	12.9
5/1	746	746	-	-	-	3.3	1.2	-	4.5	21.5	13.5	1.2	14.7
5/2	943	943	-	-	-	2.1	2.2	-	4.4	16.6	9.6	2.2	11.8
5/3	480	480	-	-	-	0.6	0.4	-	1.0	7.3	1.4	0.4	1.8
6/1	793	793	-	-	-	2.0	3.2	-	5.1	23.3	13.3	3.2	16.5
6/2	742	742	-	-	-	1.9	2.1	-	4.0	19.2	12.4	2.1	14.4
6/3	481	481	-	-	-	0.8	0.7	-	1.5	10.9	1.5	0.7	2.2
7/1	523	523	-	-	-	3.2	7.3	-	10.5	72.6	9.6	7.3	16.9
7/2	560	545	-	-	-	2.4	16.3	-	18.7	119.9	10.5	16.3	26.8
7/3	560	543	-	-	-	2.3	16.7	-	19.0	122.2	10.6	16.7	27.3
8/1	744	744	-	-	-	0.9	0.9	-	1.7	8.3	4.6	0.9	5.4
8/2	847	847	-	-	-	1.1	1.0	-	2.0	8.6	6.9	1.0	7.8
8/3	1094	1094	-	-	-	6.0	7.9	-	14.0	45.9	15.6	7.9	23.6
9/1	1568	1568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1384	1384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/1	856	856	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1281	1281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	746	746	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	827	827	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - J05261x - M25 J30 - M25 NB	Stream: 1 PRC for Signalled Lanes (%):	-17.1	Total Delay for Signalled Lanes (pcuHr):	132.04	Cycle Time (s): 66
C2 - J05262x - M25 J30 - A13 EB	Stream: 1 PRC for Signalled Lanes (%):	-6.0	Total Delay for Signalled Lanes (pcuHr):	32.03	Cycle Time (s): 66
C3 - J05263x - M25 J30 - M25 SB	Stream: 1 PRC for Signalled Lanes (%):	3.8	Total Delay for Signalled Lanes (pcuHr):	19.69	Cycle Time (s): 66
C3 - J05263x - M25 J30 - M25 SB	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 66
C4 - J05264x - M25 J30 - A13 WB	Stream: 1 PRC for Signalled Lanes (%):	3.4	Total Delay for Signalled Lanes (pcuHr):	27.31	Cycle Time (s): 66
	PRC Over All Lanes (%):	-17.1	Total Delay Over All Lanes(pcuHr):	212.50	

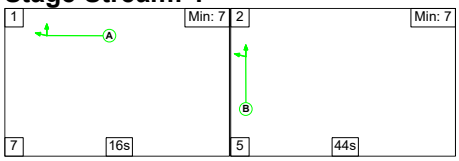
Full Input Data And Results

Scenario 5: 'FB+CD+N2T WD AM' (FG7: 'FB+CD+N2T WD AM', Plan 1: 'Network Control Plan 1')

C1 - J05261x - M25 J30 - M25 NB

Stage Sequence Diagram

Stage Stream: 1

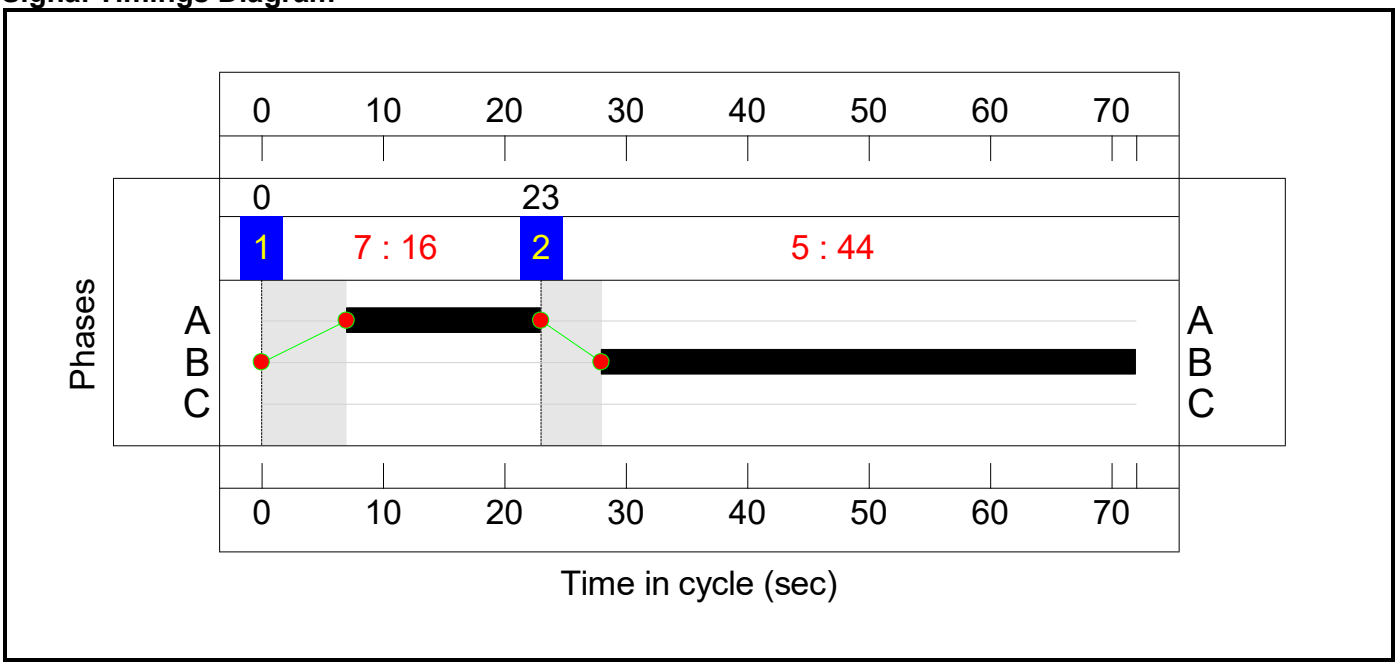


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	16	44
Change Point	0	23

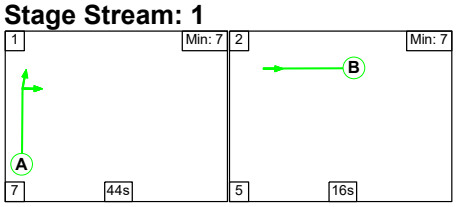
Signal Timings Diagram



C2 - J05262x - M25 J30 - A13 EB

Stage Sequence Diagram

Stage Stream: 1



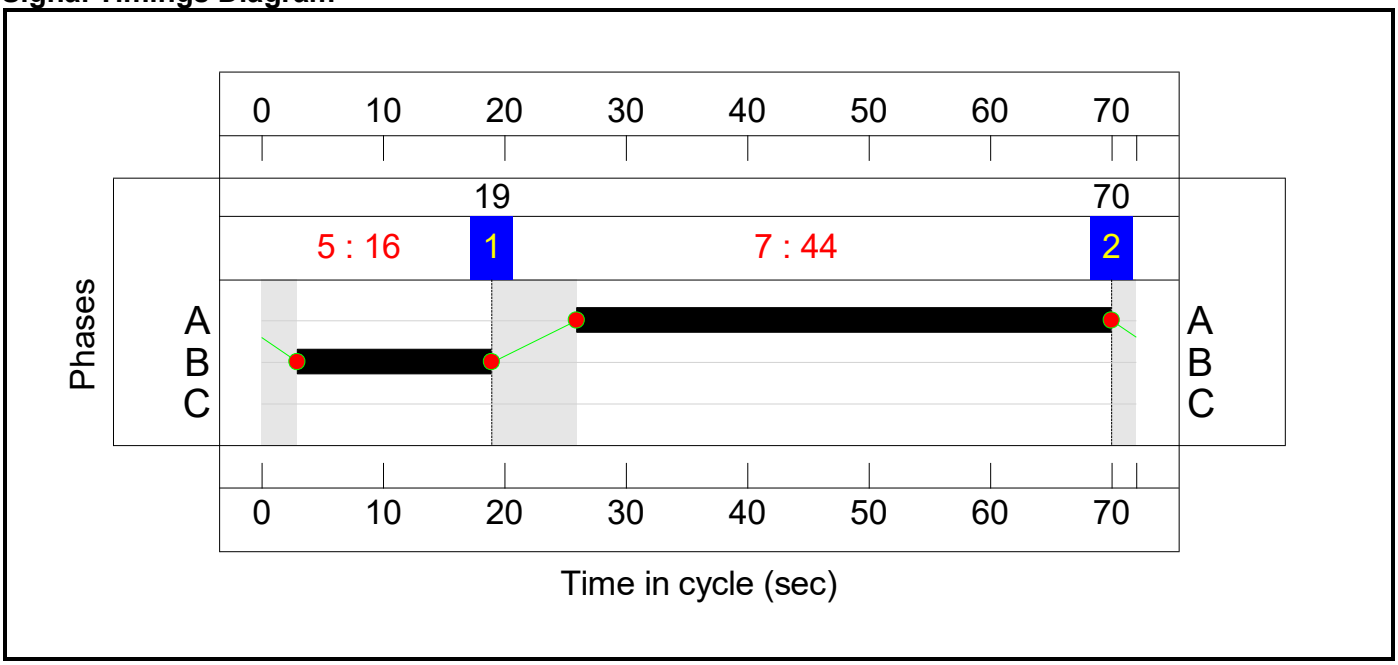
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	44	16
Change Point	19	70

Full Input Data And Results

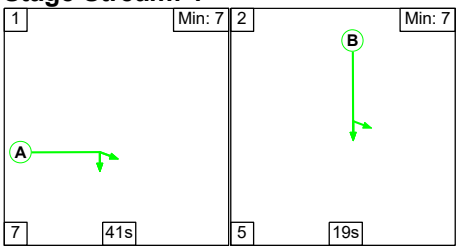
Signal Timings Diagram



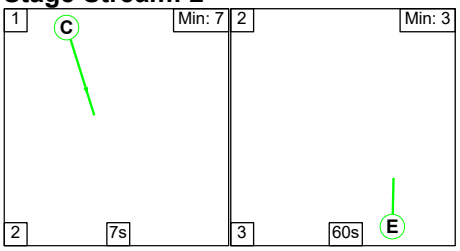
C3 - J05263x - M25 J30 - M25 SB

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

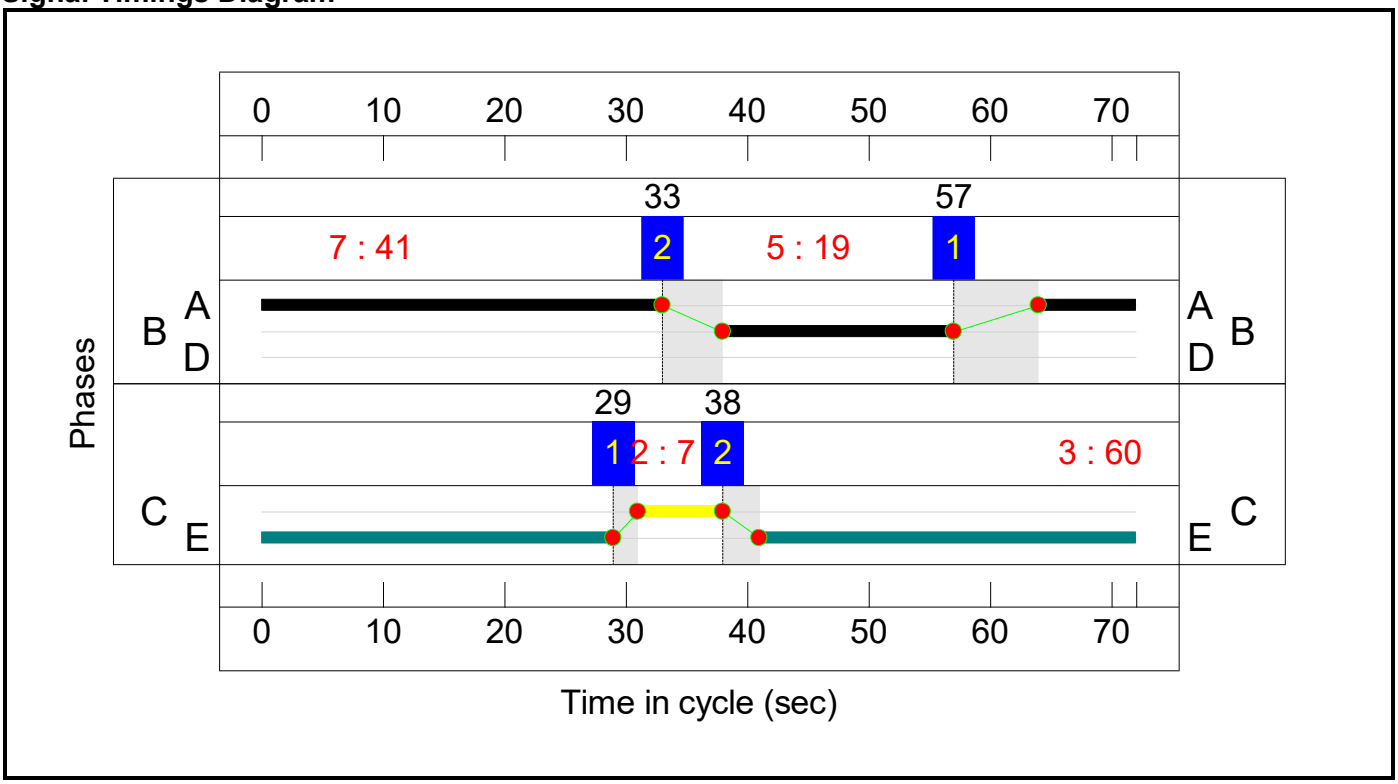
Stage	1	2
Duration	41	19
Change Point	57	33

Stage Stream: 2

Stage	1	2
Duration	7	60
Change Point	29	38

Full Input Data And Results

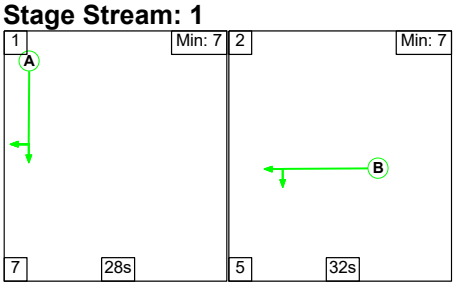
Signal Timings Diagram



C4 - J05264x - M25 J30 - A13 WB

Stage Sequence Diagram

Stage Stream: 1



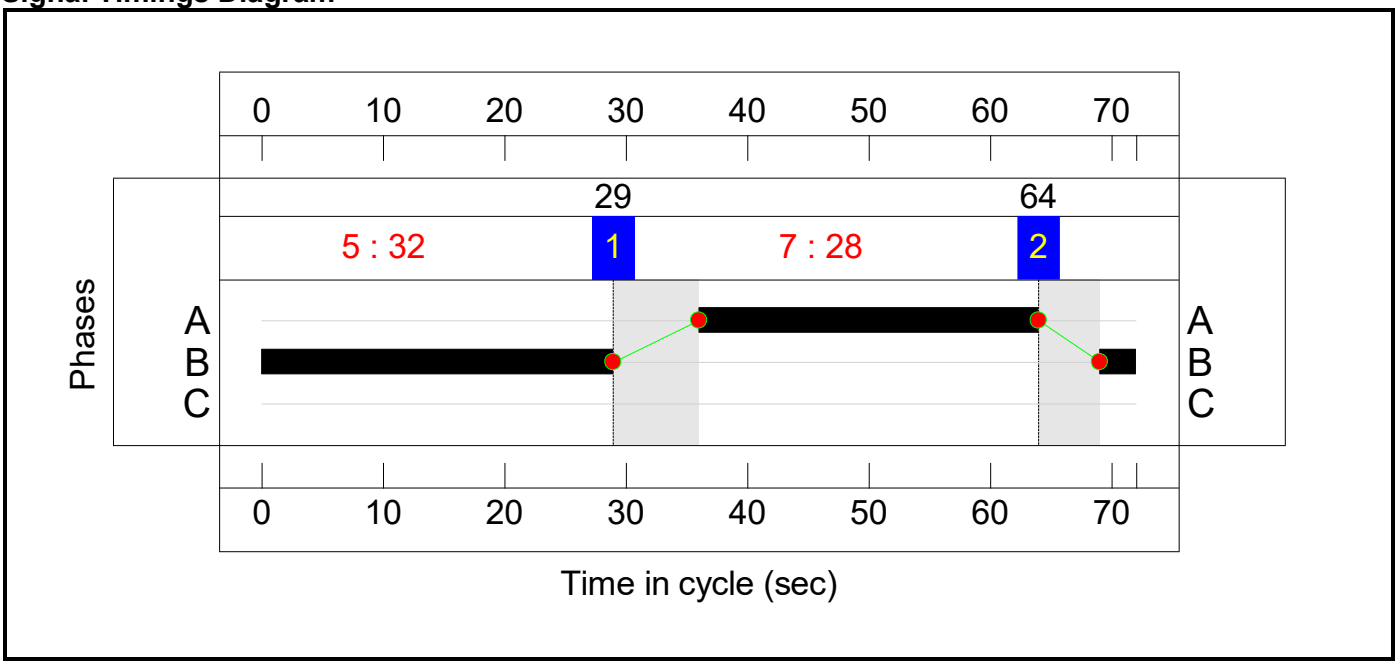
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	32
Change Point	29	64

Full Input Data And Results

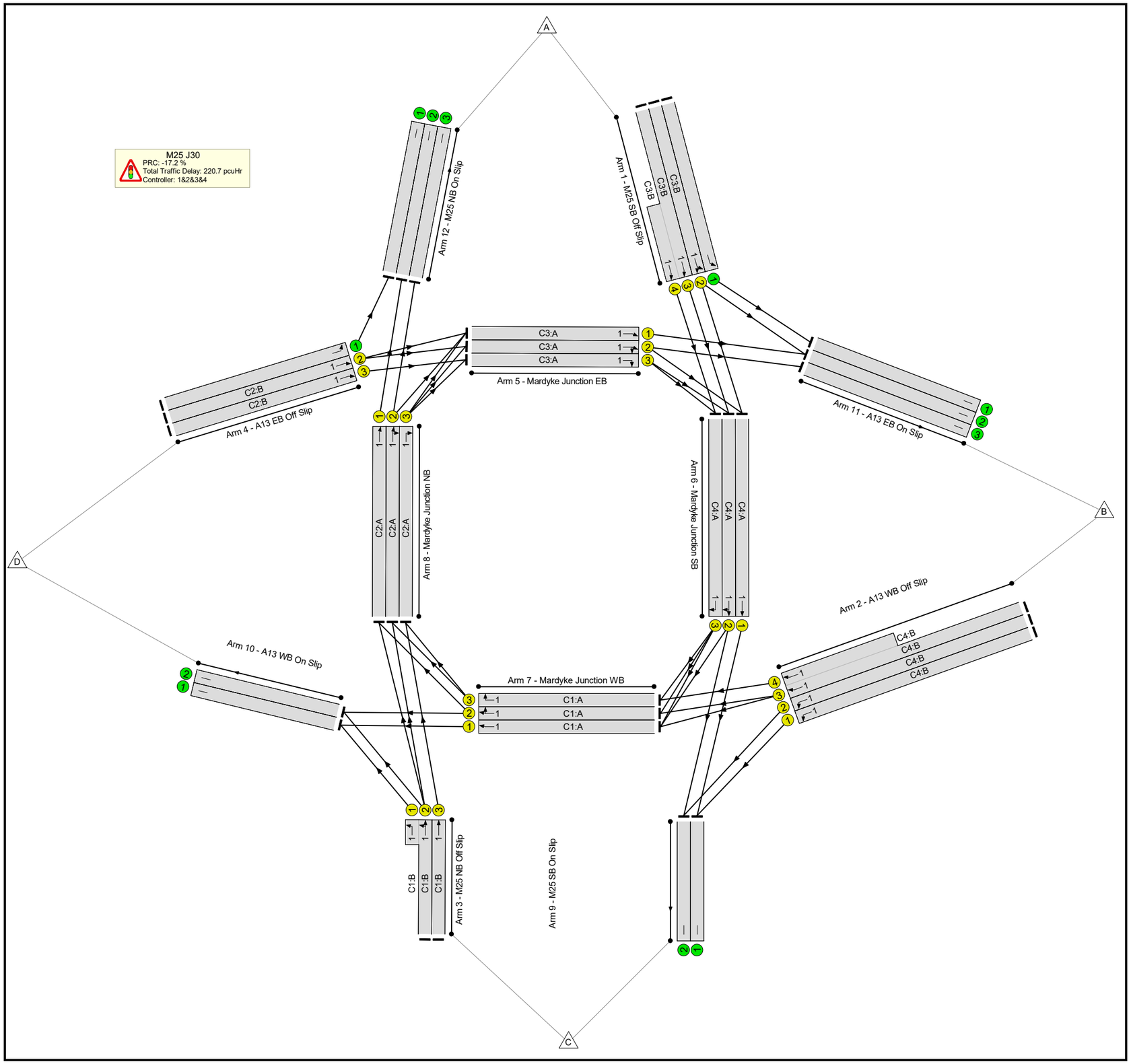
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.5%**
M25 J30	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.5%**
1/1	M25 SB Off Slip Left	U	N/A	N/A	-		-	-	-	1084	1900	1900	57.1%
1/2	M25 SB Off Slip Ahead Left	U	3:1	N/A	C3:B		1	19	-	315	1786	496	63.5%
1/3+1/4	M25 SB Off Slip Ahead	U	3:1	N/A	C3:B		1	19	-	702	1799:1885	824	85.2%
2/1	A13 WB Off Slip Left	U	4:1	N/A	C4:B		1	32	-	799	2255	1034	77.3%
2/2	A13 WB Off Slip Left	U	4:1	N/A	C4:B		1	32	-	756	2155	988	76.5%
2/3+2/4	A13 WB Off Slip Ahead	U	4:1	N/A	C4:B		1	32	-	952	1950:1950	1531	62.2%
3/2+3/1	M25 NB Off Slip Ahead Left	U	1:1	N/A	C1:B		1	44	-	1331	1900:1900	1262	105.5%
3/3	M25 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	44	-	1234	1900	1187	103.9%
4/1	A13 EB Off Slip Left	U	N/A	N/A	-		-	-	-	694	1900	1900	36.5%
4/2	A13 EB Off Slip Ahead	U	2:1	N/A	C2:B		1	16	-	386	1899	448	86.1%
4/3	A13 EB Off Slip Ahead	U	2:1	N/A	C2:B		1	16	-	408	1923	454	89.9%
5/1	Mardyke Junction EB Ahead	U	3:1	N/A	C3:A		1	41	-	758	1953	1139	63.9%
5/2	Mardyke Junction EB Right Ahead	U	3:1	N/A	C3:A		1	41	-	962	2111	1231	76.4%
5/3	Mardyke Junction EB Right	U	3:1	N/A	C3:A		1	41	-	408	1992	1162	35.1%

Full Input Data And Results

6/1	Mardyke Junction SB Ahead	U	4:1	N/A	C4:A		1	28	-	700	2148	865	80.9%
6/2	Mardyke Junction SB Right Ahead	U	4:1	N/A	C4:A		1	28	-	680	2163	871	78.1%
6/3	Mardyke Junction SB Right	U	4:1	N/A	C4:A		1	28	-	430	1992	802	53.6%
7/1	Mardyke Junction WB Ahead	U	1:1	N/A	C1:A		1	16	-	485	1995	471	103.0%
7/2	Mardyke Junction WB Right Ahead	U	1:1	N/A	C1:A		1	16	-	495	1997	472	105.0%
7/3	Mardyke Junction WB Right	U	1:1	N/A	C1:A		1	16	-	493	1992	470	104.8%
8/1	Mardyke Junction NB Ahead	U	2:1	N/A	C2:A		1	44	-	725	2038	1274	54.0%
8/2	Mardyke Junction NB Right Ahead	U	2:1	N/A	C2:A		1	44	-	818	2238	1399	55.7%
8/3	Mardyke Junction NB Right	U	2:1	N/A	C2:A		1	44	-	1234	1992	1245	95.4%
9/1	M25 SB On Slip	U	N/A	N/A	-		-	-	-	1499	Inf	Inf	0.0%
9/2	M25 SB On Slip	U	N/A	N/A	-		-	-	-	1345	Inf	Inf	0.0%
10/1	A13 WB On Slip	U	N/A	N/A	-		-	-	-	882	Inf	Inf	0.0%
10/2	A13 WB On Slip	U	N/A	N/A	-		-	-	-	379	Inf	Inf	0.0%
11/1	A13 EB On Slip	U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
11/2	A13 EB On Slip	U	N/A	N/A	-		-	-	-	758	Inf	Inf	0.0%
11/3	A13 EB On Slip	U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
12/1	M25 NB On Slip	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
12/2	M25 NB On Slip	U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
12/3	M25 NB On Slip	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**62.3**	**158.4**	**0.0**	**220.7**	**-**	**-**	**-**	**-**
M25 J30	**-**	**-**	**0**	**0**	**0**	**62.3**	**158.4**	**0.0**	**220.7**	**-**	**-**	**-**	**-**
1/1	1084	1084	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.7	0.7
1/2	315	315	-	-	-	2.0	0.9	-	2.9	32.6	5.5	0.9	6.4
1/3+1/4	702	702	-	-	-	4.6	2.8	-	7.3	37.6	8.0	2.8	10.8
2/1	799	799	-	-	-	3.6	1.7	-	5.3	23.9	13.3	1.7	15.0
2/2	756	756	-	-	-	3.4	1.6	-	5.0	23.9	12.6	1.6	14.2
2/3+2/4	952	952	-	-	-	3.7	0.8	-	4.5	17.1	7.1	0.8	7.9
3/2+3/1	1331	1262	-	-	-	7.7	42.4	-	50.1	135.4	27.5	42.4	69.9
3/3	1234	1188	-	-	-	6.7	32.7	-	39.4	115.0	25.6	32.7	58.3
4/1	694	694	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/2	386	386	-	-	-	2.8	2.8	-	5.7	52.8	7.4	2.8	10.2
4/3	408	408	-	-	-	3.0	3.8	-	6.8	60.2	7.8	3.8	11.6
5/1	728	728	-	-	-	2.5	0.9	-	3.4	16.6	14.1	0.9	15.0
5/2	940	940	-	-	-	2.0	1.6	-	3.6	13.9	10.7	1.6	12.3
5/3	408	408	-	-	-	0.5	0.3	-	0.8	6.8	1.4	0.3	1.6
6/1	700	700	-	-	-	1.5	2.1	-	3.6	18.5	8.6	2.1	10.7
6/2	680	680	-	-	-	1.5	1.7	-	3.3	17.3	9.2	1.7	10.9
6/3	430	430	-	-	-	1.0	0.6	-	1.5	12.8	1.7	0.6	2.3
7/1	485	471	-	-	-	3.2	15.0	-	18.3	135.7	10.0	15.0	25.0
7/2	495	472	-	-	-	3.2	18.5	-	21.6	157.2	10.4	18.5	28.8
7/3	493	470	-	-	-	3.2	18.1	-	21.3	155.4	10.3	18.1	28.4
8/1	688	688	-	-	-	1.2	0.6	-	1.8	9.2	10.4	0.6	11.0
8/2	778	778	-	-	-	1.4	0.6	-	2.0	9.4	11.8	0.6	12.5
8/3	1188	1188	-	-	-	3.5	8.1	-	11.6	35.0	11.2	8.1	19.2
9/1	1499	1499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1345	1345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/1	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1084	1084	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - J05261x - M25 J30 - M25 NB	Stream: 1 PRC for Signalled Lanes (%):	-17.2	Total Delay for Signalled Lanes (pcuHr):	150.69	Cycle Time (s): 72
C2 - J05262x - M25 J30 - A13 EB	Stream: 1 PRC for Signalled Lanes (%):	-6.0	Total Delay for Signalled Lanes (pcuHr):	27.82	Cycle Time (s): 72
C3 - J05263x - M25 J30 - M25 SB	Stream: 1 PRC for Signalled Lanes (%):	5.6	Total Delay for Signalled Lanes (pcuHr):	17.95	Cycle Time (s): 72
C3 - J05263x - M25 J30 - M25 SB	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 72
C4 - J05264x - M25 J30 - A13 WB	Stream: 1 PRC for Signalled Lanes (%):	11.2	Total Delay for Signalled Lanes (pcuHr):	23.25	Cycle Time (s): 72
	PRC Over All Lanes (%):	-17.2	Total Delay Over All Lanes(pcuHr):	220.66	

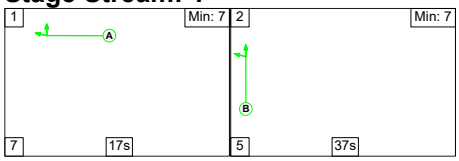
Full Input Data And Results

Scenario 6: 'FB+CD+N2T WD PM' (FG8: 'FB+CD+N2T WD PM', Plan 1: 'Network Control Plan 1')

C1 - J05261x - M25 J30 - M25 NB

Stage Sequence Diagram

Stage Stream: 1

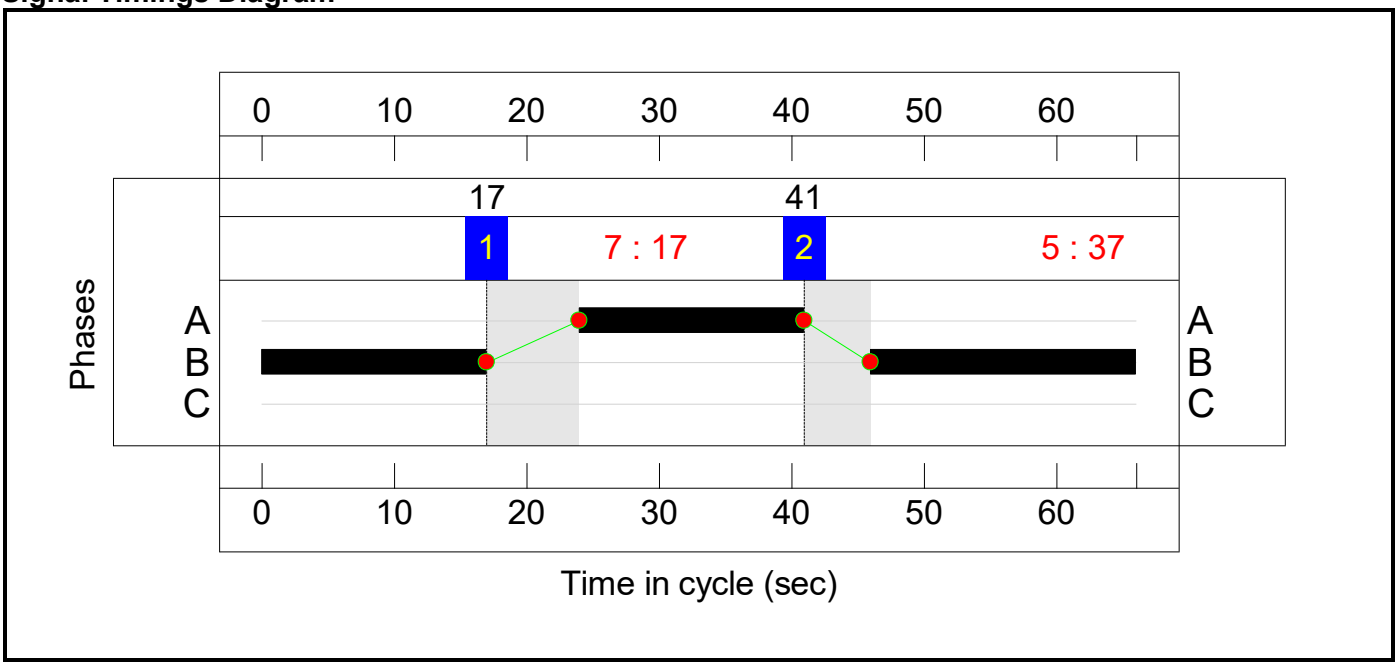


Stage Timings

Stage Stream: 1

Stage	1	2
Duration	17	37
Change Point	17	41

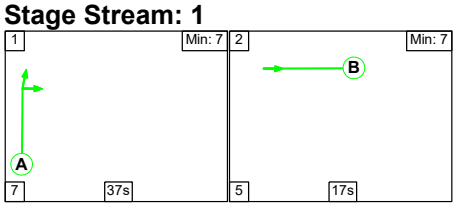
Signal Timings Diagram



C2 - J05262x - M25 J30 - A13 EB

Stage Sequence Diagram

Stage Stream: 1



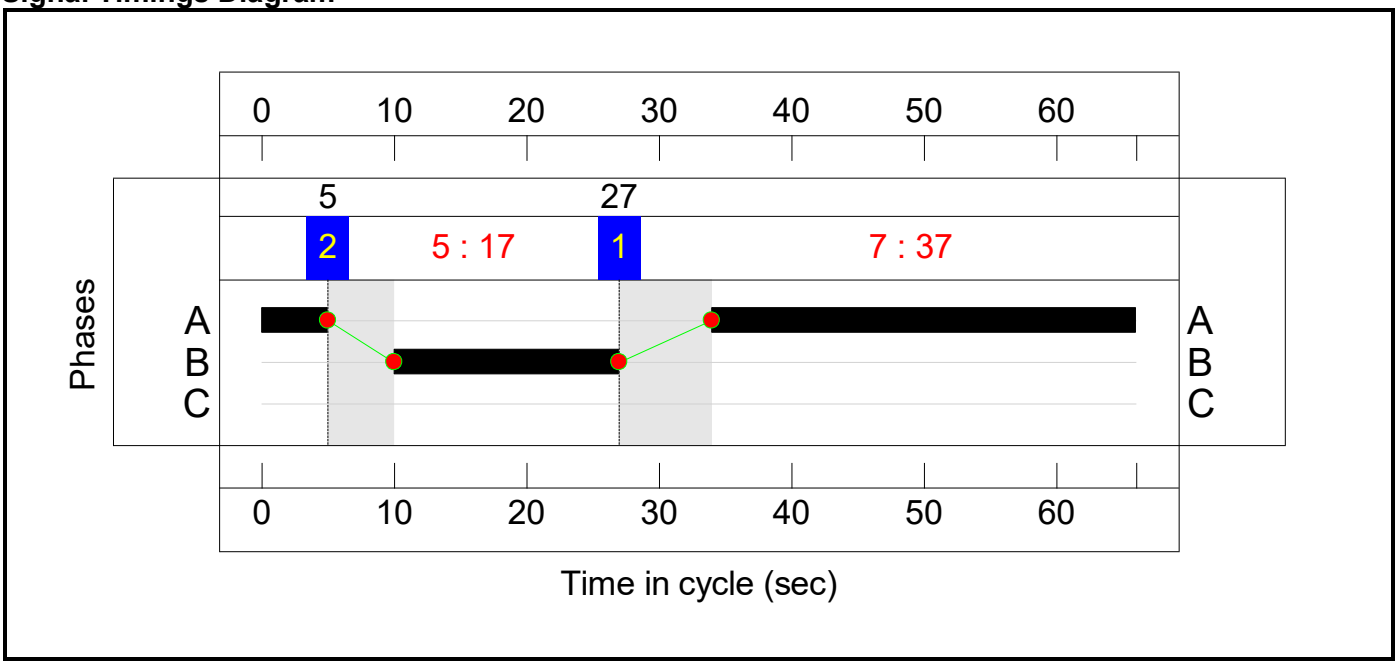
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	37	17
Change Point	27	5

Full Input Data And Results

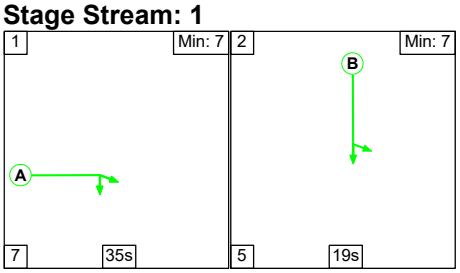
Signal Timings Diagram



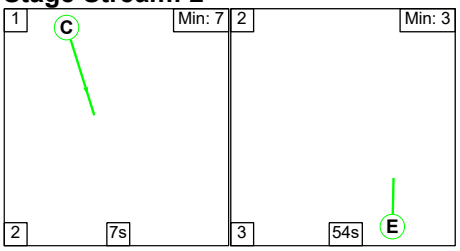
C3 - J05263x - M25 J30 - M25 SB

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

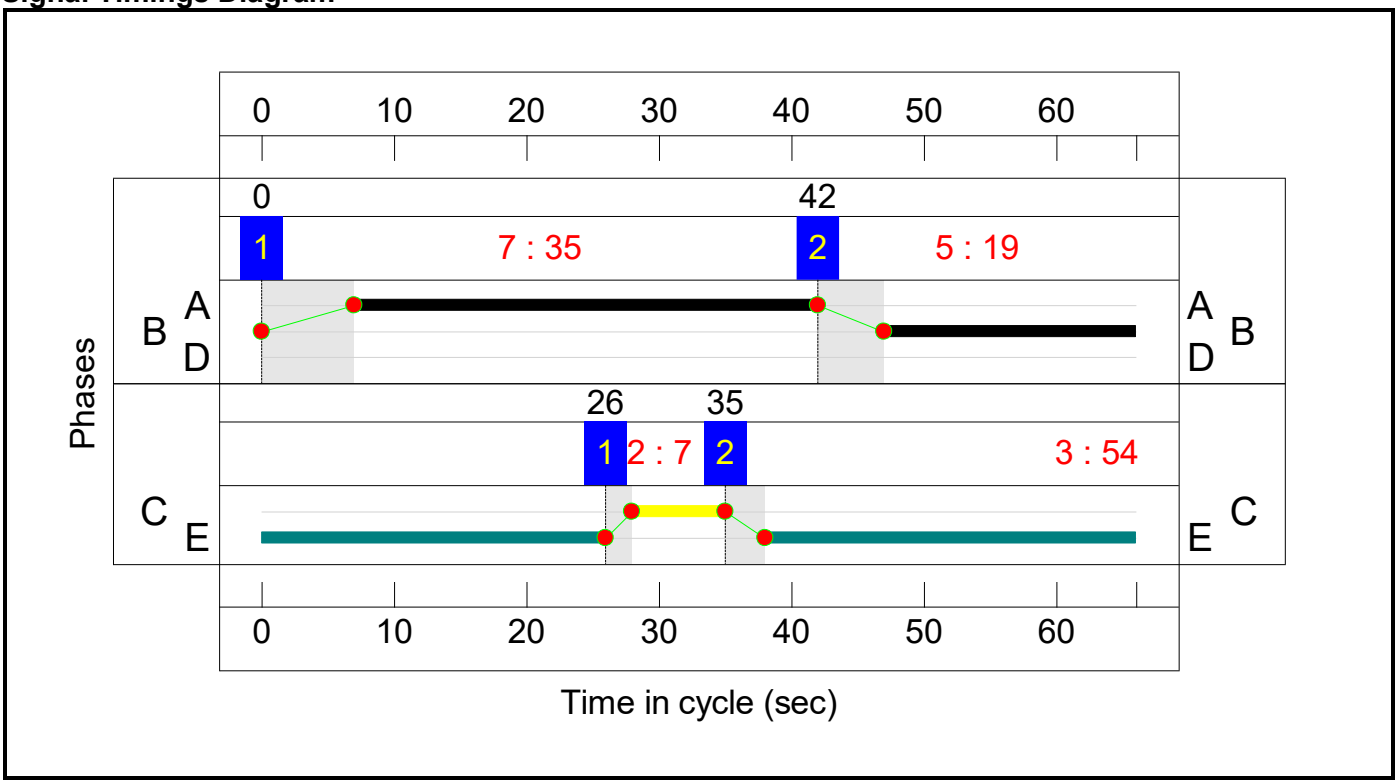
Stage	1	2
Duration	35	19
Change Point	0	42

Stage Stream: 2

Stage	1	2
Duration	7	54
Change Point	26	35

Full Input Data And Results

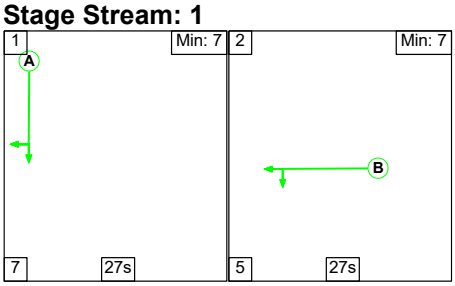
Signal Timings Diagram



C4 - J05264x - M25 J30 - A13 WB

Stage Sequence Diagram

Stage Stream: 1



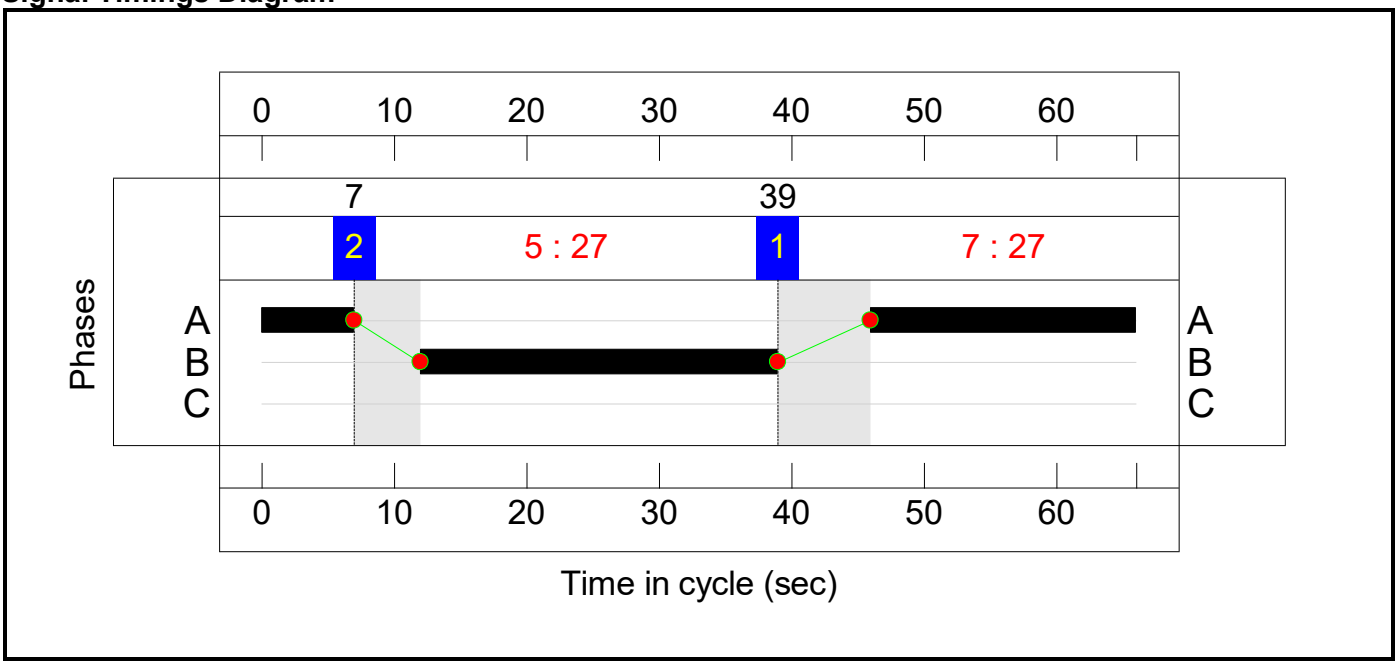
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	27
Change Point	39	7

Full Input Data And Results

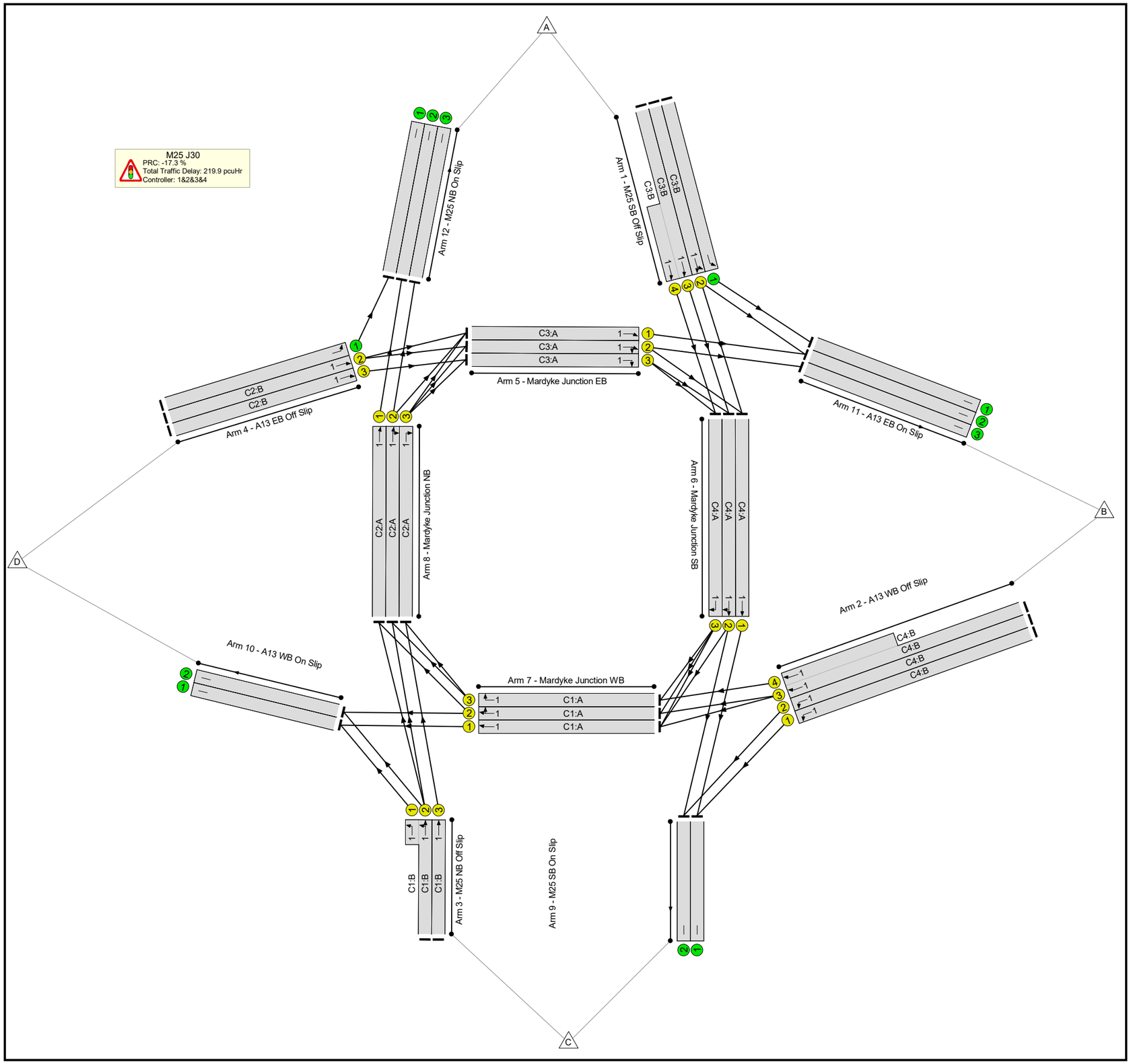
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.6%**
M25 J30	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.6%**
1/1	M25 SB Off Slip Left	U	N/A	N/A	-		-	-	-	1281	1900	1900	67.4%
1/2	M25 SB Off Slip Ahead Left	U	3:1	N/A	C3:B		1	19	-	328	1786	541	60.6%
1/3+1/4	M25 SB Off Slip Ahead	U	3:1	N/A	C3:B		1	19	-	744	1799:1885	859	86.6%
2/1	A13 WB Off Slip Left	U	4:1	N/A	C4:B		1	27	-	775	2255	957	81.0%
2/2	A13 WB Off Slip Left	U	4:1	N/A	C4:B		1	27	-	734	2155	914	80.3%
2/3+2/4	A13 WB Off Slip Ahead	U	4:1	N/A	C4:B		1	27	-	1084	1950:1950	1505	72.0%
3/2+3/1	M25 NB Off Slip Ahead Left	U	1:1	N/A	C1:B		1	37	-	1233	1900:1900	1168	105.6%
3/3	M25 NB Off Slip Ahead	U	1:1	N/A	C1:B		1	37	-	1139	1900	1094	104.1%
4/1	A13 EB Off Slip Left	U	N/A	N/A	-		-	-	-	827	1900	1900	43.5%
4/2	A13 EB Off Slip Ahead	U	2:1	N/A	C2:B		1	17	-	465	1899	518	89.8%
4/3	A13 EB Off Slip Ahead	U	2:1	N/A	C2:B		1	17	-	479	1923	524	91.3%
5/1	Mardyke Junction EB Ahead	U	3:1	N/A	C3:A		1	35	-	782	1953	1065	70.3%
5/2	Mardyke Junction EB Right Ahead	U	3:1	N/A	C3:A		1	35	-	959	2111	1151	81.6%
5/3	Mardyke Junction EB Right	U	3:1	N/A	C3:A		1	35	-	479	1992	1087	44.1%

Full Input Data And Results

6/1	Mardyke Junction SB Ahead	U	4:1	N/A	C4:A		1	27	-	793	2148	911	87.0%
6/2	Mardyke Junction SB Right Ahead	U	4:1	N/A	C4:A		1	27	-	743	2163	918	81.0%
6/3	Mardyke Junction SB Right	U	4:1	N/A	C4:A		1	27	-	480	1992	845	56.8%
7/1	Mardyke Junction WB Ahead	U	1:1	N/A	C1:A		1	17	-	518	1995	544	95.2%
7/2	Mardyke Junction WB Right Ahead	U	1:1	N/A	C1:A		1	17	-	571	1997	545	104.8%
7/3	Mardyke Junction WB Right	U	1:1	N/A	C1:A		1	17	-	568	1992	543	104.6%
8/1	Mardyke Junction NB Ahead	U	2:1	N/A	C2:A		1	37	-	776	2038	1173	62.7%
8/2	Mardyke Junction NB Right Ahead	U	2:1	N/A	C2:A		1	37	-	890	2238	1289	65.8%
8/3	Mardyke Junction NB Right	U	2:1	N/A	C2:A		1	37	-	1139	1992	1147	95.4%
9/1	M25 SB On Slip	U	N/A	N/A	-		-	-	-	1568	Inf	Inf	0.0%
9/2	M25 SB On Slip	U	N/A	N/A	-		-	-	-	1384	Inf	Inf	0.0%
10/1	A13 WB On Slip	U	N/A	N/A	-		-	-	-	857	Inf	Inf	0.0%
10/2	A13 WB On Slip	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
11/1	A13 EB On Slip	U	N/A	N/A	-		-	-	-	1281	Inf	Inf	0.0%
11/2	A13 EB On Slip	U	N/A	N/A	-		-	-	-	782	Inf	Inf	0.0%
11/3	A13 EB On Slip	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
12/1	M25 NB On Slip	U	N/A	N/A	-		-	-	-	827	Inf	Inf	0.0%
12/2	M25 NB On Slip	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
12/3	M25 NB On Slip	U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**63.5**	**156.4**	**0.0**	**219.9**	**-**	**-**	**-**	**-**
M25 J30	**-**	**-**	**0**	**0**	**0**	**63.5**	**156.4**	**0.0**	**219.9**	**-**	**-**	**-**	**-**
1/1	1281	1281	-	-	-	0.0	1.0	-	1.0	2.9	0.0	1.0	1.0
1/2	328	328	-	-	-	1.8	0.8	-	2.6	28.0	5.1	0.8	5.9
1/3+1/4	744	744	-	-	-	4.2	3.1	-	7.3	35.4	8.1	3.1	11.2
2/1	775	775	-	-	-	3.6	2.1	-	5.7	26.4	12.3	2.1	14.4
2/2	734	734	-	-	-	3.4	2.0	-	5.4	26.4	11.6	2.0	13.6
2/3+2/4	1084	1084	-	-	-	4.6	1.3	-	5.8	19.4	8.4	1.3	9.6
3/2+3/1	1233	1168	-	-	-	6.8	40.2	-	47.0	137.2	23.4	40.2	63.6
3/3	1139	1094	-	-	-	6.1	31.6	-	37.6	118.9	21.7	31.6	53.3
4/1	827	827	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
4/2	465	465	-	-	-	3.0	3.8	-	6.8	52.8	8.1	3.8	12.0
4/3	479	479	-	-	-	3.1	4.4	-	7.5	56.4	8.4	4.4	12.8
5/1	749	749	-	-	-	3.5	1.2	-	4.7	22.6	13.6	1.2	14.8
5/2	939	939	-	-	-	2.1	2.2	-	4.3	16.4	9.3	2.2	11.5
5/3	479	479	-	-	-	0.5	0.4	-	0.9	6.4	1.2	0.4	1.6
6/1	793	793	-	-	-	1.9	3.2	-	5.1	23.0	12.7	3.2	15.9
6/2	743	743	-	-	-	1.8	2.1	-	3.9	18.7	12.2	2.1	14.2
6/3	480	480	-	-	-	1.0	0.7	-	1.6	12.3	1.8	0.7	2.5
7/1	518	518	-	-	-	3.2	6.6	-	9.8	68.1	9.5	6.6	16.1
7/2	571	545	-	-	-	2.7	20.2	-	22.9	144.3	11.0	20.2	31.2
7/3	568	543	-	-	-	2.5	19.6	-	22.1	139.8	10.9	19.6	30.5
8/1	736	736	-	-	-	0.8	0.8	-	1.7	8.2	4.6	0.8	5.4
8/2	848	848	-	-	-	1.1	1.0	-	2.0	8.6	6.9	1.0	7.9
8/3	1094	1094	-	-	-	6.0	7.9	-	14.0	45.9	15.6	7.9	23.6
9/1	1568	1568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1384	1384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

10/1	839	839	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1281	1281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/3	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	827	827	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - J05261x - M25 J30 - M25 NB	Stream: 1 PRC for Signalled Lanes (%):	-17.3	Total Delay for Signalled Lanes (pcuHr):	139.37	Cycle Time (s): 66
C2 - J05262x - M25 J30 - A13 EB	Stream: 1 PRC for Signalled Lanes (%):	-6.0	Total Delay for Signalled Lanes (pcuHr):	31.99	Cycle Time (s): 66
C3 - J05263x - M25 J30 - M25 SB	Stream: 1 PRC for Signalled Lanes (%):	3.9	Total Delay for Signalled Lanes (pcuHr):	19.70	Cycle Time (s): 66
C3 - J05263x - M25 J30 - M25 SB	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 66
C4 - J05264x - M25 J30 - A13 WB	Stream: 1 PRC for Signalled Lanes (%):	3.4	Total Delay for Signalled Lanes (pcuHr):	27.46	Cycle Time (s): 66
	PRC Over All Lanes (%):	-17.3	Total Delay Over All Lanes(pcuHr):	219.93	

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