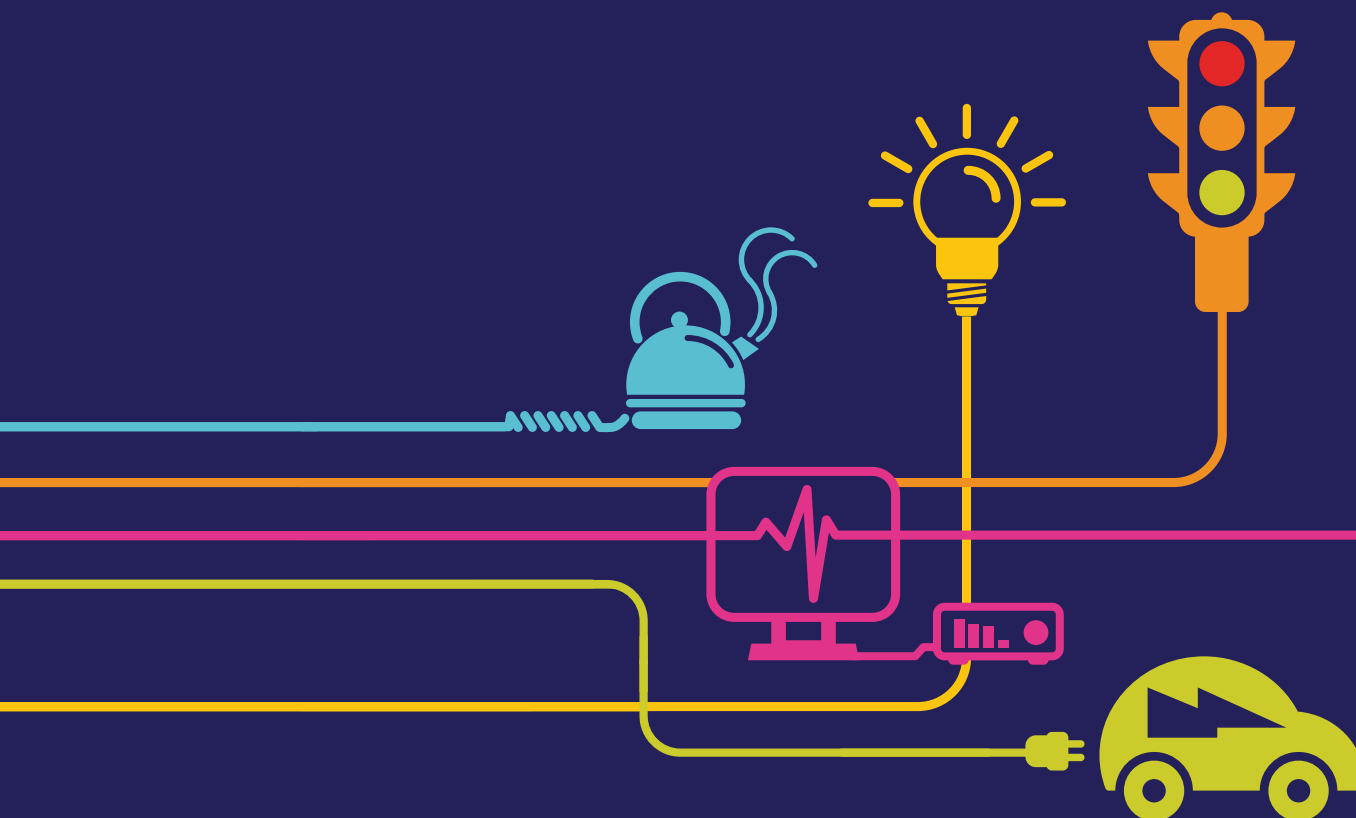


Environmental Statement Transport Assessment Appendices 22H Part 6

Hinkley Point C Connection Project

*Regulation 5(2)(q) of the Infrastructure Planning
(Applications: Prescribed Forms and Procedure)
Regulations 2009*



Environmental Statement

Hinkley Point C Connection Project

5.22.2 – Transport Assessment – Appendices (orange highlight indicates the contents of this Volume)

Appendix	Title
Volume 5.22.2.1	
22A	Raw Automatic Traffic Counters Data
22B	Raw TRADs Data
Volume 5.22.2.2	
22C	Accident Data
22D	Abnormal Indivisible Loads Report
Volume 5.22.2.3	
22E	Network Traffic Flow Diagrams
22F	Proposed Development Traffic Generation Data
Volume 5.22.2.4	
22G	Proposed Development Traffic Generation Profiles
Volume 5.22.2.5	
22H	Capacity Model Outputs and Queue Length Data (Part 1)
Volume 5.22.2.6	
22H	Capacity Model Outputs and Queue Length Data (Part 2)
Volume 5.22.2.7	
22H	Capacity Model Outputs and Queue Length Data (Part 3)
Volume 5.22.2.8	
22H	Capacity Model Outputs and Queue Length Data (Part 4)
Volume 5.22.2.9	
22H	Capacity Model Outputs and Queue Length Data (Part 5)
Volume 5.22.2.10	
22H	Capacity Model Outputs and Queue Length Data (Part 6)
Volume 5.22.2.11	
22I	Sensitivity Modelling Results (Part 1)
Volume 5.22.2.12	
22I	Sensitivity Modelling Results (Part 2)
Volume 5.22.2.13	
22I	Sensitivity Modelling Results (Part 3)

Document Control			
Document Properties			
Organisation		National Grid	
Author		Ben Dawson, Curtins	
Approved By		Curtins	
Title		Environmental Statement – Transport Assessment - Appendices	
Document Reference		Volume 5.22.2.10	
Date	Version	Status	Description/Changes
09/05/14	A	Live	Final version for DCO submission

Appendix 22H – Capacity Model Outputs and Queue Length Data

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Gordano Way	0.14	2.75	0.18	A
Royal Portbury Dock Road south	0.09	2.34	0.14	A
Bradley Road	0.05	2.50	0.06	A
Portbury Way	0.05	2.13	0.06	A
Royal Portbury Dock Road north	0.13	3.02	0.18	A

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	162.61	162.16	242.63	0.00	1710.40	0.095	0.11	2.498	A
Royal Portbury Dock Road south	146.04	145.68	13.51	0.00	2308.04	0.063	0.09	2.258	A
Bradley Road	57.41	57.25	146.42	0.00	1692.92	0.034	0.04	2.397	A
Portbury Way	74.53	74.36	166.13	0.00	2057.42	0.036	0.04	2.042	A

Royal Portbury Dock Road north	146.77	146.32	187.19	0.00	1702.23	0.086	0.11	2.784	A
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Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	194.17	194.06	290.38	0.00	1681.90	0.115	0.14	2.599	A
Royal Portbury Dock Road south	174.39	174.31	16.17	0.00	2306.23	0.076	0.11	2.290	A
Bradley Road	68.55	68.51	175.21	0.00	1676.01	0.041	0.05	2.439	A
Portbury Way	88.99	88.96	198.80	0.00	2036.09	0.044	0.05	2.079	A
Royal Portbury Dock Road north	175.26	175.15	223.97	0.00	1680.42	0.104	0.14	2.877	A

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	237.81	237.64	355.61	0.00	1642.99	0.145	0.18	2.752	A
Royal Portbury Dock Road south	213.58	213.47	19.80	0.00	2303.76	0.093	0.14	2.336	A
Bradley Road	83.95	83.91	214.56	0.00	1652.89	0.051	0.06	2.498	A
Portbury Way	108.99	108.94	243.46	0.00	2006.93	0.054	0.06	2.133	A

Royal Portbury Dock Road north	214.64	214.48	274.29	0.00	1650.58	0.130	0.18	3.016	A
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Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	237.81	237.80	355.83	0.00	1642.85	0.145	0.18	2.752	A
Royal Portbury Dock Road south	213.58	213.58	19.82	0.00	2303.75	0.093	0.14	2.336	A
Bradley Road	83.95	83.95	214.68	0.00	1652.82	0.051	0.06	2.499	A
Portbury Way	108.99	108.99	243.59	0.00	2006.85	0.054	0.06	2.133	A
Royal Portbury Dock Road north	214.64	214.64	274.43	0.00	1650.50	0.130	0.18	3.016	A

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	194.17	194.33	290.76	0.00	1681.68	0.115	0.14	2.600	A
Royal Portbury Dock Road south	174.39	174.50	16.20	0.00	2306.21	0.076	0.11	2.290	A
Bradley Road	68.55	68.59	175.40	0.00	1675.90	0.041	0.05	2.439	A
Portbury Way	88.99	89.04	199.02	0.00	2035.95	0.044	0.05	2.079	A

Royal Portbury Dock Road north	175.26	175.41	224.21	0.00	1680.28	0.104	0.14	2.878	A
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Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	162.61	162.72	243.47	0.00	1709.90	0.095	0.11	2.501	A
Royal Portbury Dock Road south	146.04	146.12	13.56	0.00	2308.00	0.063	0.09	2.258	A
Bradley Road	57.41	57.44	146.87	0.00	1692.66	0.034	0.04	2.399	A
Portbury Way	74.53	74.56	166.65	0.00	2057.08	0.036	0.04	2.042	A
Royal Portbury Dock Road north	146.77	146.87	187.75	0.00	1701.90	0.086	0.11	2.785	A

(Default Analysis Set) - 2019 Base, AM

Data Errors and Warnings

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

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
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(Default Analysis Set)			100.000	
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Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 Base, AM	2019 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4,5			2.93	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
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Gordano Way	Gordano Way	
Royal Portbury Dock Road south	Royal Portbury Dock Road south	
Bradley Road	Bradley Road	
Portbury Way	Portbury Way	
Royal Portbury Dock Road north	Royal Portbury Dock Road north	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Gordano Way	3.90	7.60	15.00	16.00	59.00	19.00	
Royal Portbury Dock Road south	5.25	8.10	27.00	18.00	59.00	18.00	
Bradley Road	3.70	7.40	13.00	20.00	59.00	18.00	
Portbury Way	5.20	7.10	58.00	17.00	59.00	18.00	
Royal Portbury Dock Road north	4.90	5.90	19.00	18.00	59.00	17.00	

Pedestrian Crossings

Name	Crossing Type
Gordano Way	None
Royal Portbury Dock Road south	None

Bradley Road	None
Portbury Way	None
Royal Portbury Dock Road north	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Gordano Way		(calculated)	(calculated)	0.597	1855.161
Royal Portbury Dock Road south		(calculated)	(calculated)	0.680	2317.228
Bradley Road		(calculated)	(calculated)	0.587	1778.941
Portbury Way		(calculated)	(calculated)	0.653	2165.889
Royal Portbury Dock Road north		(calculated)	(calculated)	0.593	1813.221

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
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		✓	✓	HV Percentages	2.00				✓	✓
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Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Gordano Way	ONE HOUR	✓	121.00	100.000
Royal Portbury Dock Road south	ONE HOUR	✓	520.00	100.000
Bradley Road	ONE HOUR	✓	84.00	100.000
Portbury Way	ONE HOUR	✓	35.00	100.000
Royal Portbury Dock Road north	ONE HOUR	✓	63.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To					
		1	2	3	4	5
From	1	0.000	103.000	1.000	11.000	6.000
	2	243.000	0.000	80.000	82.000	115.000

	3	3.000	28.000	0.000	2.000	51.000
	4	8.000	22.000	0.000	0.000	5.000
	5	3.000	51.000	0.000	9.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To					
From		1	2	3	4	5
	1	0.00	0.85	0.01	0.09	0.05
	2	0.47	0.00	0.15	0.16	0.22
	3	0.04	0.33	0.00	0.02	0.61
	4	0.23	0.63	0.00	0.00	0.14
	5	0.05	0.81	0.00	0.14	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To					
From		1	2	3	4	5
	1	1.000	1.180	1.000	1.090	1.000

	2	1.060	1.000	1.060	1.150	1.370
	3	1.000	1.220	1.000	1.000	1.740
	4	1.000	1.460	1.000	1.000	1.790
	5	1.000	1.740	1.000	1.610	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To					
From		1	2	3	4	5
	1	0.000	18.000	0.000	9.000	0.000
	2	6.000	0.000	6.000	15.000	37.000
	3	0.000	22.000	0.000	0.000	74.000
	4	0.000	46.000	0.000	0.000	79.000
	5	0.000	74.000	0.000	61.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Gordano Way	0.09	2.63	0.11	A

Royal Portbury Dock Road south	0.29	2.51	0.46	A
Bradley Road	0.10	4.26	0.17	A
Portbury Way	0.03	2.94	0.04	A
Royal Portbury Dock Road north	0.07	4.11	0.13	A

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	105.80	105.51	127.11	0.00	1779.32	0.059	0.07	2.497	A
Royal Portbury Dock Road south	447.37	446.27	25.12	0.00	2300.14	0.195	0.28	2.218	A
Bradley Road	96.29	95.89	406.95	0.00	1539.87	0.063	0.10	3.796	A
Portbury Way	36.94	36.83	410.65	0.00	1897.77	0.019	0.03	2.711	A
Royal Portbury Dock Road north	79.98	79.64	251.41	0.00	1664.14	0.048	0.08	3.830	A

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	126.33	126.27	152.27	0.00	1764.31	0.072	0.09	2.552	A
Royal Portbury Dock Road south	534.20	533.92	30.08	0.00	2296.77	0.233	0.35	2.333	A
Bradley Road	114.98	114.88	486.91	0.00	1492.90	0.077	0.13	3.977	A
Portbury Way	44.11	44.09	491.47	0.00	1845.01	0.024	0.03	2.802	A
Royal Portbury Dock Road north	95.50	95.42	300.86	0.00	1634.83	0.058	0.10	3.943	A

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	154.73	154.63	186.46	0.00	1743.91	0.089	0.11	2.630	A
Royal Portbury Dock Road south	654.26	653.82	36.83	0.00	2292.17	0.285	0.45	2.511	A
Bradley Road	140.82	140.66	596.25	0.00	1428.66	0.099	0.17	4.255	A
Portbury Way	54.03	53.99	601.83	0.00	1772.96	0.030	0.04	2.935	A
Royal Portbury Dock Road north	116.96	116.85	368.42	0.00	1594.77	0.073	0.13	4.107	A

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	154.73	154.73	186.63	0.00	1743.81	0.089	0.11	2.630	A
Royal Portbury Dock Road south	654.26	654.26	36.86	0.00	2292.15	0.285	0.46	2.511	A
Bradley Road	140.82	140.82	596.65	0.00	1428.43	0.099	0.17	4.256	A
Portbury Way	54.03	54.03	602.29	0.00	1772.66	0.030	0.04	2.936	A
Royal Portbury Dock Road north	116.96	116.96	368.69	0.00	1594.61	0.073	0.13	4.107	A

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	126.33	126.43	152.56	0.00	1764.14	0.072	0.09	2.552	A
Royal Portbury Dock Road south	534.20	534.63	30.13	0.00	2296.74	0.233	0.35	2.336	A
Bradley Road	114.98	115.13	487.56	0.00	1492.51	0.077	0.13	3.979	A
Portbury Way	44.11	44.15	492.23	0.00	1844.52	0.024	0.03	2.802	A
Royal Portbury Dock Road north	95.50	95.61	301.30	0.00	1634.57	0.058	0.11	3.945	A

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	105.80	105.86	127.74	0.00	1778.95	0.059	0.07	2.498	A
Royal Portbury Dock Road south	447.37	447.65	25.22	0.00	2300.07	0.195	0.28	2.220	A
Bradley Road	96.29	96.39	408.24	0.00	1539.11	0.063	0.10	3.798	A
Portbury Way	36.94	36.97	412.13	0.00	1896.81	0.019	0.03	2.713	A
Royal Portbury Dock Road north	79.98	80.05	252.27	0.00	1663.64	0.048	0.09	3.832	A

(Default Analysis Set) - 2019 Base, PM

Data Errors and Warnings

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

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 Base, PM	2019 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4,5			2.61	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Gordano Way	Gordano Way	
Royal Portbury Dock Road south	Royal Portbury Dock Road south	

Bradley Road	Bradley Road	
Portbury Way	Portbury Way	
Royal Portbury Dock Road north	Royal Portbury Dock Road north	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Gordano Way	3.90	7.60	15.00	16.00	59.00	19.00	
Royal Portbury Dock Road south	5.25	8.10	27.00	18.00	59.00	18.00	
Bradley Road	3.70	7.40	13.00	20.00	59.00	18.00	
Portbury Way	5.20	7.10	58.00	17.00	59.00	18.00	
Royal Portbury Dock Road north	4.90	5.90	19.00	18.00	59.00	17.00	

Pedestrian Crossings

Name	Crossing Type
Gordano Way	None
Royal Portbury Dock Road south	None
Bradley Road	None
Portbury Way	None

Royal Portbury Dock Road north	None
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Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Gordano Way		(calculated)	(calculated)	0.597	1855.161
Royal Portbury Dock Road south		(calculated)	(calculated)	0.680	2317.228
Bradley Road		(calculated)	(calculated)	0.587	1778.941
Portbury Way		(calculated)	(calculated)	0.653	2165.889
Royal Portbury Dock Road north		(calculated)	(calculated)	0.593	1813.221

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Gordano Way	ONE HOUR	✓	201.00	100.000
Royal Portbury Dock Road south	ONE HOUR	✓	143.00	100.000
Bradley Road	ONE HOUR	✓	70.00	100.000
Portbury Way	ONE HOUR	✓	88.00	100.000
Royal Portbury Dock Road north	ONE HOUR	✓	162.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To					
From		1	2	3	4	5
	1	0.000	197.000	0.000	2.000	2.000
	2	68.000	0.000	14.000	22.000	39.000
	3	11.000	59.000	0.000	0.000	0.000
	4	9.000	74.000	1.000	0.000	4.000
	5	15.000	141.000	0.000	6.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To					
From		1	2	3	4	5
	1	0.00	0.98	0.00	0.01	0.01
	2	0.48	0.00	0.10	0.15	0.27
	3	0.16	0.84	0.00	0.00	0.00
	4	0.10	0.84	0.01	0.00	0.05
	5	0.09	0.87	0.00	0.04	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To					
From		1	2	3	4	5
	1	1.000	1.071	1.000	1.000	1.500
	2	1.206	1.000	1.143	1.636	1.538
	3	1.182	1.072	1.000	1.000	1.000
	4	1.111	1.081	1.000	1.000	2.000
	5	1.067	1.184	1.000	2.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To					
From		1	2	3	4	5
	1	0.000	7.100	0.000	0.000	50.000
	2	20.600	0.000	14.300	63.600	53.800
	3	18.200	7.200	0.000	0.000	0.000
	4	11.100	8.100	0.000	0.000	100.000
	5	6.700	18.400	0.000	100.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Gordano Way	0.14	2.75	0.18	A
Royal Portbury Dock Road south	0.09	2.34	0.14	A
Bradley Road	0.05	2.50	0.06	A
Portbury Way	0.05	2.13	0.06	A
Royal Portbury Dock Road north	0.13	3.02	0.18	A

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	162.61	162.16	242.63	0.00	1710.40	0.095	0.11	2.498	A
Royal Portbury Dock Road south	146.04	145.68	13.51	0.00	2308.04	0.063	0.09	2.258	A
Bradley Road	57.41	57.25	146.42	0.00	1692.92	0.034	0.04	2.397	A
Portbury Way	74.53	74.36	166.13	0.00	2057.42	0.036	0.04	2.042	A
Royal Portbury Dock Road north	146.77	146.32	187.19	0.00	1702.23	0.086	0.11	2.784	A

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	194.17	194.06	290.38	0.00	1681.90	0.115	0.14	2.599	A
Royal Portbury Dock Road south	174.39	174.31	16.17	0.00	2306.23	0.076	0.11	2.290	A
Bradley Road	68.55	68.51	175.21	0.00	1676.01	0.041	0.05	2.439	A

Portbury Way	88.99	88.96	198.80	0.00	2036.09	0.044	0.05	2.079	A
Royal Portbury Dock Road north	175.26	175.15	223.97	0.00	1680.42	0.104	0.14	2.877	A

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	237.81	237.64	355.61	0.00	1642.99	0.145	0.18	2.752	A
Royal Portbury Dock Road south	213.58	213.47	19.80	0.00	2303.76	0.093	0.14	2.336	A
Bradley Road	83.95	83.91	214.56	0.00	1652.89	0.051	0.06	2.498	A
Portbury Way	108.99	108.94	243.46	0.00	2006.93	0.054	0.06	2.133	A
Royal Portbury Dock Road north	214.64	214.48	274.29	0.00	1650.58	0.130	0.18	3.016	A

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	237.81	237.80	355.83	0.00	1642.85	0.145	0.18	2.752	A
Royal Portbury Dock Road south	213.58	213.58	19.82	0.00	2303.75	0.093	0.14	2.336	A
Bradley Road	83.95	83.95	214.68	0.00	1652.82	0.051	0.06	2.499	A
Portbury Way	108.99	108.99	243.59	0.00	2006.85	0.054	0.06	2.133	A

Royal Portbury Dock Road north	214.64	214.64	274.43	0.00	1650.50	0.130	0.18	3.016	A
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Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	194.17	194.33	290.76	0.00	1681.68	0.115	0.14	2.600	A
Royal Portbury Dock Road south	174.39	174.50	16.20	0.00	2306.21	0.076	0.11	2.290	A
Bradley Road	68.55	68.59	175.40	0.00	1675.90	0.041	0.05	2.439	A
Portbury Way	88.99	89.04	199.02	0.00	2035.95	0.044	0.05	2.079	A
Royal Portbury Dock Road north	175.26	175.41	224.21	0.00	1680.28	0.104	0.14	2.878	A

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	162.61	162.72	243.47	0.00	1709.90	0.095	0.11	2.501	A
Royal Portbury Dock Road south	146.04	146.12	13.56	0.00	2308.00	0.063	0.09	2.258	A
Bradley Road	57.41	57.44	146.87	0.00	1692.66	0.034	0.04	2.399	A
Portbury Way	74.53	74.56	166.65	0.00	2057.08	0.036	0.04	2.042	A

Royal Portbury Dock Road north	146.77	146.87	187.75	0.00	1701.90	0.086	0.11	2.785	A
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(Default Analysis Set) - 2019 Dev, AM

Data Errors and Warnings

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

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 Dev, AM	2019 Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4,5			2.93	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Gordano Way	Gordano Way	
Royal Portbury Dock Road south	Royal Portbury Dock Road south	
Bradley Road	Bradley Road	
Portbury Way	Portbury Way	
Royal Portbury Dock Road north	Royal Portbury Dock Road north	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
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Gordano Way	3.90	7.60	15.00	16.00	59.00	19.00	
Royal Portbury Dock Road south	5.25	8.10	27.00	18.00	59.00	18.00	
Bradley Road	3.70	7.40	13.00	20.00	59.00	18.00	
Portbury Way	5.20	7.10	58.00	17.00	59.00	18.00	
Royal Portbury Dock Road north	4.90	5.90	19.00	18.00	59.00	17.00	

Pedestrian Crossings

Name	Crossing Type
Gordano Way	None
Royal Portbury Dock Road south	None
Bradley Road	None
Portbury Way	None
Royal Portbury Dock Road north	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Gordano Way		(calculated)	(calculated)	0.597	1855.161

Royal Portbury Dock Road south		(calculated)	(calculated)	0.680	2317.228
Bradley Road		(calculated)	(calculated)	0.587	1778.941
Portbury Way		(calculated)	(calculated)	0.653	2165.889
Royal Portbury Dock Road north		(calculated)	(calculated)	0.593	1813.221

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Gordano Way	ONE HOUR	✓	119.00	100.000
Royal Portbury Dock Road south	ONE HOUR	✓	528.00	100.000

Bradley Road	ONE HOUR	✓	83.00	100.000
Portbury Way	ONE HOUR	✓	36.00	100.000
Royal Portbury Dock Road north	ONE HOUR	✓	62.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To					
From		1	2	3	4	5
	1	0.000	103.000	1.000	10.000	5.000
	2	243.000	0.000	80.000	83.000	122.000
	3	3.000	28.000	0.000	2.000	50.000
	4	8.000	23.000	0.000	0.000	5.000
	5	3.000	51.000	0.000	8.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To					
From		1	2	3	4	5
	1	0.00	0.87	0.01	0.08	0.04

	2	0.46	0.00	0.15	0.16	0.23
	3	0.04	0.34	0.00	0.02	0.60
	4	0.22	0.64	0.00	0.00	0.14
	5	0.05	0.82	0.00	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To					
From		1	2	3	4	5
	1	1.000	1.180	1.000	1.090	1.000
	2	1.060	1.000	1.060	1.160	1.350
	3	1.000	1.220	1.000	1.000	1.740
	4	1.000	1.480	1.000	1.000	1.790
	5	1.000	1.740	1.000	1.610	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To					
From		1	2	3	4	5

	1	0.000	18.000	0.000	9.000	0.000
	2	6.000	0.000	6.000	16.000	35.000
	3	0.000	22.000	0.000	0.000	74.000
	4	0.000	48.000	0.000	0.000	79.000
	5	0.000	74.000	0.000	61.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Gordano Way	0.09	2.63	0.11	A
Royal Portbury Dock Road south	0.29	2.52	0.46	A
Bradley Road	0.10	4.25	0.16	A
Portbury Way	0.03	2.97	0.05	A
Royal Portbury Dock Road north	0.07	4.11	0.13	A

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	104.22	103.94	127.34	0.00	1779.18	0.059	0.07	2.499	A
Royal Portbury Dock Road south	454.24	453.12	22.34	0.00	2302.03	0.197	0.28	2.224	A
Bradley Road	94.98	94.58	411.03	0.00	1537.47	0.062	0.10	3.792	A
Portbury Way	38.39	38.27	413.97	0.00	1895.61	0.020	0.03	2.744	A
Royal Portbury Dock Road north	78.76	78.43	252.85	0.00	1663.29	0.047	0.08	3.832	A

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	124.45	124.39	152.55	0.00	1764.15	0.071	0.09	2.553	A
Royal Portbury Dock Road south	542.41	542.12	26.75	0.00	2299.03	0.236	0.35	2.341	A
Bradley Road	113.42	113.32	491.78	0.00	1490.03	0.076	0.12	3.974	A
Portbury Way	45.84	45.81	495.43	0.00	1842.42	0.025	0.04	2.837	A
Royal Portbury Dock Road north	94.05	93.97	302.58	0.00	1633.80	0.058	0.10	3.944	A

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	152.43	152.33	186.80	0.00	1743.71	0.087	0.11	2.631	A
Royal Portbury Dock Road south	664.31	663.86	32.76	0.00	2294.94	0.289	0.46	2.522	A
Bradley Road	138.90	138.75	602.22	0.00	1425.15	0.097	0.16	4.253	A
Portbury Way	56.14	56.10	606.68	0.00	1769.79	0.032	0.05	2.974	A
Royal Portbury Dock Road north	115.19	115.08	370.53	0.00	1593.52	0.072	0.13	4.108	A

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	152.43	152.42	186.97	0.00	1743.60	0.087	0.11	2.631	A
Royal Portbury Dock Road south	664.31	664.31	32.79	0.00	2294.92	0.289	0.46	2.522	A
Bradley Road	138.90	138.90	602.63	0.00	1424.91	0.097	0.16	4.254	A
Portbury Way	56.14	56.14	607.14	0.00	1769.49	0.032	0.05	2.975	A
Royal Portbury Dock Road north	115.19	115.19	370.80	0.00	1593.36	0.072	0.13	4.109	A

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	124.45	124.55	152.84	0.00	1763.97	0.071	0.09	2.556	A
Royal Portbury Dock Road south	542.41	542.85	26.80	0.00	2299.00	0.236	0.35	2.344	A
Bradley Road	113.42	113.57	492.45	0.00	1489.64	0.076	0.13	3.978	A
Portbury Way	45.84	45.88	496.20	0.00	1841.92	0.025	0.04	2.838	A
Royal Portbury Dock Road north	94.05	94.16	303.03	0.00	1633.54	0.058	0.10	3.946	A

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	104.22	104.29	127.97	0.00	1778.81	0.059	0.07	2.500	A
Royal Portbury Dock Road south	454.24	454.53	22.44	0.00	2301.97	0.197	0.28	2.228	A
Bradley Road	94.98	95.08	412.33	0.00	1536.71	0.062	0.10	3.797	A
Portbury Way	38.39	38.42	415.46	0.00	1894.64	0.020	0.03	2.746	A
Royal Portbury Dock Road north	78.76	78.84	253.72	0.00	1662.78	0.047	0.08	3.837	A

(Default Analysis Set) - 2019 Dev, PM

Data Errors and Warnings

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

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 Dev, PM	2019 Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4,5			2.66	A

Junction Network Options

Driving Side	Lighting
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Left	Normal/unknown
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Arms

Arms

Name	Name	Description
Gordano Way	Gordano Way	
Royal Portbury Dock Road south	Royal Portbury Dock Road south	
Bradley Road	Bradley Road	
Portbury Way	Portbury Way	
Royal Portbury Dock Road north	Royal Portbury Dock Road north	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Gordano Way	3.90	7.60	15.00	16.00	59.00	19.00	
Royal Portbury Dock Road south	5.25	8.10	27.00	18.00	59.00	18.00	
Bradley Road	3.70	7.40	13.00	20.00	59.00	18.00	
Portbury Way	5.20	7.10	58.00	17.00	59.00	18.00	

Royal Portbury Dock Road north	4.90	5.90	19.00	18.00	59.00	17.00	
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Pedestrian Crossings

Name	Crossing Type
Gordano Way	None
Royal Portbury Dock Road south	None
Bradley Road	None
Portbury Way	None
Royal Portbury Dock Road north	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Gordano Way		(calculated)	(calculated)	0.597	1855.161
Royal Portbury Dock Road south		(calculated)	(calculated)	0.680	2317.228
Bradley Road		(calculated)	(calculated)	0.587	1778.941
Portbury Way		(calculated)	(calculated)	0.653	2165.889
Royal Portbury Dock Road north		(calculated)	(calculated)	0.593	1813.221

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Gordano Way	ONE HOUR	✓	219.00	100.000
Royal Portbury Dock Road south	ONE HOUR	✓	149.00	100.000
Bradley Road	ONE HOUR	✓	87.00	100.000
Portbury Way	ONE HOUR	✓	97.00	100.000
Royal Portbury Dock Road north	ONE HOUR	✓	182.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To					
From		1	2	3	4	5
	1	0.000	215.000	0.000	2.000	2.000
	2	68.000	0.000	15.000	24.000	42.000
	3	12.000	75.000	0.000	0.000	0.000
	4	10.000	82.000	1.000	0.000	4.000
	5	16.000	160.000	0.000	6.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To					
From		1	2	3	4	5
	1	0.00	0.98	0.00	0.01	0.01
	2	0.46	0.00	0.10	0.16	0.28
	3	0.14	0.86	0.00	0.00	0.00
	4	0.10	0.85	0.01	0.00	0.04
	5	0.09	0.88	0.00	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To					
From		1	2	3	4	5
	1	1.000	1.070	1.000	1.000	1.490
	2	1.200	1.000	1.140	1.640	1.530
	3	1.170	1.070	1.000	1.000	1.000
	4	1.110	1.090	1.000	1.000	2.000
	5	1.060	1.170	1.000	2.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To					
From		1	2	3	4	5
	1	0.000	7.000	0.000	0.000	49.000
	2	20.000	0.000	14.000	64.000	53.000
	3	17.000	7.000	0.000	0.000	0.000
	4	11.000	9.000	0.000	0.000	100.000
	5	6.000	17.000	0.000	100.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Gordano Way	0.16	2.85	0.20	A
Royal Portbury Dock Road south	0.10	2.35	0.15	A
Bradley Road	0.06	2.53	0.07	A
Portbury Way	0.06	2.17	0.07	A
Royal Portbury Dock Road north	0.15	3.07	0.20	A

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	176.94	176.44	277.65	0.00	1689.50	0.105	0.13	2.553	A
Royal Portbury Dock Road south	152.32	151.93	13.50	0.00	2308.05	0.066	0.10	2.267	A
Bradley Road	70.99	70.80	151.84	0.00	1689.74	0.042	0.05	2.409	A
Portbury Way	82.42	82.23	182.57	0.00	2046.69	0.040	0.05	2.068	A

Royal Portbury Dock Road north	162.74	162.23	208.30	0.00	1689.71	0.096	0.13	2.799	A
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Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	211.29	211.16	332.29	0.00	1656.90	0.128	0.16	2.672	A
Royal Portbury Dock Road south	181.88	181.80	16.15	0.00	2306.24	0.079	0.12	2.300	A
Bradley Road	84.76	84.72	181.69	0.00	1672.20	0.051	0.06	2.457	A
Portbury Way	98.42	98.38	218.47	0.00	2023.25	0.049	0.06	2.110	A
Royal Portbury Dock Road north	194.32	194.20	249.24	0.00	1665.44	0.117	0.16	2.905	A

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	258.77	258.58	406.92	0.00	1612.37	0.160	0.20	2.853	A
Royal Portbury Dock Road south	222.76	222.64	19.78	0.00	2303.77	0.097	0.14	2.348	A
Bradley Road	103.82	103.76	222.51	0.00	1648.23	0.063	0.07	2.525	A
Portbury Way	120.54	120.48	267.55	0.00	1991.21	0.061	0.07	2.171	A

Royal Portbury Dock Road north	238.00	237.81	305.23	0.00	1632.24	0.146	0.20	3.065	A
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Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	258.77	258.77	407.19	0.00	1612.21	0.161	0.20	2.853	A
Royal Portbury Dock Road south	222.76	222.76	19.80	0.00	2303.76	0.097	0.15	2.348	A
Bradley Road	103.82	103.81	222.63	0.00	1648.16	0.063	0.07	2.525	A
Portbury Way	120.54	120.54	267.69	0.00	1991.11	0.061	0.07	2.171	A
Royal Portbury Dock Road north	238.00	237.99	305.39	0.00	1632.14	0.146	0.20	3.066	A

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	211.29	211.48	332.73	0.00	1656.64	0.128	0.16	2.673	A
Royal Portbury Dock Road south	181.88	182.00	16.18	0.00	2306.22	0.079	0.12	2.300	A
Bradley Road	84.76	84.82	181.89	0.00	1672.08	0.051	0.06	2.459	A
Portbury Way	98.42	98.48	218.71	0.00	2023.09	0.049	0.06	2.112	A

Royal Portbury Dock Road north	194.32	194.50	249.51	0.00	1665.27	0.117	0.16	2.906	A
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Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Gordano Way	176.94	177.07	278.61	0.00	1688.93	0.105	0.13	2.557	A
Royal Portbury Dock Road south	152.32	152.40	13.55	0.00	2308.01	0.066	0.10	2.267	A
Bradley Road	70.99	71.03	152.31	0.00	1689.46	0.042	0.05	2.410	A
Portbury Way	82.42	82.46	183.14	0.00	2046.32	0.040	0.05	2.070	A
Royal Portbury Dock Road north	162.74	162.86	208.93	0.00	1689.34	0.096	0.13	2.802	A

Junctions 8							
PICADY 8 - Priority Intersection Module							
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2014							
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Filename: J35 The Portbury Hundred - Station Road.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J35

Report generation date: 28/01/2014 10:33:54

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2013 Obs							
Stream B-C	0.20	14.15	0.15	B	0.07	9.73	0.05	A

Stream B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-AB	0.10	14.76	0.08	B	0.13	9.98	0.11	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2019 Base							
Stream B-C	0.35	24.01	0.24	C	0.10	14.14	0.08	B
Stream B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-AB	0.12	17.04	0.09	C	0.15	10.86	0.12	B
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2019 Dev							
Stream B-C	0.40	25.26	0.26	D	0.25	15.09	0.18	C
Stream B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-AB	0.30	18.38	0.22	C	0.17	11.56	0.13	B
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - 2013 Obs, AM " model duration: 07:45 - 09:15

"D2 - 2013 Obs, PM" model duration: 16:45 - 18:15

"D3 - 2019 Base, AM" model duration: 07:45 - 09:15

"D4 - 2019 Base, PM" model duration: 16:45 - 18:15

"D5 - 2019 Dev, AM" model duration: 07:45 - 09:15

"D6 - 2019 Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 28/01/2014 10:33:51

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	02/12/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

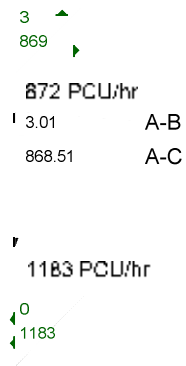
Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

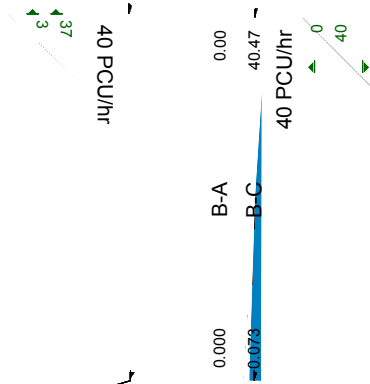
Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
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m	kph	Veh	PCU	perHour	s	-Min	perMin
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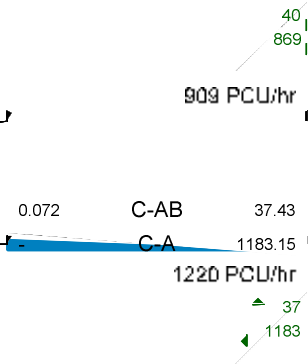
The Portbury Hundred west



Station Road



The Portbury Hundred east



The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2013 Obs, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2013 Obs, AM	2013 Obs	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	14.35	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
The Portbury Hundred west	The Portbury Hundred west		Major
Station Road	Station Road		Minor
The Portbury Hundred east	The Portbury Hundred east		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
The Portbury Hundred east	7.34		0.00	✓	3.50	159.00	✓	20.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Station Road	One lane plus flare				10.00	6.60	4.20	3.70	3.40	✓	1.00	40	154

Pedestrian Crossings

Name	Crossing Type
The Portbury Hundred west	None
Station Road	None
The Portbury Hundred east	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	583.682	0.100	0.253	0.159	0.361
1	B-C	811.822	0.117	0.296	-	-
1	C-B	760.276	0.277	0.277	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
The Portbury Hundred west	ONE HOUR	✓	1421.00	100.000
Station Road	ONE HOUR	✓	40.00	100.000
The Portbury Hundred east	ONE HOUR	✓	938.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To		
	A	B	C
From	A	0.000	4.000
	B	0.000	40.000

	C	919.000	19.000	0.000
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Turning Proportions (Veh) - (untitled) (for whole period)

		To		
From		A	B	C
	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.013
	B	1.000	1.000	1.150
	C	1.037	1.211	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
--	--	----	--	--

From		A	B	C
	A	0.000	0.000	1.300
	B	0.000	0.000	15.000
	C	3.700	21.100	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.15	14.15	0.20	B
B-A	0.00	0.00	0.00	A
C-AB	0.08	14.76	0.10	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	34.63	34.29	0.00	491.37	0.070	0.09	9.051	A
B-A	0.00	0.00	0.00	189.45	0.000	0.00	0.000	A
C-AB	17.32	17.13	0.00	459.67	0.038	0.05	9.847	A
C-A	717.47	717.47	0.00	-	-	-	-	-
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	1080.66	1080.66	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	41.35	41.21	0.00	429.17	0.096	0.12	10.668	B
B-A	0.00	0.00	0.00	112.86	0.000	0.00	0.000	A
C-AB	20.68	20.61	0.00	401.32	0.052	0.06	11.451	B
C-A	856.73	856.73	0.00	-	-	-	-	-
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	1290.41	1290.41	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	50.65	50.35	0.00	343.18	0.148	0.20	14.123	B
B-A	0.00	0.00	0.00	7.03	0.000	0.00	0.000	A
C-AB	25.33	25.18	0.00	320.65	0.079	0.10	14.747	B
C-A	1049.28	1049.28	0.00	-	-	-	-	-
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	1580.43	1580.43	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	50.65	50.64	0.00	343.18	0.148	0.20	14.151	B
B-A	0.00	0.00	0.00	6.98	0.000	0.00	0.000	A
C-AB	25.33	25.33	0.00	320.65	0.079	0.10	14.761	B
C-A	1049.28	1049.28	0.00	-	-	-	-	-
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	1580.43	1580.43	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
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B-C	41.35	41.65	0.00	429.17	0.096	0.12	10.690	B
B-A	0.00	0.00	0.00	112.78	0.000	0.00	0.000	A
C-AB	20.68	20.83	0.00	401.32	0.052	0.07	11.463	B
C-A	856.73	856.73	0.00	-	-	-	-	-
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	1290.41	1290.41	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	34.63	34.78	0.00	491.37	0.070	0.09	9.069	A
B-A	0.00	0.00	0.00	189.35	0.000	0.00	0.000	A
C-AB	17.32	17.40	0.00	459.67	0.038	0.05	9.860	A
C-A	717.47	717.47	0.00	-	-	-	-	-
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	1080.66	1080.66	0.00	-	-	-	-	-

(Default Analysis Set) - 2013 Obs, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2013 Obs, PM	2013 Obs	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	9.89	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
The Portbury Hundred west	The Portbury Hundred west		Major
Station Road	Station Road		Minor
The Portbury Hundred east	The Portbury Hundred east		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
The Portbury Hundred east	7.34		0.00	✓	3.50	159.00	✓	20.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Station Road	One lane plus flare				10.00	6.60	4.20	3.70	3.40	✓	1.00	40	154

Pedestrian Crossings

Name	Crossing Type
The Portbury Hundred west	None
Station Road	None

The Portbury Hundred east	None
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Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	583.682	0.100	0.253	0.159	0.361
1	B-C	811.822	0.117	0.296	-	-
1	C-B	760.276	0.277	0.277	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
The Portbury Hundred west	ONE HOUR	✓	1009.00	100.000
Station Road	ONE HOUR	✓	18.00	100.000
The Portbury Hundred east	ONE HOUR	✓	1455.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	4.000	1005.000
	B	0.000	0.000	18.000
	C	1416.000	39.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C

	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.022
	B	1.000	1.000	1.222
	C	1.011	1.103	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	2.200
	B	0.000	0.000	22.200
	C	1.100	10.300	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	9.73	0.07	A
B-A	0.00	0.00	0.00	A
C-AB	0.11	9.98	0.13	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	16.56	16.42	0.00	582.43	0.028	0.04	7.770	A
B-A	0.00	0.00	0.00	204.43	0.000	0.00	0.000	A

C-AB	32.39	32.11	0.00	544.94	0.059	0.07	7.739	A
C-A	1077.77	1077.77	0.00	-	-	-	-	-
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	773.26	773.26	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	19.77	19.73	0.00	537.90	0.037	0.05	8.490	A
B-A	0.00	0.00	0.00	130.72	0.000	0.00	0.000	A
C-AB	38.67	38.58	0.00	503.14	0.077	0.09	8.547	A
C-A	1286.96	1286.96	0.00	-	-	-	-	-
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	923.35	923.35	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	24.22	24.14	0.00	476.34	0.051	0.06	9.727	A
B-A	0.00	0.00	0.00	28.90	0.000	0.00	0.000	A
C-AB	47.36	47.21	0.00	445.35	0.106	0.13	9.965	A

C-A	1576.19	1576.19	0.00	-	-	-	-	-
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	1130.87	1130.87	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	24.22	24.22	0.00	476.34	0.051	0.07	9.729	A
B-A	0.00	0.00	0.00	28.85	0.000	0.00	0.000	A
C-AB	47.36	47.36	0.00	445.35	0.106	0.13	9.976	A
C-A	1576.19	1576.19	0.00	-	-	-	-	-
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	1130.87	1130.87	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	19.77	19.85	0.00	537.90	0.037	0.05	8.494	A
B-A	0.00	0.00	0.00	130.63	0.000	0.00	0.000	A
C-AB	38.67	38.82	0.00	503.14	0.077	0.09	8.554	A
C-A	1286.96	1286.96	0.00	-	-	-	-	-

A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	923.35	923.35	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	16.56	16.60	0.00	582.43	0.028	0.04	7.776	A
B-A	0.00	0.00	0.00	204.29	0.000	0.00	0.000	A
C-AB	32.39	32.47	0.00	544.94	0.059	0.07	7.749	A
C-A	1077.77	1077.77	0.00	-	-	-	-	-
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	773.26	773.26	0.00	-	-	-	-	-

(Default Analysis Set) - 2019 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 Base, AM	2019 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	21.72	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
The Portbury Hundred west	The Portbury Hundred west		Major
Station Road	Station Road		Minor

The Portbury Hundred east	The Portbury Hundred east		Major
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Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
The Portbury Hundred east	7.34		0.00	✓	3.50	159.00	✓	20.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Station Road	One lane plus flare				10.00	6.60	4.20	3.70	3.40	✓	1.00	40	154

Pedestrian Crossings

Name	Crossing Type
The Portbury Hundred west	None
Station Road	None
The Portbury Hundred east	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	583.682	0.100	0.253	0.159	0.361
1	B-C	811.822	0.117	0.296	-	-
1	C-B	760.276	0.277	0.277	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
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The Portbury Hundred west	ONE HOUR	✓	1557.00	100.000
Station Road	ONE HOUR	✓	43.00	100.000
The Portbury Hundred east	ONE HOUR	✓	1025.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	4.000	1553.000
	B	0.000	0.000	43.000
	C	1005.000	20.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.010
	B	1.000	1.000	1.140
	C	1.030	1.200	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	1.000
	B	0.000	0.000	14.000
	C	3.000	20.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
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B-C	0.24	24.01	0.35	C
B-A	0.00	0.00	0.00	A
C-AB	0.09	17.04	0.12	C
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	36.90	36.51	0.00	461.69	0.080	0.10	9.643	A
B-A	0.00	0.00	0.00	153.97	0.000	0.00	0.000	A
C-AB	18.07	17.86	0.00	431.87	0.042	0.05	10.429	B
C-A	779.32	779.32	0.00	-	-	-	-	-
A-B	3.01	3.01	0.00	-	-	-	-	-

A-C	1180.87	1180.87	0.00	-	-	-	-	-
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Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	44.07	43.89	0.00	393.73	0.112	0.14	11.724	B
B-A	0.00	0.00	0.00	70.49	0.000	0.00	0.000	A
C-AB	21.58	21.49	0.00	368.13	0.059	0.07	12.460	B
C-A	930.58	930.58	0.00	-	-	-	-	-
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	1410.08	1410.08	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	53.97	53.15	0.00	224.82	0.240	0.35	23.792	C
B-A	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-AB	26.42	26.23	0.00	279.99	0.094	0.12	17.024	C
C-A	1139.72	1139.72	0.00	-	-	-	-	-
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	1726.98	1726.98	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	53.97	53.95	0.00	224.82	0.240	0.35	24.008	C
B-A	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-AB	26.42	26.42	0.00	279.99	0.094	0.12	17.036	C
C-A	1139.72	1139.72	0.00	-	-	-	-	-
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	1726.98	1726.98	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	44.07	44.90	0.00	393.73	0.112	0.15	11.793	B
B-A	0.00	0.00	0.00	70.39	0.000	0.00	0.000	A
C-AB	21.58	21.77	0.00	368.13	0.059	0.08	12.481	B
C-A	930.58	930.58	0.00	-	-	-	-	-
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	1410.08	1410.08	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
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B-C	36.90	37.09	0.00	461.69	0.080	0.10	9.671	A
B-A	0.00	0.00	0.00	153.86	0.000	0.00	0.000	A
C-AB	18.07	18.16	0.00	431.87	0.042	0.05	10.445	B
C-A	779.32	779.32	0.00	-	-	-	-	-
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	1180.87	1180.87	0.00	-	-	-	-	-

(Default Analysis Set) - 2019 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 Base, PM	2019 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	11.95	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
The Portbury Hundred west	The Portbury Hundred west		Major
Station Road	Station Road		Minor
The Portbury Hundred east	The Portbury Hundred east		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
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The Portbury Hundred east	7.34		0.00	✓	3.50	159.00	✓	20.00
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Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Station Road	One lane plus flare				10.00	6.60	4.20	3.70	3.40	✓	1.00	40	154

Pedestrian Crossings

Name	Crossing Type
The Portbury Hundred west	None
Station Road	None
The Portbury Hundred east	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	583.682	0.100	0.253	0.159	0.361
1	B-C	811.822	0.117	0.296	-	-

1	C-B	760.276	0.277	0.277	-	-
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The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
The Portbury Hundred west	ONE HOUR	✓	1107.00	100.000
Station Road	ONE HOUR	✓	19.00	100.000
The Portbury Hundred east	ONE HOUR	✓	1597.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	4.000	1103.000
	B	0.000	0.000	19.000
	C	1555.000	42.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To
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From		A	B	C
	A	1.000	1.000	1.020
	B	1.000	1.000	1.210
	C	1.010	1.100	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

From	To			
		A	B	C
	A	0.000	0.000	2.000
	B	0.000	0.000	21.000
	C	1.000	10.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	14.14	0.10	B
B-A	0.00	0.00	0.00	A
C-AB	0.12	10.86	0.15	B

C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	17.31	17.16	0.00	560.58	0.031	0.04	8.014	A
B-A	0.00	0.00	0.00	168.25	0.000	0.00	0.000	A
C-AB	34.78	34.47	0.00	524.48	0.066	0.08	8.076	A
C-A	1182.39	1182.39	0.00	-	-	-	-	-
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	847.00	847.00	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
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B-C	20.67	20.62	0.00	511.82	0.040	0.05	8.866	A
B-A	0.00	0.00	0.00	87.50	0.000	0.00	0.000	A
C-AB	41.53	41.43	0.00	478.72	0.087	0.10	9.054	A
C-A	1411.89	1411.89	0.00	-	-	-	-	-
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	1011.41	1011.41	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	25.31	25.12	0.00	333.29	0.076	0.10	14.126	B
B-A	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-AB	50.87	50.67	0.00	415.44	0.122	0.15	10.850	B
C-A	1729.21	1729.21	0.00	-	-	-	-	-
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	1238.71	1238.71	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	25.31	25.31	0.00	333.29	0.076	0.10	14.142	B

B-A	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-AB	50.87	50.86	0.00	415.44	0.122	0.15	10.861	B
C-A	1729.21	1729.21	0.00	-	-	-	-	-
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	1238.71	1238.71	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	20.67	20.86	0.00	511.82	0.040	0.05	8.875	A
B-A	0.00	0.00	0.00	87.39	0.000	0.00	0.000	A
C-AB	41.53	41.72	0.00	478.72	0.087	0.11	9.067	A
C-A	1411.89	1411.89	0.00	-	-	-	-	-
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	1011.41	1011.41	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	17.31	17.36	0.00	560.58	0.031	0.04	8.020	A
B-A	0.00	0.00	0.00	168.09	0.000	0.00	0.000	A

C-AB	34.78	34.89	0.00	524.48	0.066	0.08	8.091	A
C-A	1182.39	1182.39	0.00	-	-	-	-	-
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	847.00	847.00	0.00	-	-	-	-	-

(Default Analysis Set) - 2019 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 Dev, AM	2019 Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	21.75	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
The Portbury Hundred west	The Portbury Hundred west		Major
Station Road	Station Road		Minor
The Portbury Hundred east	The Portbury Hundred east		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
The Portbury Hundred east	7.34		0.00	✓	3.50	159.00	✓	20.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Station Road	One lane plus flare				10.00	6.60	4.20	3.70	3.40	✓	1.00	40	154

Pedestrian Crossings

Name	Crossing Type
The Portbury Hundred west	None
Station Road	None
The Portbury Hundred east	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	583.682	0.100	0.253	0.159	0.361
1	B-C	811.822	0.117	0.296	-	-
1	C-B	760.276	0.277	0.277	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
The Portbury Hundred west	ONE HOUR	✓	1558.00	100.000
Station Road	ONE HOUR	✓	45.00	100.000
The Portbury Hundred east	ONE HOUR	✓	1083.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To			
From		A	B	C

	A	0.000	4.000	1554.000
	B	0.000	0.000	45.000
	C	1034.000	49.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.010
	B	1.000	1.000	1.170
	C	1.040	1.120	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	1.000
	B	0.000	0.000	17.000
	C	4.000	12.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.26	25.26	0.40	D
B-A	0.00	0.00	0.00	A
C-AB	0.22	18.38	0.30	C
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	39.64	39.20	0.00	461.46	0.086	0.11	9.965	A
B-A	0.00	0.00	0.00	140.56	0.000	0.00	0.000	A
C-AB	41.32	40.85	0.00	431.66	0.096	0.12	10.304	B
C-A	809.59	809.59	0.00	-	-	-	-	-
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	1181.63	1181.63	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	47.33	47.13	0.00	393.46	0.120	0.16	12.156	B
B-A	0.00	0.00	0.00	54.38	0.000	0.00	0.000	A
C-AB	49.34	49.12	0.00	367.87	0.134	0.17	12.639	B
C-A	966.73	966.73	0.00	-	-	-	-	-
A-B	3.60	3.60	0.00	-	-	-	-	-

A-C	1410.98	1410.98	0.00	-	-	-	-	-
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Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	57.97	57.03	0.00	224.58	0.258	0.39	25.003	C
B-A	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-AB	60.42	59.90	0.00	279.68	0.216	0.30	18.302	C
C-A	1183.99	1183.99	0.00	-	-	-	-	-
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	1728.10	1728.10	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	57.97	57.94	0.00	224.58	0.258	0.40	25.265	D
B-A	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-AB	60.42	60.41	0.00	279.68	0.216	0.30	18.385	C
C-A	1183.99	1183.99	0.00	-	-	-	-	-
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	1728.10	1728.10	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	47.33	48.28	0.00	393.46	0.120	0.16	12.233	B
B-A	0.00	0.00	0.00	54.11	0.000	0.00	0.000	A
C-AB	49.34	49.85	0.00	367.87	0.134	0.18	12.697	B
C-A	966.73	966.73	0.00	-	-	-	-	-
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	1410.98	1410.98	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	39.64	39.84	0.00	461.46	0.086	0.11	9.994	A
B-A	0.00	0.00	0.00	140.30	0.000	0.00	0.000	A
C-AB	41.32	41.54	0.00	431.66	0.096	0.12	10.342	B
C-A	809.59	809.59	0.00	-	-	-	-	-
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	1181.63	1181.63	0.00	-	-	-	-	-

(Default Analysis Set) - 2019 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 Dev, PM	2019 Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	13.39	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
The Portbury Hundred west	The Portbury Hundred west		Major
Station Road	Station Road		Minor
The Portbury Hundred east	The Portbury Hundred east		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
The Portbury Hundred east	7.34		0.00	✓	3.50	159.00	✓	20.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Station Road	One lane plus flare				10.00	6.60	4.20	3.70	3.40	✓	1.00	40	154

Pedestrian Crossings

Name	Crossing Type
------	---------------

The Portbury Hundred west	None
Station Road	None
The Portbury Hundred east	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	583.682	0.100	0.253	0.159	0.361
1	B-C	811.822	0.117	0.296	-	-
1	C-B	760.276	0.277	0.277	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
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		✓	✓	HV Percentages	2.00				✓	✓
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Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
The Portbury Hundred west	ONE HOUR	✓	1135.00	100.000
Station Road	ONE HOUR	✓	48.00	100.000
The Portbury Hundred east	ONE HOUR	✓	1600.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	4.000	1131.000
	B	0.000	0.000	48.000
	C	1556.000	44.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.020
	B	1.000	1.000	1.120
	C	1.010	1.130	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	2.000

	B	0.000	0.000	12.000
	C	1.000	13.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.18	15.09	0.25	C
B-A	0.00	0.00	0.00	A
C-AB	0.13	11.56	0.17	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	40.47	40.12	0.00	554.21	0.073	0.09	7.838	A
B-A	0.00	0.00	0.00	161.73	0.000	0.00	0.000	A
C-AB	37.43	37.08	0.00	518.52	0.072	0.09	8.443	A
C-A	1183.15	1183.15	0.00	-	-	-	-	-
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	868.51	868.51	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	48.33	48.21	0.00	504.21	0.096	0.12	8.840	A
B-A	0.00	0.00	0.00	79.70	0.000	0.00	0.000	A
C-AB	44.70	44.58	0.00	471.59	0.095	0.12	9.525	A
C-A	1412.80	1412.80	0.00	-	-	-	-	-
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	1037.08	1037.08	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
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B-C	59.19	58.69	0.00	326.31	0.181	0.24	15.037	C
B-A	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-AB	54.74	54.52	0.00	406.71	0.135	0.17	11.543	B
C-A	1730.32	1730.32	0.00	-	-	-	-	-
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	1270.16	1270.16	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	59.19	59.18	0.00	326.31	0.181	0.25	15.093	C
B-A	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-AB	54.74	54.74	0.00	406.71	0.135	0.17	11.557	B
C-A	1730.32	1730.32	0.00	-	-	-	-	-
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	1270.16	1270.16	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	48.33	48.83	0.00	504.21	0.096	0.12	8.863	A

B-A	0.00	0.00	0.00	79.57	0.000	0.00	0.000	A
C-AB	44.70	44.92	0.00	471.59	0.095	0.12	9.538	A
C-A	1412.80	1412.80	0.00	-	-	-	-	-
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	1037.08	1037.08	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	40.47	40.60	0.00	554.21	0.073	0.09	7.853	A
B-A	0.00	0.00	0.00	161.55	0.000	0.00	0.000	A
C-AB	37.43	37.56	0.00	518.52	0.072	0.09	8.461	A
C-A	1183.15	1183.15	0.00	-	-	-	-	-
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	868.51	868.51	0.00	-	-	-	-	-

Junctions 8							
PICADY 8 - Priority Intersection Module							
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2014							
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Filename: J38 A403 Chittening Road - Severn Road.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J38

Report generation date: 25/02/2014 11:18:53

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2013 Obs							
Stream B-C	0.17	8.30	0.12	A	0.06	6.73	0.05	A

Stream B-C	0.44	10.83	0.25	B	0.46	8.35	0.29	A
Stream B-A	0.66	21.41	0.38	C	0.38	16.10	0.27	C
Stream C-AB	2.13	21.52	0.62	C	0.98	12.92	0.44	B
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - 2013 Obs, AM " model duration: 07:45 - 09:15
"D2 - 2013 Obs, PM" model duration: 16:45 - 18:15
"D3 - 2017 Base, AM" model duration: 07:45 - 09:15
"D4 - 2017 Base, PM" model duration: 16:45 - 18:15
"D5 - 2017 Dev, AM" model duration: 07:45 - 09:15
"D6 - 2017 Dev, PM" model duration: 16:45 - 18:15
"D7 - 2017 Dev Sens, AM" model duration: 07:45 - 09:15
"D8 - 2017 Dev Sens, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 25/02/2014 11:18:49

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	03/12/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

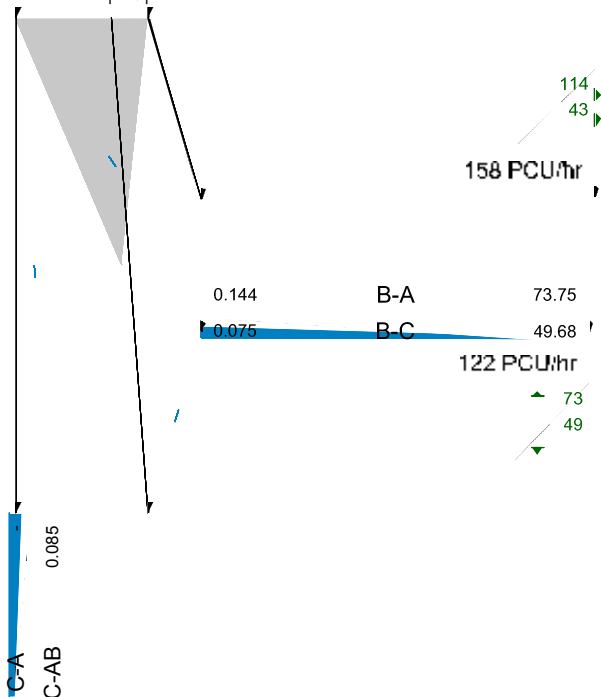
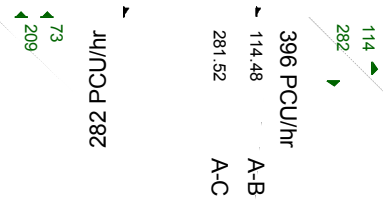
Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
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m	kph	Veh	PCU	perHour	s	-Min	perMin
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Severn Road north



Severn Road east

90.64 m

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2013 Obs, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2013 Obs, AM	2013 Obs	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	10.74	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Severn Road north	Severn Road north		Major
Severn Road east	Severn Road east		Minor
Chittening Road	Chittening Road		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Chittening Road	7.38		0.00	✓	2.20	52.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Severn Road east	One lane plus flare				9.60	5.90	5.00	3.90	3.10	✓	2.00	33	250

Pedestrian Crossings

Name	Crossing Type
Severn Road north	None
Severn Road east	None
Chittening Road	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	662.679	0.113	0.287	0.180	0.410
1	B-C	780.984	0.113	0.284	-	-
1	C-B	604.077	0.220	0.220	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Severn Road north	ONE HOUR	✓	445.00	100.000
Severn Road east	ONE HOUR	✓	141.00	100.000
Chittening Road	ONE HOUR	✓	243.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To		
	A	B	C
From	A	0.000	139.000
	B	87.000	0.000

	C	199.000	44.000	0.000
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Turning Proportions (Veh) - (untitled) (for whole period)

		To		
From		A	B	C
	A	0.00	0.31	0.69
	B	0.62	0.00	0.38
	C	0.82	0.18	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To		
From		A	B	C
	A	1.000	1.094	1.222
	B	1.126	1.000	1.222
	C	1.392	1.318	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
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From		A	B	C
	A	0.000	9.400	22.200
	B	12.600	0.000	22.200
	C	39.200	31.800	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.12	8.30	0.17	A
B-A	0.24	12.06	0.36	B
C-AB	0.14	11.28	0.21	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	49.68	49.29	0.00	662.89	0.075	0.10	7.164	A
B-A	73.75	73.00	0.00	513.39	0.144	0.19	9.189	A
C-AB	44.07	43.59	0.00	520.44	0.085	0.12	9.945	A
C-A	208.13	208.13	0.00	-	-	-	-	-
A-B	114.48	114.48	0.00	-	-	-	-	-
A-C	281.52	281.52	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	59.32	59.22	0.00	638.16	0.093	0.12	7.599	A
B-A	88.07	87.82	0.00	484.24	0.182	0.25	10.219	B
C-AB	52.97	52.84	0.00	505.76	0.105	0.15	10.481	B
C-A	248.18	248.18	0.00	-	-	-	-	-
A-B	136.70	136.70	0.00	-	-	-	-	-
A-C	336.16	336.16	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	72.65	72.49	0.00	602.66	0.121	0.17	8.295	A
B-A	107.86	107.42	0.00	443.96	0.243	0.36	12.029	B
C-AB	65.78	65.57	0.00	487.04	0.135	0.21	11.267	B
C-A	303.06	303.06	0.00	-	-	-	-	-
A-B	167.43	167.43	0.00	-	-	-	-	-
A-C	411.71	411.71	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	72.65	72.65	0.00	602.37	0.121	0.17	8.304	A
B-A	107.86	107.85	0.00	443.94	0.243	0.36	12.060	B
C-AB	65.78	65.78	0.00	487.20	0.135	0.21	11.276	B
C-A	303.06	303.06	0.00	-	-	-	-	-
A-B	167.43	167.43	0.00	-	-	-	-	-
A-C	411.71	411.71	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
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B-C	59.32	59.48	0.00	637.72	0.093	0.13	7.612	A
B-A	88.07	88.48	0.00	484.22	0.182	0.25	10.253	B
C-AB	52.97	53.18	0.00	506.04	0.105	0.16	10.495	B
C-A	248.18	248.18	0.00	-	-	-	-	-
A-B	136.70	136.70	0.00	-	-	-	-	-
A-C	336.16	336.16	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	49.68	49.79	0.00	662.32	0.075	0.10	7.182	A
B-A	73.75	74.00	0.00	513.28	0.144	0.19	9.234	A
C-AB	44.07	44.21	0.00	520.54	0.085	0.12	9.972	A
C-A	208.13	208.13	0.00	-	-	-	-	-
A-B	114.48	114.48	0.00	-	-	-	-	-
A-C	281.52	281.52	0.00	-	-	-	-	-

(Default Analysis Set) - 2013 Obs, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2013 Obs, PM	2013 Obs	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	9.33	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Severn Road north	Severn Road north		Major
Severn Road east	Severn Road east		Minor
Chittening Road	Chittening Road		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Chittening Road	7.38		0.00	✓	2.20	52.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Severn Road east	One lane plus flare				9.60	5.90	5.00	3.90	3.10	✓	2.00	33	250

Pedestrian Crossings

Name	Crossing Type
Severn Road north	None
Severn Road east	None

Chittening Road	None
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Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	685.899	0.117	0.297	0.187	0.424
1	B-C	751.311	0.108	0.274	-	-
1	C-B	604.077	0.220	0.220	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Severn Road north	ONE HOUR	✓	315.00	100.000
Severn Road east	ONE HOUR	✓	99.00	100.000
Chittening Road	ONE HOUR	✓	494.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	102.000	213.000
	B	71.000	0.000	28.000
	C	382.000	112.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To		
From	A	B	C

	A	0.00	0.32	0.68
	B	0.72	0.00	0.28
	C	0.77	0.23	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.010	1.268
	B	1.028	1.000	1.107
	C	1.183	1.036	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	1.000	26.800
	B	2.800	0.000	10.700
	C	18.300	3.600	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	6.73	0.06	A
B-A	0.18	10.38	0.23	B
C-AB	0.25	9.37	0.36	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	23.34	23.18	0.00	668.88	0.035	0.04	6.170	A
B-A	54.95	54.46	0.00	515.87	0.107	0.12	8.013	A

C-AB	88.97	88.17	0.00	549.25	0.162	0.20	8.094	A
C-A	338.60	338.60	0.00	-	-	-	-	-
A-B	77.56	77.56	0.00	-	-	-	-	-
A-C	203.33	203.33	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	27.86	27.83	0.00	651.40	0.043	0.05	6.390	A
B-A	65.61	65.46	0.00	482.58	0.136	0.16	8.869	A
C-AB	107.77	107.54	0.00	542.15	0.199	0.26	8.603	A
C-A	402.79	402.79	0.00	-	-	-	-	-
A-B	92.61	92.61	0.00	-	-	-	-	-
A-C	242.80	242.80	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	34.13	34.07	0.00	626.28	0.054	0.06	6.729	A
B-A	80.36	80.09	0.00	436.86	0.184	0.23	10.357	B
C-AB	136.18	135.78	0.00	536.59	0.254	0.36	9.349	A

C-A	489.13	489.13	0.00	-	-	-	-	-
A-B	113.43	113.43	0.00	-	-	-	-	-
A-C	297.37	297.37	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	34.13	34.13	0.00	626.07	0.055	0.06	6.731	A
B-A	80.36	80.35	0.00	436.75	0.184	0.23	10.383	B
C-AB	136.18	136.17	0.00	537.48	0.253	0.36	9.366	A
C-A	489.13	489.13	0.00	-	-	-	-	-
A-B	113.43	113.43	0.00	-	-	-	-	-
A-C	297.37	297.37	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	27.86	27.92	0.00	651.07	0.043	0.05	6.397	A
B-A	65.61	65.88	0.00	482.43	0.136	0.16	8.889	A
C-AB	107.77	108.16	0.00	543.71	0.198	0.27	8.629	A
C-A	402.79	402.79	0.00	-	-	-	-	-

A-B	92.61	92.61	0.00	-	-	-	-	-
A-C	242.80	242.80	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	23.34	23.37	0.00	668.47	0.035	0.04	6.177	A
B-A	54.95	55.11	0.00	515.54	0.107	0.12	8.040	A
C-AB	88.97	89.21	0.00	549.77	0.162	0.20	8.131	A
C-A	338.60	338.60	0.00	-	-	-	-	-
A-B	77.56	77.56	0.00	-	-	-	-	-
A-C	203.33	203.33	0.00	-	-	-	-	-

(Default Analysis Set) - 2017 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Base, AM	2017 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	12.11	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Severn Road north	Severn Road north		Major
Severn Road east	Severn Road east		Minor

Chittening Road	Chittening Road		Major
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Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Chittening Road	7.38		0.00	✓	2.20	52.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Severn Road east	One lane plus flare				9.60	5.90	5.00	3.90	3.10	✓	2.00	33	250

Pedestrian Crossings

Name	Crossing Type
Severn Road north	None
Severn Road east	None
Chittening Road	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	625.351	0.107	0.271	0.170	0.387
1	B-C	828.686	0.119	0.302	-	-
1	C-B	604.077	0.220	0.220	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
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Severn Road north	ONE HOUR	✓	503.00	100.000
Severn Road east	ONE HOUR	✓	182.00	100.000
Chittingen Road	ONE HOUR	✓	195.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	147.000	356.000
	B	92.000	0.000	90.000
	C	129.000	66.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.29	0.71
	B	0.51	0.00	0.49
	C	0.66	0.34	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
		A	B	C
From	A	1.000	1.090	1.240
	B	1.120	1.000	1.310
	C	1.380	1.330	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
		A	B	C
From	A	0.000	9.000	24.000
	B	12.000	0.000	31.000
	C	38.000	33.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
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B-C	0.21	9.87	0.35	A
B-A	0.28	13.97	0.44	B
C-AB	0.21	12.90	0.37	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	88.76	87.99	0.00	683.81	0.130	0.19	7.904	A
B-A	77.57	76.71	0.00	473.77	0.164	0.22	10.135	B
C-AB	66.91	66.11	0.00	508.95	0.131	0.20	10.797	B
C-A	133.20	133.20	0.00	-	-	-	-	-
A-B	120.63	120.63	0.00	-	-	-	-	-

A-C	332.34	332.34	0.00	-	-	-	-	-
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Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	105.99	105.76	0.00	653.01	0.162	0.25	8.614	A
B-A	92.63	92.33	0.00	443.77	0.209	0.29	11.464	B
C-AB	80.61	80.37	0.00	492.59	0.164	0.26	11.616	B
C-A	158.34	158.34	0.00	-	-	-	-	-
A-B	144.04	144.04	0.00	-	-	-	-	-
A-C	396.85	396.85	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	129.81	129.41	0.00	607.97	0.214	0.35	9.846	A
B-A	113.45	112.89	0.00	402.00	0.282	0.43	13.917	B
C-AB	100.63	100.21	0.00	472.12	0.213	0.36	12.876	B
C-A	192.03	192.03	0.00	-	-	-	-	-
A-B	176.42	176.42	0.00	-	-	-	-	-
A-C	486.03	486.03	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	129.81	129.80	0.00	607.53	0.214	0.35	9.871	A
B-A	113.45	113.43	0.00	401.89	0.282	0.44	13.974	B
C-AB	100.63	100.61	0.00	472.26	0.213	0.37	12.904	B
C-A	192.03	192.03	0.00	-	-	-	-	-
A-B	176.42	176.42	0.00	-	-	-	-	-
A-C	486.03	486.03	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	105.99	106.38	0.00	652.40	0.162	0.26	8.642	A
B-A	92.63	93.17	0.00	443.63	0.209	0.30	11.524	B
C-AB	80.61	81.00	0.00	492.84	0.164	0.27	11.653	B
C-A	158.34	158.34	0.00	-	-	-	-	-
A-B	144.04	144.04	0.00	-	-	-	-	-
A-C	396.85	396.85	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
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B-C	88.76	89.00	0.00	683.07	0.130	0.20	7.941	A
B-A	77.57	77.89	0.00	473.50	0.164	0.22	10.199	B
C-AB	66.91	67.16	0.00	509.04	0.131	0.21	10.848	B
C-A	133.20	133.20	0.00	-	-	-	-	-
A-B	120.63	120.63	0.00	-	-	-	-	-
A-C	332.34	332.34	0.00	-	-	-	-	-

(Default Analysis Set) - 2017 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Base, PM	2017 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	11.56	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Severn Road north	Severn Road north		Major
Severn Road east	Severn Road east		Minor
Chittening Road	Chittening Road		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
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Chittening Road	7.38		0.00	✓	2.20	52.00	✓	2.00
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Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Severn Road east	One lane plus flare				9.60	5.90	5.00	3.90	3.10	✓	2.00	33	250

Pedestrian Crossings

Name	Crossing Type
Severn Road north	None
Severn Road east	None
Chittening Road	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	669.164	0.115	0.290	0.182	0.414
1	B-C	772.696	0.111	0.281	-	-

1	C-B	604.077	0.220	0.220	-	-
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The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Severn Road north	ONE HOUR	✓	368.00	100.000
Severn Road east	ONE HOUR	✓	114.00	100.000
Chittening Road	ONE HOUR	✓	579.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To			
		A	B	C
From	A	0.000	135.000	233.000
	B	75.000	0.000	39.000
	C	433.000	146.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
		A	B	C
From	A	0.00	0.37	0.63
	B	0.66	0.00	0.34
	C	0.75	0.25	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To
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From		A	B	C
	A	1.000	1.010	1.270
	B	1.030	1.000	1.180
	C	1.210	1.150	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	1.000	27.000
	B	3.000	0.000	18.000
	C	21.000	15.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	7.41	0.10	A
B-A	0.23	12.79	0.30	B
C-AB	0.39	12.06	0.80	B

C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	34.65	34.39	0.00	676.68	0.051	0.06	6.614	A
B-A	58.16	57.58	0.00	468.74	0.124	0.14	9.006	A
C-AB	134.08	132.59	0.00	554.86	0.242	0.37	9.801	A
C-A	386.76	386.76	0.00	-	-	-	-	-
A-B	102.65	102.65	0.00	-	-	-	-	-
A-C	222.78	222.78	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
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B-C	41.37	41.31	0.00	655.56	0.063	0.08	6.915	A
B-A	69.45	69.24	0.00	429.29	0.162	0.20	10.290	B
C-AB	166.96	166.41	0.00	556.14	0.300	0.51	10.650	B
C-A	454.98	454.98	0.00	-	-	-	-	-
A-B	122.58	122.58	0.00	-	-	-	-	-
A-C	266.02	266.02	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	50.67	50.57	0.00	624.10	0.081	0.10	7.407	A
B-A	85.05	84.65	0.00	375.28	0.227	0.30	12.740	B
C-AB	222.79	221.68	0.00	568.51	0.392	0.79	11.983	B
C-A	538.93	538.93	0.00	-	-	-	-	-
A-B	150.12	150.12	0.00	-	-	-	-	-
A-C	325.80	325.80	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	50.67	50.67	0.00	623.70	0.081	0.10	7.412	A

B-A	85.05	85.04	0.00	374.98	0.227	0.30	12.788	B
C-AB	222.79	222.74	0.00	569.41	0.391	0.80	12.058	B
C-A	538.93	538.93	0.00	-	-	-	-	-
A-B	150.12	150.12	0.00	-	-	-	-	-
A-C	325.80	325.80	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	41.37	41.47	0.00	654.98	0.063	0.08	6.926	A
B-A	69.45	69.84	0.00	428.86	0.162	0.20	10.340	B
C-AB	166.96	168.03	0.00	557.80	0.299	0.53	10.741	B
C-A	454.98	454.98	0.00	-	-	-	-	-
A-B	122.58	122.58	0.00	-	-	-	-	-
A-C	266.02	266.02	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	34.65	34.71	0.00	676.07	0.051	0.06	6.623	A
B-A	58.16	58.37	0.00	468.07	0.124	0.15	9.056	A

C-AB	134.08	134.67	0.00	555.45	0.241	0.39	9.896	A
C-A	386.76	386.76	0.00	-	-	-	-	-
A-B	102.65	102.65	0.00	-	-	-	-	-
A-C	222.78	222.78	0.00	-	-	-	-	-

(Default Analysis Set) - 2017 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Dev, AM	2017 Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	12.89	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Severn Road north	Severn Road north		Major
Severn Road east	Severn Road east		Minor
Chittening Road	Chittening Road		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Chittening Road	7.38		0.00	✓	2.20	52.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Severn Road east	One lane plus flare				9.60	5.90	5.00	3.90	3.10	✓	2.00	33	250

Pedestrian Crossings

Name	Crossing Type
Severn Road north	None
Severn Road east	None
Chittening Road	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	624.319	0.107	0.270	0.170	0.386
1	B-C	830.004	0.120	0.302	-	-
1	C-B	604.077	0.220	0.220	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Severn Road north	ONE HOUR	✓	504.00	100.000
Severn Road east	ONE HOUR	✓	183.00	100.000
Chittening Road	ONE HOUR	✓	333.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To		
From	A	B	C

	A	0.000	147.000	357.000
	B	92.000	0.000	91.000
	C	248.000	85.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.29	0.71
	B	0.50	0.00	0.50
	C	0.74	0.26	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.090	1.240
	B	1.120	1.000	1.320
	C	1.360	1.270	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	9.000	24.000
	B	12.000	0.000	32.000
	C	36.000	27.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.22	10.16	0.37	B
B-A	0.31	16.20	0.50	C
C-AB	0.27	12.78	0.48	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	90.43	89.63	0.00	682.61	0.132	0.20	8.003	A
B-A	77.57	76.65	0.00	446.47	0.174	0.23	10.876	B
C-AB	83.58	82.59	0.00	514.46	0.162	0.25	10.584	B
C-A	251.61	251.61	0.00	-	-	-	-	-
A-B	120.63	120.63	0.00	-	-	-	-	-
A-C	333.27	333.27	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	107.99	107.74	0.00	650.12	0.166	0.26	8.758	A
B-A	92.63	92.28	0.00	411.29	0.225	0.32	12.624	B
C-AB	101.86	101.54	0.00	501.90	0.203	0.33	11.440	B
C-A	298.39	298.39	0.00	-	-	-	-	-
A-B	144.04	144.04	0.00	-	-	-	-	-

A-C	397.96	397.96	0.00	-	-	-	-	-
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Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	132.25	131.82	0.00	600.83	0.220	0.37	10.123	B
B-A	113.45	112.74	0.00	362.38	0.313	0.50	16.103	C
C-AB	130.37	129.77	0.00	489.74	0.266	0.48	12.740	B
C-A	359.84	359.84	0.00	-	-	-	-	-
A-B	176.42	176.42	0.00	-	-	-	-	-
A-C	487.40	487.40	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	132.25	132.24	0.00	600.15	0.220	0.37	10.155	B
B-A	113.45	113.42	0.00	362.24	0.313	0.50	16.197	C
C-AB	130.37	130.35	0.00	490.32	0.266	0.48	12.781	B
C-A	359.84	359.84	0.00	-	-	-	-	-
A-B	176.42	176.42	0.00	-	-	-	-	-
A-C	487.40	487.40	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	107.99	108.40	0.00	649.23	0.166	0.27	8.794	A
B-A	92.63	93.32	0.00	411.13	0.225	0.33	12.716	B
C-AB	101.86	102.43	0.00	502.96	0.203	0.34	11.492	B
C-A	298.39	298.39	0.00	-	-	-	-	-
A-B	144.04	144.04	0.00	-	-	-	-	-
A-C	397.96	397.96	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	90.43	90.68	0.00	681.68	0.133	0.20	8.043	A
B-A	77.57	77.94	0.00	446.15	0.174	0.24	10.961	B
C-AB	83.58	83.92	0.00	514.82	0.162	0.25	10.647	B
C-A	251.61	251.61	0.00	-	-	-	-	-
A-B	120.63	120.63	0.00	-	-	-	-	-
A-C	333.27	333.27	0.00	-	-	-	-	-

(Default Analysis Set) - 2017 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Dev, PM	2017 Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	11.61	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Severn Road north	Severn Road north		Major
Severn Road east	Severn Road east		Minor
Chittening Road	Chittening Road		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Chittening Road	7.38		0.00	✓	2.20	52.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Severn Road east	One lane plus flare				9.60	5.90	5.00	3.90	3.10	✓	2.00	33	250

Pedestrian Crossings

Name	Crossing Type
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Severn Road north	None
Severn Road east	None
Chittening Road	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	649.625	0.111	0.281	0.177	0.402
1	B-C	797.666	0.115	0.291	-	-
1	C-B	604.077	0.220	0.220	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
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		✓	✓	HV Percentages	2.00				✓	✓
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Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Severn Road north	ONE HOUR	✓	387.00	100.000
Severn Road east	ONE HOUR	✓	133.00	100.000
Chittening Road	ONE HOUR	✓	579.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	135.000	252.000
	B	75.000	0.000	58.000
	C	434.000	145.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.35	0.65
	B	0.56	0.00	0.44
	C	0.75	0.25	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.010	1.250
	B	1.030	1.000	1.140
	C	1.210	1.160	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	1.000	25.000

	B	3.000	0.000	14.000
	C	21.000	16.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.11	7.29	0.15	A
B-A	0.24	13.60	0.32	B
C-AB	0.40	12.29	0.83	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	49.78	49.43	0.00	693.62	0.072	0.09	6.368	A
B-A	58.16	57.55	0.00	450.74	0.129	0.15	9.417	A
C-AB	134.66	133.14	0.00	552.59	0.244	0.38	9.947	A
C-A	387.32	387.32	0.00	-	-	-	-	-
A-B	102.65	102.65	0.00	-	-	-	-	-
A-C	237.15	237.15	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	59.44	59.35	0.00	670.68	0.089	0.11	6.713	A
B-A	69.45	69.22	0.00	411.61	0.169	0.21	10.823	B
C-AB	167.98	167.41	0.00	553.92	0.303	0.52	10.827	B
C-A	455.32	455.32	0.00	-	-	-	-	-
A-B	122.58	122.58	0.00	-	-	-	-	-
A-C	283.18	283.18	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
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B-C	72.80	72.66	0.00	636.49	0.114	0.15	7.276	A
B-A	85.05	84.62	0.00	357.96	0.238	0.32	13.543	B
C-AB	224.96	223.80	0.00	566.72	0.397	0.81	12.215	B
C-A	538.42	538.42	0.00	-	-	-	-	-
A-B	150.12	150.12	0.00	-	-	-	-	-
A-C	346.82	346.82	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	72.80	72.80	0.00	636.03	0.114	0.15	7.285	A
B-A	85.05	85.04	0.00	357.67	0.238	0.32	13.600	B
C-AB	224.96	224.90	0.00	567.49	0.396	0.83	12.293	B
C-A	538.42	538.42	0.00	-	-	-	-	-
A-B	150.12	150.12	0.00	-	-	-	-	-
A-C	346.82	346.82	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	59.44	59.58	0.00	670.00	0.089	0.11	6.723	A

B-A	69.45	69.87	0.00	411.20	0.169	0.21	10.876	B
C-AB	167.98	169.10	0.00	555.34	0.302	0.55	10.922	B
C-A	455.32	455.32	0.00	-	-	-	-	-
A-B	122.58	122.58	0.00	-	-	-	-	-
A-C	283.18	283.18	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	49.78	49.87	0.00	692.89	0.072	0.09	6.385	A
B-A	58.16	58.39	0.00	450.12	0.129	0.15	9.470	A
C-AB	134.66	135.27	0.00	553.10	0.243	0.39	10.048	B
C-A	387.32	387.32	0.00	-	-	-	-	-
A-B	102.65	102.65	0.00	-	-	-	-	-
A-C	237.15	237.15	0.00	-	-	-	-	-

(Default Analysis Set) - 2017 Dev Sens, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Dev Sens, AM	2017 Dev Sens	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	18.76	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Severn Road north	Severn Road north		Major
Severn Road east	Severn Road east		Minor
Chittening Road	Chittening Road		Major

Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Chittening Road	7.38		0.00	✓	2.20	52.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Severn Road east	One lane plus flare				9.60	5.90	5.00	3.90	3.10	✓	2.00	33	250

Pedestrian Crossings

Name	Crossing Type
Severn Road north	None
Severn Road east	None

Chittening Road	None
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Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	618.046	0.106	0.267	0.168	0.382
1	B-C	838.021	0.121	0.305	-	-
1	C-B	604.077	0.220	0.220	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Severn Road north	ONE HOUR	✓	505.00	100.000
Severn Road east	ONE HOUR	✓	194.00	100.000
Chittening Road	ONE HOUR	✓	434.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	147.000	358.000
	B	92.000	0.000	102.000
	C	248.000	186.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To		
From	A	B	C

	A	0.00	0.29	0.71
	B	0.47	0.00	0.53
	C	0.57	0.43	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		A	B	C
	A	1.000	1.090	1.240
	B	1.120	1.000	1.320
	C	1.360	1.270	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	9.000	24.000
	B	12.000	0.000	32.000
	C	36.000	27.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.25	10.83	0.44	B
B-A	0.38	21.41	0.66	C
C-AB	0.62	21.52	2.13	C
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	101.36	100.46	0.00	685.22	0.148	0.23	8.114	A
B-A	77.57	76.53	0.00	404.70	0.192	0.26	12.287	B

C-AB	195.21	192.26	0.00	538.52	0.363	0.74	13.183	B
C-A	236.55	236.55	0.00	-	-	-	-	-
A-B	120.63	120.63	0.00	-	-	-	-	-
A-C	334.21	334.21	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	121.04	120.75	0.00	648.96	0.187	0.30	8.992	A
B-A	92.63	92.17	0.00	361.85	0.256	0.38	14.921	B
C-AB	248.59	247.10	0.00	541.46	0.459	1.11	15.577	C
C-A	266.97	266.97	0.00	-	-	-	-	-
A-B	144.04	144.04	0.00	-	-	-	-	-
A-C	399.07	399.07	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	148.24	147.69	0.00	588.83	0.252	0.44	10.757	B
B-A	113.45	112.37	0.00	302.64	0.375	0.65	21.067	C
C-AB	346.71	342.97	0.00	560.91	0.618	2.05	20.879	C

C-A	284.72	284.72	0.00	-	-	-	-	-
A-B	176.42	176.42	0.00	-	-	-	-	-
A-C	488.77	488.77	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	148.24	148.22	0.00	587.09	0.253	0.44	10.827	B
B-A	113.45	113.39	0.00	301.61	0.376	0.66	21.407	C
C-AB	346.71	346.38	0.00	562.55	0.616	2.13	21.521	C
C-A	284.72	284.72	0.00	-	-	-	-	-
A-B	176.42	176.42	0.00	-	-	-	-	-
A-C	488.77	488.77	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	121.04	121.58	0.00	647.15	0.187	0.31	9.050	A
B-A	92.63	93.70	0.00	360.39	0.257	0.40	15.176	C
C-AB	248.59	252.28	0.00	544.57	0.456	1.21	16.140	C
C-A	266.97	266.97	0.00	-	-	-	-	-

A-B	144.04	144.04	0.00	-	-	-	-	-
A-C	399.07	399.07	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	101.36	101.66	0.00	683.78	0.148	0.23	8.168	A
B-A	77.57	78.07	0.00	403.27	0.192	0.27	12.417	B
C-AB	195.21	196.92	0.00	539.66	0.362	0.78	13.542	B
C-A	236.55	236.55	0.00	-	-	-	-	-
A-B	120.63	120.63	0.00	-	-	-	-	-
A-C	334.21	334.21	0.00	-	-	-	-	-

(Default Analysis Set) - 2017 Dev Sens, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Dev Sens, PM	2017 Dev Sens	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	11.69	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description	Arm Type
Severn Road north	Severn Road north		Major
Severn Road east	Severn Road east		Minor

Chittening Road	Chittening Road		Major
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Major Arm Geometry

Name	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
Chittening Road	7.38		0.00	✓	2.20	52.00	✓	2.00

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

Minor Arm Geometry

Name	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
Severn Road east	One lane plus flare				9.60	5.90	5.00	3.90	3.10	✓	2.00	33	250

Pedestrian Crossings

Name	Crossing Type
Severn Road north	None
Severn Road east	None
Chittening Road	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	588.089	0.101	0.254	0.160	0.364
1	B-C	876.303	0.126	0.319	-	-
1	C-B	604.077	0.220	0.220	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
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Severn Road north	ONE HOUR	✓	387.00	100.000
Severn Road east	ONE HOUR	✓	234.00	100.000
Chittingen Road	ONE HOUR	✓	592.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.000	135.000	252.000
	B	75.000	0.000	159.000
	C	434.000	158.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		A	B	C
	A	0.00	0.35	0.65
	B	0.32	0.00	0.68
	C	0.73	0.27	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
		A	B	C
From	A	1.000	1.010	1.250
	B	1.030	1.000	1.140
	C	1.210	1.160	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
		A	B	C
From	A	0.000	1.000	25.000
	B	3.000	0.000	14.000
	C	21.000	16.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
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B-C	0.29	8.35	0.46	A
B-A	0.27	16.10	0.38	C
C-AB	0.44	12.92	0.98	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	136.46	135.47	0.00	758.80	0.180	0.25	6.573	A
B-A	58.16	57.47	0.00	403.44	0.144	0.17	10.701	B
C-AB	148.13	146.41	0.00	556.22	0.266	0.43	10.181	B
C-A	385.21	385.21	0.00	-	-	-	-	-
A-B	102.65	102.65	0.00	-	-	-	-	-

A-C	237.15	237.15	0.00	-	-	-	-	-
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Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	162.95	162.65	0.00	732.17	0.223	0.32	7.203	A
B-A	69.45	69.18	0.00	366.65	0.189	0.24	12.453	B
C-AB	185.96	185.27	0.00	559.94	0.332	0.60	11.171	B
C-A	450.90	450.90	0.00	-	-	-	-	-
A-B	122.58	122.58	0.00	-	-	-	-	-
A-C	283.18	283.18	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	199.57	199.04	0.00	691.45	0.289	0.46	8.325	A
B-A	85.05	84.52	0.00	315.61	0.269	0.37	16.007	C
C-AB	252.04	250.61	0.00	577.48	0.436	0.96	12.814	B
C-A	527.95	527.95	0.00	-	-	-	-	-
A-B	150.12	150.12	0.00	-	-	-	-	-
A-C	346.82	346.82	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	199.57	199.56	0.00	690.80	0.289	0.46	8.354	A
B-A	85.05	85.04	0.00	315.24	0.270	0.38	16.103	C
C-AB	252.04	251.97	0.00	578.35	0.436	0.98	12.919	B
C-A	527.95	527.95	0.00	-	-	-	-	-
A-B	150.12	150.12	0.00	-	-	-	-	-
A-C	346.82	346.82	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	162.95	163.47	0.00	731.31	0.223	0.33	7.233	A
B-A	69.45	69.97	0.00	366.15	0.190	0.25	12.540	B
C-AB	185.96	187.34	0.00	561.56	0.331	0.63	11.298	B
C-A	450.90	450.90	0.00	-	-	-	-	-
A-B	122.58	122.58	0.00	-	-	-	-	-
A-C	283.18	283.18	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
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B-C	136.46	136.77	0.00	757.87	0.180	0.25	6.610	A
B-A	58.16	58.43	0.00	402.79	0.144	0.18	10.778	B
C-AB	148.13	148.87	0.00	556.80	0.266	0.45	10.302	B
C-A	385.21	385.21	0.00	-	-	-	-	-
A-B	102.65	102.65	0.00	-	-	-	-	-
A-C	237.15	237.15	0.00	-	-	-	-	-

Junctions 8			
ARCADY 8 - Roundabout Module			
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2014			
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Filename: J39 A403 Smoke Lane - Poplar Way west upgrade.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J39

Report generation date: 24/02/2014 16:47:44

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2017 Base							
Smoke Lane	0.91	5.11	0.44	A	0.56	4.08	0.33	A

Poplar Way West	0.18	4.16	0.13	A	0.21	3.71	0.16	A
St Andrew's Road	0.62	3.82	0.34	A	0.65	3.93	0.36	A
Access	0.03	3.91	0.03	A	0.05	3.70	0.05	A
	A1 - 2017 Dev							
Smoke Lane	0.95	5.33	0.45	A	0.60	4.17	0.35	A
Poplar Way West	0.18	4.19	0.13	A	0.28	3.93	0.21	A
St Andrew's Road	0.77	4.12	0.40	A	0.66	3.97	0.36	A
Access	0.03	3.55	0.03	A	0.05	3.70	0.05	A
	A1 - 2017 Sens Dev							
Smoke Lane	0.99	5.48	0.46	A	0.81	4.69	0.42	A
Poplar Way West	0.18	4.22	0.13	A	0.30	4.22	0.22	A
St Andrew's Road	1.00	4.59	0.47	A	0.69	4.08	0.37	A
Access	0.03	3.79	0.03	A	0.05	3.73	0.05	A

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

"D1 - 2017 Base, AM " model duration: 07:45 - 09:15

"D2 - 2017 Base, PM" model duration: 16:45 - 18:15

"D3 - 2017 Dev, AM" model duration: 07:45 - 09:15

"D4 - 2017 Dev, PM" model duration: 16:45 - 18:15

"D5 - 2017 Sens Dev, AM" model duration: 07:45 - 09:15

"D6 - 2017 Sens Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 24/02/2014 16:47:41

File summary

File Description

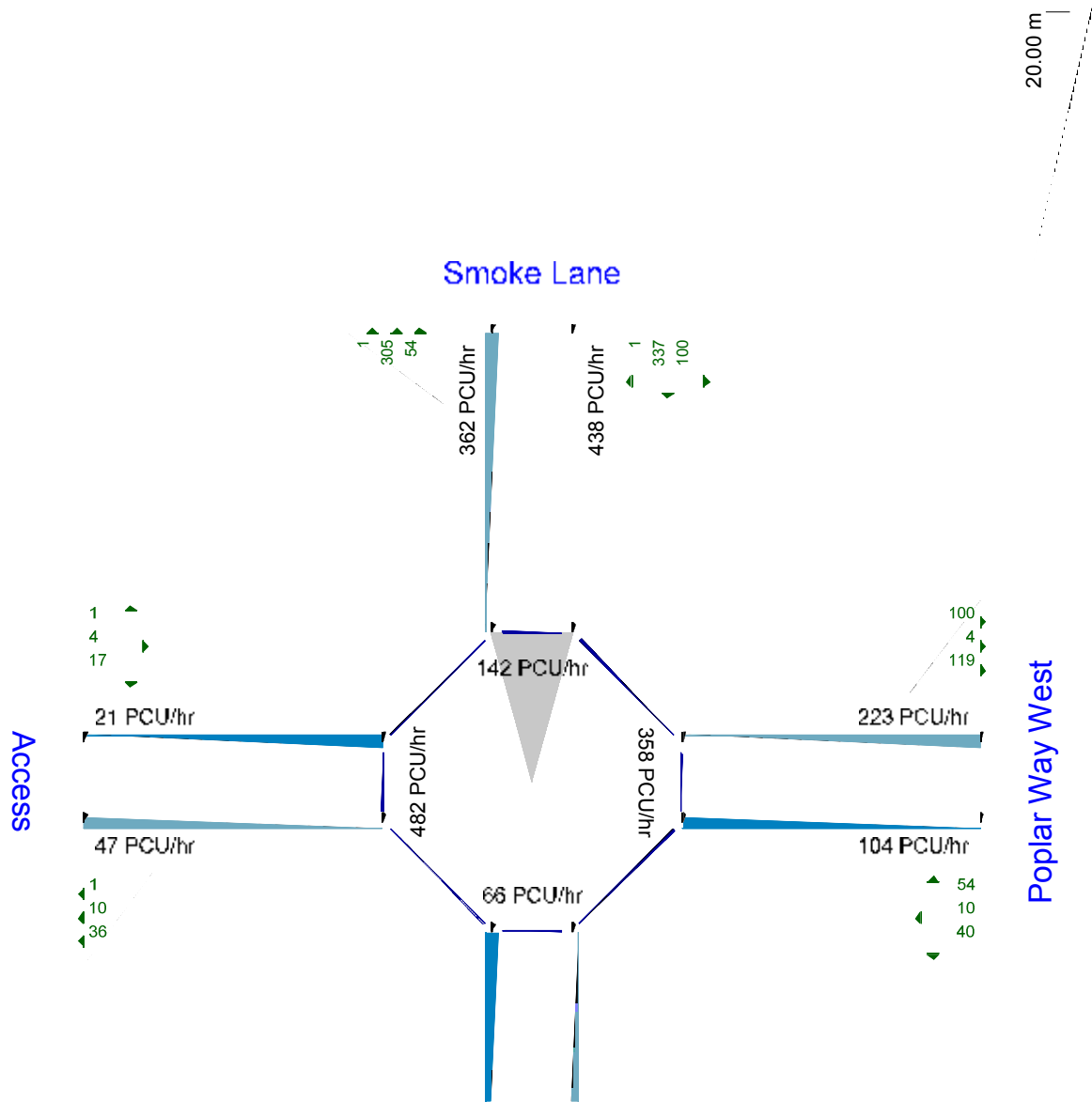
Title	(untitled)
Location	
Site Number	
Date	07/02/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2017 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Base, AM	2017 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			4.45	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Smoke Lane	Smoke Lane	
Poplar Way West	Poplar Way West	
St Andrew's Road	St Andrew's Road	
Access	Access	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Smoke Lane	3.82	6.15	9.66	41.40	45.00	40.00	
Poplar Way West	3.66	5.96	8.45	30.90	45.00	32.00	
St Andrew's Road	3.70	7.52	16.97	20.00	45.00	36.00	
Access	3.66	5.96	8.45	30.90	45.00	32.00	

Pedestrian Crossings

Name	Crossing Type
Smoke Lane	None
Poplar Way West	None
St Andrew's Road	None
Access	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Smoke Lane		(calculated)	(calculated)	0.594	1541.248
Poplar Way West		(calculated)	(calculated)	0.591	1496.727
St Andrew's Road		(calculated)	(calculated)	0.633	1756.564
Access		(calculated)	(calculated)	0.591	1496.727

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Smoke Lane	ONE HOUR	✓	583.00	100.000
Poplar Way West	ONE HOUR	✓	138.00	100.000
St Andrew's Road	ONE HOUR	✓	531.00	100.000
Access	ONE HOUR	✓	28.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - (untitled) (for whole period)

	To			
From	1	2	3	4
1	2.000	133.000	447.000	1.000

	2	72.000	0.000	53.000	13.000
	3	369.000	111.000	3.000	48.000
	4	1.000	5.000	22.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.00	0.23	0.77	0.00
	2	0.52	0.00	0.38	0.09
	3	0.69	0.21	0.01	0.09
	4	0.04	0.18	0.79	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	1.000	1.100	1.160	1.000
	2	1.160	1.000	1.320	1.000

	3	1.210	1.130	1.000	1.100
	4	2.000	1.000	1.230	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.000	10.000	16.000	0.000
	2	16.000	0.000	32.000	0.000
	3	21.000	13.000	0.000	10.000
	4	100.000	0.000	23.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Smoke Lane	0.44	5.11	0.91	A
Poplar Way West	0.13	4.16	0.18	A
St Andrew's Road	0.34	3.82	0.62	A
Access	0.03	3.91	0.03	A

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	438.91	436.99	105.77	0.00	1478.42	0.297	0.48	3.950	A
Poplar Way West	103.89	103.47	356.05	0.00	1286.24	0.081	0.10	3.645	A
St Andrew's Road	399.76	398.34	65.98	0.00	1714.82	0.233	0.36	3.225	A
Access	21.08	21.00	417.81	0.00	1249.73	0.017	0.02	3.507	A

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	524.11	523.50	126.65	0.00	1466.01	0.358	0.63	4.370	A
Poplar Way West	124.06	123.95	426.53	0.00	1244.58	0.100	0.13	3.847	A
St Andrew's Road	477.36	476.96	79.04	0.00	1706.55	0.280	0.46	3.456	A
Access	25.17	25.15	500.31	0.00	1200.96	0.021	0.03	3.664	A

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	641.89	640.82	155.08	0.00	1449.13	0.443	0.90	5.093	A
Poplar Way West	151.94	151.77	522.13	0.00	1188.06	0.128	0.17	4.161	A
St Andrew's Road	584.64	584.00	96.78	0.00	1695.33	0.345	0.62	3.822	A
Access	30.83	30.80	612.59	0.00	1134.58	0.027	0.03	3.904	A

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	641.89	641.88	155.24	0.00	1449.03	0.443	0.91	5.105	A
Poplar Way West	151.94	151.94	522.97	0.00	1187.56	0.128	0.18	4.163	A
St Andrew's Road	584.64	584.63	96.89	0.00	1695.26	0.345	0.62	3.825	A
Access	30.83	30.83	613.26	0.00	1134.19	0.027	0.03	3.906	A

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	524.11	525.16	126.92	0.00	1465.85	0.358	0.64	4.385	A
Poplar Way West	124.06	124.23	427.86	0.00	1243.79	0.100	0.13	3.851	A

St Andrew's Road	477.36	477.99	79.22	0.00	1706.44	0.280	0.46	3.463	A
Access	25.17	25.20	501.40	0.00	1200.31	0.021	0.03	3.667	A

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	438.91	439.53	106.26	0.00	1478.13	0.297	0.49	3.970	A
Poplar Way West	103.89	104.00	358.10	0.00	1285.03	0.081	0.11	3.650	A
St Andrew's Road	399.76	400.17	66.32	0.00	1714.60	0.233	0.36	3.235	A
Access	21.08	21.10	419.76	0.00	1248.58	0.017	0.02	3.513	A

(Default Analysis Set) - 2017 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Base, PM	2017 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			3.95	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Smoke Lane	Smoke Lane	
Poplar Way West	Poplar Way West	

St Andrew's Road	St Andrew's Road	
Access	Access	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Smoke Lane	3.82	6.15	9.66	41.40	45.00	40.00	
Poplar Way West	3.66	5.96	8.45	30.90	45.00	32.00	
St Andrew's Road	3.70	7.52	16.97	20.00	45.00	36.00	
Access	3.66	5.96	8.45	30.90	45.00	32.00	

Pedestrian Crossings

Name	Crossing Type
Smoke Lane	None
Poplar Way West	None
St Andrew's Road	None
Access	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Smoke Lane		(calculated)	(calculated)	0.594	1541.248
Poplar Way West		(calculated)	(calculated)	0.591	1496.727
St Andrew's Road		(calculated)	(calculated)	0.633	1756.564
Access		(calculated)	(calculated)	0.591	1496.727

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Smoke Lane	ONE HOUR	✓	450.00	100.000

Poplar Way West	ONE HOUR	✓	181.00	100.000
St Andrew's Road	ONE HOUR	✓	544.00	100.000
Access	ONE HOUR	✓	47.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - (untitled) (for whole period)

	To				
		1	2	3	4
From	1	1.000	84.000	365.000	0.000
	2	106.000	0.000	72.000	3.000
	3	482.000	47.000	1.000	14.000
	4	1.000	10.000	36.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To				
		1	2	3	4
From	1	0.00	0.19	0.81	0.00
	2	0.59	0.00	0.40	0.02

	3	0.89	0.09	0.00	0.03
	4	0.02	0.21	0.77	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.060	1.130	1.000
	2	1.050	1.000	1.100	1.000
	3	1.160	1.420	2.000	1.210
	4	1.000	1.000	1.080	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		1	2	3	4
From	1	0.000	6.000	13.000	0.000
	2	5.000	0.000	10.000	0.000
	3	16.000	42.000	100.000	21.000

	4	0.000	0.000	8.000	0.000
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Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Smoke Lane	0.33	4.08	0.56	A
Poplar Way West	0.16	3.71	0.21	A
St Andrew's Road	0.36	3.93	0.65	A
Access	0.05	3.70	0.05	A

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	338.78	337.49	70.51	0.00	1499.36	0.226	0.32	3.455	A
Poplar Way West	136.27	135.78	302.25	0.00	1318.05	0.103	0.12	3.251	A

St Andrew's Road	409.55	408.06	82.52	0.00	1704.36	0.240	0.37	3.277	A
Access	35.38	35.26	477.83	0.00	1214.25	0.029	0.03	3.236	A

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	404.54	404.18	84.43	0.00	1491.09	0.271	0.41	3.696	A
Poplar Way West	162.72	162.59	361.97	0.00	1282.74	0.127	0.15	3.433	A
St Andrew's Road	489.04	488.63	98.81	0.00	1694.05	0.289	0.48	3.526	A
Access	42.25	42.22	572.17	0.00	1158.48	0.036	0.04	3.418	A

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	495.46	494.88	103.38	0.00	1479.83	0.335	0.56	4.076	A
Poplar Way West	199.28	199.08	443.20	0.00	1234.72	0.161	0.20	3.713	A
St Andrew's Road	598.96	598.26	120.99	0.00	1680.01	0.357	0.65	3.927	A
Access	51.75	51.70	700.56	0.00	1082.58	0.048	0.05	3.701	A

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	495.46	495.45	103.49	0.00	1479.77	0.335	0.56	4.081	A
Poplar Way West	199.28	199.28	443.70	0.00	1234.42	0.161	0.21	3.714	A
St Andrew's Road	598.96	598.95	121.11	0.00	1679.94	0.357	0.65	3.932	A
Access	51.75	51.75	701.34	0.00	1082.12	0.048	0.05	3.703	A

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	404.54	405.11	84.61	0.00	1490.98	0.271	0.42	3.700	A
Poplar Way West	162.72	162.91	362.79	0.00	1282.26	0.127	0.16	3.436	A
St Andrew's Road	489.04	489.73	99.01	0.00	1693.92	0.289	0.48	3.534	A
Access	42.25	42.30	573.43	0.00	1157.73	0.037	0.04	3.423	A

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	338.78	339.15	70.84	0.00	1499.17	0.226	0.33	3.466	A
Poplar Way West	136.27	136.40	303.72	0.00	1317.18	0.103	0.12	3.257	A

St Andrew's Road	409.55	409.98	82.89	0.00	1704.12	0.240	0.38	3.285	A
Access	35.38	35.42	480.06	0.00	1212.93	0.029	0.03	3.240	A

(Default Analysis Set) - 2017 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Dev, AM	2017 Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
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(untitled)	Roundabout	1,2,3,4			4.63	A
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Smoke Lane	Smoke Lane	
Poplar Way West	Poplar Way West	
St Andrew's Road	St Andrew's Road	
Access	Access	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Smoke Lane	3.82	6.15	9.66	41.40	45.00	40.00	
Poplar Way West	3.66	5.96	8.45	30.90	45.00	32.00	

St Andrew's Road	3.70	7.52	16.97	20.00	45.00	36.00	
Access	3.66	5.96	8.45	30.90	45.00	32.00	

Pedestrian Crossings

Name	Crossing Type
Smoke Lane	None
Poplar Way West	None
St Andrew's Road	None
Access	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Smoke Lane		(calculated)	(calculated)	0.594	1541.248
Poplar Way West		(calculated)	(calculated)	0.591	1496.727
St Andrew's Road		(calculated)	(calculated)	0.633	1756.564
Access		(calculated)	(calculated)	0.591	1496.727

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Smoke Lane	ONE HOUR	✓	585.00	100.000
Poplar Way West	ONE HOUR	✓	139.00	100.000
St Andrew's Road	ONE HOUR	✓	617.00	100.000
Access	ONE HOUR	✓	28.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - (untitled) (for whole period)

	To
--	----

From		1	2	3	4
	1	2.000	133.000	449.000	1.000
	2	72.000	0.000	54.000	13.000
	3	407.000	159.000	3.000	48.000
	4	1.000	5.000	22.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

		To			
From		1	2	3	4
	1	0.00	0.23	0.77	0.00
	2	0.52	0.00	0.39	0.09
	3	0.66	0.26	0.00	0.08
	4	0.04	0.18	0.79	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

From	To			
	1	2	3	4

	1	1.000	1.100	1.160	1.000
	2	1.160	1.000	1.330	1.000
	3	1.200	1.100	1.000	1.100
	4	2.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.000	10.000	16.000	0.000
	2	16.000	0.000	33.000	0.000
	3	20.000	10.000	0.000	10.000
	4	100.000	0.000	2.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Smoke Lane	0.45	5.33	0.95	A
Poplar Way West	0.13	4.19	0.18	A

St Andrew's Road	0.40	4.12	0.77	A
Access	0.03	3.55	0.03	A

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	440.42	438.45	141.77	0.00	1457.03	0.302	0.49	4.039	A
Poplar Way West	104.65	104.22	357.52	0.00	1285.37	0.081	0.11	3.662	A
St Andrew's Road	464.51	462.79	65.98	0.00	1714.82	0.271	0.43	3.341	A
Access	21.08	21.01	482.27	0.00	1211.62	0.017	0.02	3.127	A

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	525.90	525.26	169.76	0.00	1440.41	0.365	0.65	4.501	A
Poplar Way West	124.96	124.85	428.30	0.00	1243.53	0.100	0.13	3.867	A

St Andrew's Road	554.67	554.16	79.04	0.00	1706.56	0.325	0.56	3.632	A
Access	25.17	25.15	577.52	0.00	1155.32	0.022	0.02	3.294	A

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	644.10	642.94	207.84	0.00	1417.79	0.454	0.94	5.311	A
Poplar Way West	153.04	152.87	524.26	0.00	1186.80	0.129	0.18	4.184	A
St Andrew's Road	679.33	678.47	96.78	0.00	1695.33	0.401	0.77	4.115	A
Access	30.83	30.80	707.07	0.00	1078.73	0.029	0.03	3.552	A

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	644.10	644.08	208.09	0.00	1417.64	0.454	0.95	5.327	A
Poplar Way West	153.04	153.04	525.17	0.00	1186.26	0.129	0.18	4.186	A
St Andrew's Road	679.33	679.32	96.89	0.00	1695.26	0.401	0.77	4.122	A
Access	30.83	30.83	707.94	0.00	1078.21	0.029	0.03	3.554	A

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	525.90	527.04	170.16	0.00	1440.17	0.365	0.66	4.518	A
Poplar Way West	124.96	125.13	429.72	0.00	1242.69	0.101	0.13	3.872	A
St Andrew's Road	554.67	555.52	79.22	0.00	1706.44	0.325	0.56	3.643	A
Access	25.17	25.20	578.92	0.00	1154.49	0.022	0.02	3.299	A

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	440.42	441.08	142.44	0.00	1456.63	0.302	0.50	4.062	A
Poplar Way West	104.65	104.76	359.64	0.00	1284.12	0.081	0.11	3.670	A
St Andrew's Road	464.51	465.03	66.32	0.00	1714.60	0.271	0.43	3.354	A
Access	21.08	21.10	484.62	0.00	1210.23	0.017	0.02	3.133	A

(Default Analysis Set) - 2017 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Dev, PM	2017 Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			4.03	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Smoke Lane	Smoke Lane	
Poplar Way West	Poplar Way West	
St Andrew's Road	St Andrew's Road	
Access	Access	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Smoke Lane	3.82	6.15	9.66	41.40	45.00	40.00	
Poplar Way West	3.66	5.96	8.45	30.90	45.00	32.00	
St Andrew's Road	3.70	7.52	16.97	20.00	45.00	36.00	
Access	3.66	5.96	8.45	30.90	45.00	32.00	

Pedestrian Crossings

Name	Crossing Type
Smoke Lane	None
Poplar Way West	None
St Andrew's Road	None

Access	None
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Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Smoke Lane		(calculated)	(calculated)	0.594	1541.248
Poplar Way West		(calculated)	(calculated)	0.591	1496.727
St Andrew's Road		(calculated)	(calculated)	0.633	1756.564
Access		(calculated)	(calculated)	0.591	1496.727

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Smoke Lane	ONE HOUR	✓	469.00	100.000
Poplar Way West	ONE HOUR	✓	230.00	100.000
St Andrew's Road	ONE HOUR	✓	545.00	100.000
Access	ONE HOUR	✓	47.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - (untitled) (for whole period)

		To			
From		1	2	3	4
	1	1.000	84.000	384.000	0.000
	2	106.000	0.000	121.000	3.000
	3	483.000	48.000	0.000	14.000
	4	1.000	10.000	36.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To
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From		1	2	3	4
	1	0.00	0.18	0.82	0.00
	2	0.46	0.00	0.53	0.01
	3	0.89	0.09	0.00	0.03
	4	0.02	0.21	0.77	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	1.000	1.060	1.130	1.000
	2	1.050	1.000	1.070	1.000
	3	1.170	1.440	2.000	1.210
	4	1.000	1.000	1.080	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	From	To			
		1	2	3	4

	1	0.000	6.000	13.000	0.000
	2	5.000	0.000	7.000	0.000
	3	17.000	44.000	100.000	21.000
	4	0.000	0.000	8.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Smoke Lane	0.35	4.17	0.60	A
Poplar Way West	0.21	3.93	0.28	A
St Andrew's Road	0.36	3.97	0.66	A
Access	0.05	3.70	0.05	A

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	353.09	351.72	70.51	0.00	1499.36	0.235	0.34	3.497	A
Poplar Way West	173.16	172.51	315.73	0.00	1310.08	0.132	0.16	3.352	A
St Andrew's Road	410.30	408.80	82.51	0.00	1704.36	0.241	0.38	3.306	A
Access	35.38	35.26	478.56	0.00	1213.82	0.029	0.03	3.237	A

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	421.62	421.24	84.43	0.00	1491.09	0.283	0.44	3.757	A
Poplar Way West	206.77	206.59	378.13	0.00	1273.19	0.162	0.20	3.576	A
St Andrew's Road	489.94	489.52	98.80	0.00	1694.05	0.289	0.48	3.558	A
Access	42.25	42.22	573.05	0.00	1157.95	0.036	0.04	3.419	A

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	516.38	515.75	103.38	0.00	1479.84	0.349	0.59	4.166	A
Poplar Way West	253.23	252.95	462.98	0.00	1223.03	0.207	0.28	3.932	A

St Andrew's Road	600.06	599.35	120.98	0.00	1680.02	0.357	0.66	3.964	A
Access	51.75	51.70	701.64	0.00	1081.94	0.048	0.05	3.703	A

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	516.38	516.37	103.49	0.00	1479.77	0.349	0.60	4.171	A
Poplar Way West	253.23	253.23	463.52	0.00	1222.71	0.207	0.28	3.934	A
St Andrew's Road	600.06	600.05	121.11	0.00	1679.94	0.357	0.66	3.969	A
Access	51.75	51.75	702.44	0.00	1081.46	0.048	0.05	3.705	A

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	421.62	422.24	84.61	0.00	1490.98	0.283	0.44	3.764	A
Poplar Way West	206.77	207.04	379.01	0.00	1272.66	0.162	0.21	3.580	A
St Andrew's Road	489.94	490.63	99.02	0.00	1693.91	0.289	0.49	3.563	A
Access	42.25	42.30	574.35	0.00	1157.19	0.037	0.04	3.425	A

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	353.09	353.48	70.84	0.00	1499.17	0.236	0.35	3.511	A
Poplar Way West	173.16	173.33	317.30	0.00	1309.15	0.132	0.16	3.358	A
St Andrew's Road	410.30	410.74	82.90	0.00	1704.11	0.241	0.38	3.314	A
Access	35.38	35.42	480.82	0.00	1212.48	0.029	0.03	3.244	A

(Default Analysis Set) - 2017 Sens Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Sens Dev, AM	2017 Sens Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			4.90	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Smoke Lane	Smoke Lane	
Poplar Way West	Poplar Way West	
St Andrew's Road	St Andrew's Road	
Access	Access	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Smoke Lane	3.82	6.15	9.66	41.40	45.00	40.00	
Poplar Way West	3.66	5.96	8.45	30.90	45.00	32.00	
St Andrew's Road	3.70	7.52	16.97	20.00	45.00	36.00	
Access	3.66	5.96	8.45	30.90	45.00	32.00	

Pedestrian Crossings

Name	Crossing Type
Smoke Lane	None
Poplar Way West	None
St Andrew's Road	None
Access	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Smoke Lane		(calculated)	(calculated)	0.594	1541.248
Poplar Way West		(calculated)	(calculated)	0.591	1496.727

St Andrew's Road		(calculated)	(calculated)	0.633	1756.564
Access		(calculated)	(calculated)	0.591	1496.727

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Smoke Lane	ONE HOUR	✓	596.00	100.000
Poplar Way West	ONE HOUR	✓	139.00	100.000
St Andrew's Road	ONE HOUR	✓	718.00	100.000
Access	ONE HOUR	✓	28.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	2.000	133.000	460.000	1.000
	2	72.000	0.000	54.000	13.000
	3	508.000	159.000	3.000	48.000
	4	1.000	5.000	22.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.00	0.22	0.77	0.00
	2	0.52	0.00	0.39	0.09
	3	0.71	0.22	0.00	0.07
	4	0.04	0.18	0.79	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	1.000	1.100	1.180	1.000
	2	1.160	1.000	1.330	1.000
	3	1.180	1.100	1.000	1.100
	4	2.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.000	10.000	18.000	0.000
	2	16.000	0.000	33.000	0.000
	3	18.000	10.000	0.000	10.000
	4	100.000	0.000	2.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
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Smoke Lane	0.46	5.48	0.99	A
Poplar Way West	0.13	4.22	0.18	A
St Andrew's Road	0.47	4.59	1.00	A
Access	0.03	3.79	0.03	A

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	448.70	446.65	141.74	0.00	1457.05	0.308	0.51	4.125	A
Poplar Way West	104.65	104.22	365.73	0.00	1280.52	0.082	0.11	3.678	A
St Andrew's Road	540.55	538.43	65.98	0.00	1714.82	0.315	0.53	3.528	A
Access	21.08	21.00	557.92	0.00	1166.90	0.018	0.02	3.249	A

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
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Smoke Lane	535.79	535.12	169.73	0.00	1440.42	0.372	0.68	4.610	A
Poplar Way West	124.96	124.85	438.16	0.00	1237.70	0.101	0.13	3.887	A
St Andrew's Road	645.47	644.79	79.04	0.00	1706.56	0.378	0.70	3.913	A
Access	25.17	25.15	668.15	0.00	1101.74	0.023	0.02	3.458	A

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	656.21	654.98	207.79	0.00	1417.82	0.463	0.99	5.466	A
Poplar Way West	153.04	152.87	536.31	0.00	1179.67	0.130	0.18	4.213	A
St Andrew's Road	790.53	789.32	96.78	0.00	1695.33	0.466	1.00	4.583	A
Access	30.83	30.80	817.94	0.00	1013.19	0.030	0.03	3.789	A

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	656.21	656.19	208.09	0.00	1417.64	0.463	0.99	5.484	A
Poplar Way West	153.04	153.04	537.28	0.00	1179.10	0.130	0.18	4.215	A
St Andrew's Road	790.53	790.51	96.89	0.00	1695.26	0.466	1.00	4.595	A

Access	30.83	30.83	819.14	0.00	1012.48	0.030	0.03	3.792	A
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Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	535.79	537.00	170.21	0.00	1440.14	0.372	0.69	4.630	A
Poplar Way West	124.96	125.13	439.67	0.00	1236.81	0.101	0.14	3.893	A
St Andrew's Road	645.47	646.65	79.22	0.00	1706.44	0.378	0.71	3.928	A
Access	25.17	25.20	670.04	0.00	1100.62	0.023	0.02	3.461	A

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	448.70	449.39	142.46	0.00	1456.62	0.308	0.52	4.149	A
Poplar Way West	104.65	104.76	367.95	0.00	1279.21	0.082	0.11	3.682	A
St Andrew's Road	540.55	541.24	66.32	0.00	1714.60	0.315	0.53	3.544	A
Access	21.08	21.10	560.83	0.00	1165.18	0.018	0.02	3.254	A

(Default Analysis Set) - 2017 Sens Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Sens Dev, PM	2017 Sens Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			4.34	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Smoke Lane	Smoke Lane	
Poplar Way West	Poplar Way West	
St Andrew's Road	St Andrew's Road	
Access	Access	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Smoke Lane	3.82	6.15	9.66	41.40	45.00	40.00	
Poplar Way West	3.66	5.96	8.45	30.90	45.00	32.00	
St Andrew's Road	3.70	7.52	16.97	20.00	45.00	36.00	
Access	3.66	5.96	8.45	30.90	45.00	32.00	

Pedestrian Crossings

Name	Crossing Type
Smoke Lane	None

Poplar Way West	None
St Andrew's Road	None
Access	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Smoke Lane		(calculated)	(calculated)	0.594	1541.248
Poplar Way West		(calculated)	(calculated)	0.591	1496.727
St Andrew's Road		(calculated)	(calculated)	0.633	1756.564
Access		(calculated)	(calculated)	0.591	1496.727

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Smoke Lane	ONE HOUR	✓	570.00	100.000
Poplar Way West	ONE HOUR	✓	230.00	100.000
St Andrew's Road	ONE HOUR	✓	557.00	100.000
Access	ONE HOUR	✓	47.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - (untitled) (for whole period)

		To			
From		1	2	3	4
	1	1.000	84.000	485.000	0.000
	2	106.000	0.000	121.000	3.000
	3	495.000	48.000	0.000	14.000
	4	1.000	10.000	36.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.00	0.15	0.85	0.00
	2	0.46	0.00	0.53	0.01
	3	0.89	0.09	0.00	0.03
	4	0.02	0.21	0.77	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	1.000	1.060	1.120	1.000
	2	1.050	1.000	1.070	1.000
	3	1.190	1.440	2.000	1.210
	4	1.000	1.000	1.080	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To
--	----

From		1	2	3	4
	1	0.000	6.000	12.000	0.000
	2	5.000	0.000	7.000	0.000
	3	19.000	44.000	100.000	21.000
	4	0.000	0.000	8.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Smoke Lane	0.42	4.69	0.81	A
Poplar Way West	0.22	4.22	0.30	A
St Andrew's Road	0.37	4.08	0.69	A
Access	0.05	3.73	0.05	A

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	429.13	427.36	70.51	0.00	1499.36	0.286	0.44	3.722	A
Poplar Way West	173.16	172.49	391.38	0.00	1265.35	0.137	0.17	3.489	A
St Andrew's Road	419.34	417.77	82.49	0.00	1704.37	0.246	0.39	3.377	A
Access	35.38	35.26	487.51	0.00	1208.52	0.029	0.03	3.252	A

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	512.42	511.88	84.43	0.00	1491.09	0.344	0.58	4.081	A
Poplar Way West	206.77	206.57	468.78	0.00	1219.60	0.170	0.22	3.765	A
St Andrew's Road	500.73	500.28	98.80	0.00	1694.06	0.296	0.50	3.645	A
Access	42.25	42.22	583.81	0.00	1151.59	0.037	0.04	3.439	A

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	627.58	626.65	103.38	0.00	1479.84	0.424	0.81	4.681	A
Poplar Way West	253.23	252.92	573.90	0.00	1157.46	0.219	0.30	4.217	A

St Andrew's Road	613.27	612.53	120.96	0.00	1680.03	0.365	0.69	4.073	A
Access	51.75	51.70	714.79	0.00	1074.16	0.048	0.05	3.731	A

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	627.58	627.57	103.49	0.00	1479.77	0.424	0.81	4.690	A
Poplar Way West	253.23	253.23	574.72	0.00	1156.97	0.219	0.30	4.221	A
St Andrew's Road	613.27	613.26	121.11	0.00	1679.94	0.365	0.69	4.078	A
Access	51.75	51.75	715.65	0.00	1073.65	0.048	0.05	3.733	A

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	512.42	513.33	84.62	0.00	1490.98	0.344	0.59	4.092	A
Poplar Way West	206.77	207.08	470.09	0.00	1218.83	0.170	0.22	3.773	A
St Andrew's Road	500.73	501.46	99.04	0.00	1693.90	0.296	0.51	3.650	A
Access	42.25	42.30	585.19	0.00	1150.78	0.037	0.04	3.445	A

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Smoke Lane	429.13	429.68	70.84	0.00	1499.17	0.286	0.45	3.741	A
Poplar Way West	173.16	173.35	393.48	0.00	1264.11	0.137	0.17	3.500	A
St Andrew's Road	419.34	419.79	82.91	0.00	1704.11	0.246	0.40	3.390	A
Access	35.38	35.42	489.89	0.00	1207.12	0.029	0.03	3.259	A

Junctions 8							
ARCADY 8 - Roundabout Module							
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2014							
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: J39 A403 Smoke Lane - Poplar Way west upgrade.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J39

Report generation date: 07/02/2014 15:09:23

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2014 Obs							
Poplar Way west	0.19	4.28	0.13	A	0.20	3.68	0.16	A

A403 Smoke Lane south	0.61	3.81	0.34	A	0.67	3.95	0.37	A
A403 Smoke Lane north	0.89	4.98	0.44	A	0.58	4.07	0.34	A

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

"D1 - 2014 Obs, AM " model duration: 07:45 - 09:15

"D2 - 2014 Obs, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 07/02/2014 15:09:22

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	02/12/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

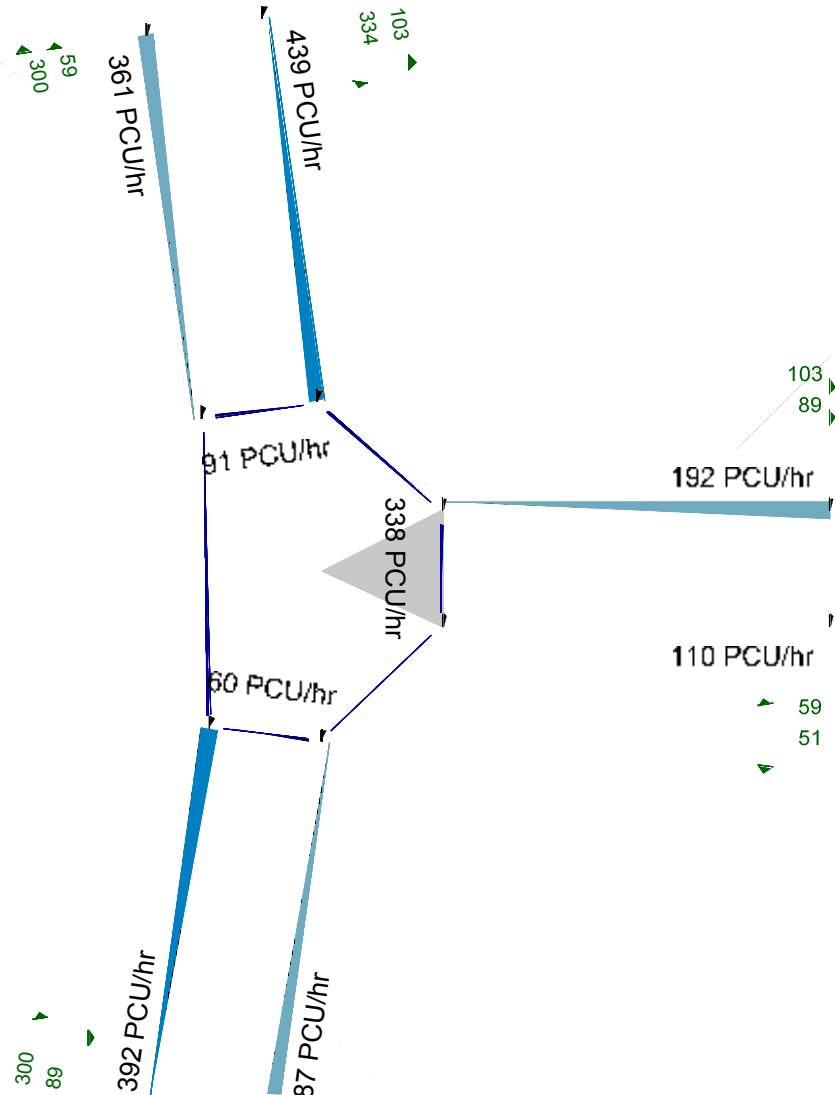
Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
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m	kph	Veh	PCU	perHour	s	-Min	perMin
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A403 Smoke Lane north



Poplar Way west

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2014 Obs, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2014 Obs, AM	2014 Obs	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3			4.41	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Poplar Way west	Poplar Way west	
A403 Smoke Lane south	A403 Smoke Lane south	
A403 Smoke Lane north	A403 Smoke Lane north	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Poplar Way west	3.66	5.96	8.45	30.90	45.00	32.00	
A403 Smoke Lane south	3.70	7.52	16.97	20.00	45.00	36.00	
A403 Smoke Lane north	3.82	6.15	9.66	41.40	45.00	40.00	

Pedestrian Crossings

Name	Crossing Type
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Poplar Way west	None
A403 Smoke Lane south	None
A403 Smoke Lane north	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Poplar Way west		(calculated)	(calculated)	0.591	1496.727
A403 Smoke Lane south		(calculated)	(calculated)	0.633	1756.564
A403 Smoke Lane north		(calculated)	(calculated)	0.594	1541.248

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Poplar Way west	ONE HOUR	✓	118.00	100.000
A403 Smoke Lane south	ONE HOUR	✓	438.00	100.000
A403 Smoke Lane north	ONE HOUR	✓	518.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To		
	1	2	3
From	1	0.000	51.000
	2	104.000	3.000
	3	125.000	391.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To		
	1	2	3
From	1	0.00	0.43

	2	0.24	0.01	0.76
	3	0.24	0.75	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		1	2	3
	1	1.000	1.330	1.170
	2	1.140	1.000	1.210
	3	1.100	1.140	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		1	2	3
	1	0.000	33.000	17.000
	2	14.000	0.000	21.000
	3	10.000	14.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Poplar Way west	0.13	4.28	0.19	A
A403 Smoke Lane south	0.34	3.81	0.61	A
A403 Smoke Lane north	0.44	4.98	0.89	A

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar Way west	110.08	109.62	337.89	0.00	1296.98	0.085	0.11	3.757	A
A403 Smoke Lane south	393.04	391.63	60.27	0.00	1718.43	0.229	0.35	3.231	A
A403 Smoke Lane north	440.60	438.71	91.19	0.00	1487.08	0.296	0.47	3.872	A

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar Way west	131.45	131.33	404.75	0.00	1257.45	0.105	0.14	3.961	A
A403 Smoke Lane south	469.33	468.94	72.20	0.00	1710.88	0.274	0.45	3.455	A
A403 Smoke Lane north	526.12	525.53	109.19	0.00	1476.39	0.356	0.62	4.274	A

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar Way west	160.99	160.81	495.47	0.00	1203.82	0.134	0.19	4.277	A
A403 Smoke Lane south	574.81	574.18	88.41	0.00	1700.63	0.338	0.60	3.807	A
A403 Smoke Lane north	644.36	643.32	133.69	0.00	1461.83	0.441	0.88	4.963	A

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar Way west	160.99	160.99	496.26	0.00	1203.35	0.134	0.19	4.279	A
A403 Smoke Lane south	574.81	574.80	88.51	0.00	1700.56	0.338	0.61	3.810	A
A403 Smoke Lane north	644.36	644.34	133.84	0.00	1461.74	0.441	0.89	4.975	A

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar Way west	131.45	131.63	405.99	0.00	1256.72	0.105	0.15	3.966	A
A403 Smoke Lane south	469.33	469.95	72.37	0.00	1710.78	0.274	0.45	3.461	A
A403 Smoke Lane north	526.12	527.14	109.42	0.00	1476.25	0.356	0.63	4.291	A

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar Way west	110.08	110.20	339.81	0.00	1295.84	0.085	0.12	3.764	A
A403 Smoke Lane south	393.04	393.43	60.59	0.00	1718.23	0.229	0.36	3.239	A
A403 Smoke Lane north	440.60	441.21	91.61	0.00	1486.83	0.296	0.48	3.893	A

(Default Analysis Set) - 2014 Obs, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
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(Default Analysis Set)			100.000	
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Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2014 Obs, PM	2014 Obs	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3			3.96	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
------	------	-------------

Poplar Way west	Poplar Way west	
A403 Smoke Lane south	A403 Smoke Lane south	
A403 Smoke Lane north	A403 Smoke Lane north	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Poplar Way west	3.66	5.96	8.45	30.90	45.00	32.00	
A403 Smoke Lane south	3.70	7.52	16.97	20.00	45.00	36.00	
A403 Smoke Lane north	3.82	6.15	9.66	41.40	45.00	40.00	

Pedestrian Crossings

Name	Crossing Type
Poplar Way west	None
A403 Smoke Lane south	None
A403 Smoke Lane north	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
------	------------------------------------	---------------	----------------------------	-------------	--------------------------

Poplar Way west		(calculated)	(calculated)	0.591	1496.727
A403 Smoke Lane south		(calculated)	(calculated)	0.633	1756.564
A403 Smoke Lane north		(calculated)	(calculated)	0.594	1541.248

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Poplar Way west	ONE HOUR	✓	168.00	100.000
A403 Smoke Lane south	ONE HOUR	✓	479.00	100.000
A403 Smoke Lane north	ONE HOUR	✓	415.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To			
From		1	2	3
	1	0.000	68.000	100.000
	2	46.000	1.000	432.000
	3	79.000	335.000	1.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To			
From		1	2	3
	1	0.00	0.40	0.60
	2	0.10	0.00	0.90
	3	0.19	0.81	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To
--	----

From		1	2	3
	1	1.000	1.110	1.050
	2	1.430	2.000	1.140
	3	1.060	1.130	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

From	To			
		1	2	3
	1	0.000	11.000	5.000
	2	43.000	100.000	14.000
	3	6.000	13.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Poplar Way west	0.16	3.68	0.20	A
A403 Smoke Lane south	0.37	3.95	0.67	A
A403 Smoke Lane north	0.34	4.07	0.58	A

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar Way west	135.87	135.39	286.15	0.00	1327.56	0.102	0.12	3.242	A
A403 Smoke Lane south	421.79	420.26	79.52	0.00	1706.25	0.247	0.38	3.269	A
A403 Smoke Lane north	348.79	347.46	50.84	0.00	1511.05	0.231	0.33	3.451	A

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar Way west	162.25	162.12	342.70	0.00	1294.13	0.125	0.15	3.415	A
A403 Smoke Lane south	503.66	503.23	95.22	0.00	1696.32	0.297	0.49	3.529	A
A403 Smoke Lane north	416.49	416.12	60.88	0.00	1505.08	0.277	0.42	3.690	A

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar Way west	198.71	198.52	419.61	0.00	1248.67	0.159	0.20	3.682	A
A403 Smoke Lane south	616.86	616.13	116.59	0.00	1682.80	0.367	0.67	3.945	A
A403 Smoke Lane north	510.09	509.50	74.54	0.00	1496.97	0.341	0.57	4.067	A

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar Way west	198.71	198.71	420.09	0.00	1248.38	0.159	0.20	3.683	A
A403 Smoke Lane south	616.86	616.85	116.71	0.00	1682.72	0.367	0.67	3.950	A
A403 Smoke Lane north	510.09	510.08	74.63	0.00	1496.92	0.341	0.58	4.072	A

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar Way west	162.25	162.44	343.49	0.00	1293.67	0.125	0.15	3.421	A
A403 Smoke Lane south	503.66	504.37	95.41	0.00	1696.20	0.297	0.50	3.537	A
A403 Smoke Lane north	416.49	417.07	61.02	0.00	1505.00	0.277	0.43	3.695	A

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar Way west	135.87	136.00	287.56	0.00	1326.73	0.102	0.12	3.250	A
A403 Smoke Lane south	421.79	422.24	79.88	0.00	1706.03	0.247	0.39	3.282	A
A403 Smoke Lane north	348.79	349.16	51.08	0.00	1510.90	0.231	0.34	3.459	A

Junctions 8			
ARCADY 8 - Roundabout Module			
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2014			
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: J40 Poplar Way west - Poplar way east - Merebank Road - Moorend Farm Avenue.arc8
Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J40
Report generation date: 29/01/2014 10:59:36

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2013 Obs							
Poplar way east	0.12	3.44	0.08	A	0.22	3.09	0.17	A

Merebank Road	0.27	2.64	0.20	A	0.14	2.70	0.10	A
Poplar Way west	0.12	2.54	0.09	A	0.12	2.39	0.10	A
Moorend Farm Avenue	0.04	3.07	0.03	A	0.09	2.52	0.07	A
	A1 - 2017 Base							
Poplar way east	0.12	3.43	0.08	A	0.24	3.13	0.18	A
Merebank Road	0.30	2.69	0.22	A	0.14	2.69	0.11	A
Poplar Way west	0.13	2.55	0.10	A	0.14	2.39	0.11	A
Moorend Farm Avenue	0.04	3.08	0.03	A	0.09	2.55	0.08	A
	A1 - 2017 Dev							
Poplar way east	0.13	3.46	0.08	A	0.30	3.26	0.22	A
Merebank Road	0.30	2.69	0.22	A	0.15	2.74	0.11	A
Poplar Way west	0.16	2.56	0.13	A	0.14	2.41	0.11	A
Moorend Farm Avenue	0.04	3.13	0.03	A	0.09	2.55	0.08	A

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

"D1 - 2013 Obs, AM " model duration: 07:45 - 09:15

"D2 - 2013 Obs, PM" model duration: 16:45 - 18:15

"D3 - 2017 Base, AM" model duration: 07:45 - 09:15

"D4 - 2017 Base, PM" model duration: 16:45 - 18:15

"D5 - 2017 Dev, AM" model duration: 07:45 - 09:15

"D6 - 2017 Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 29/01/2014 10:59:33

File summary

File Description

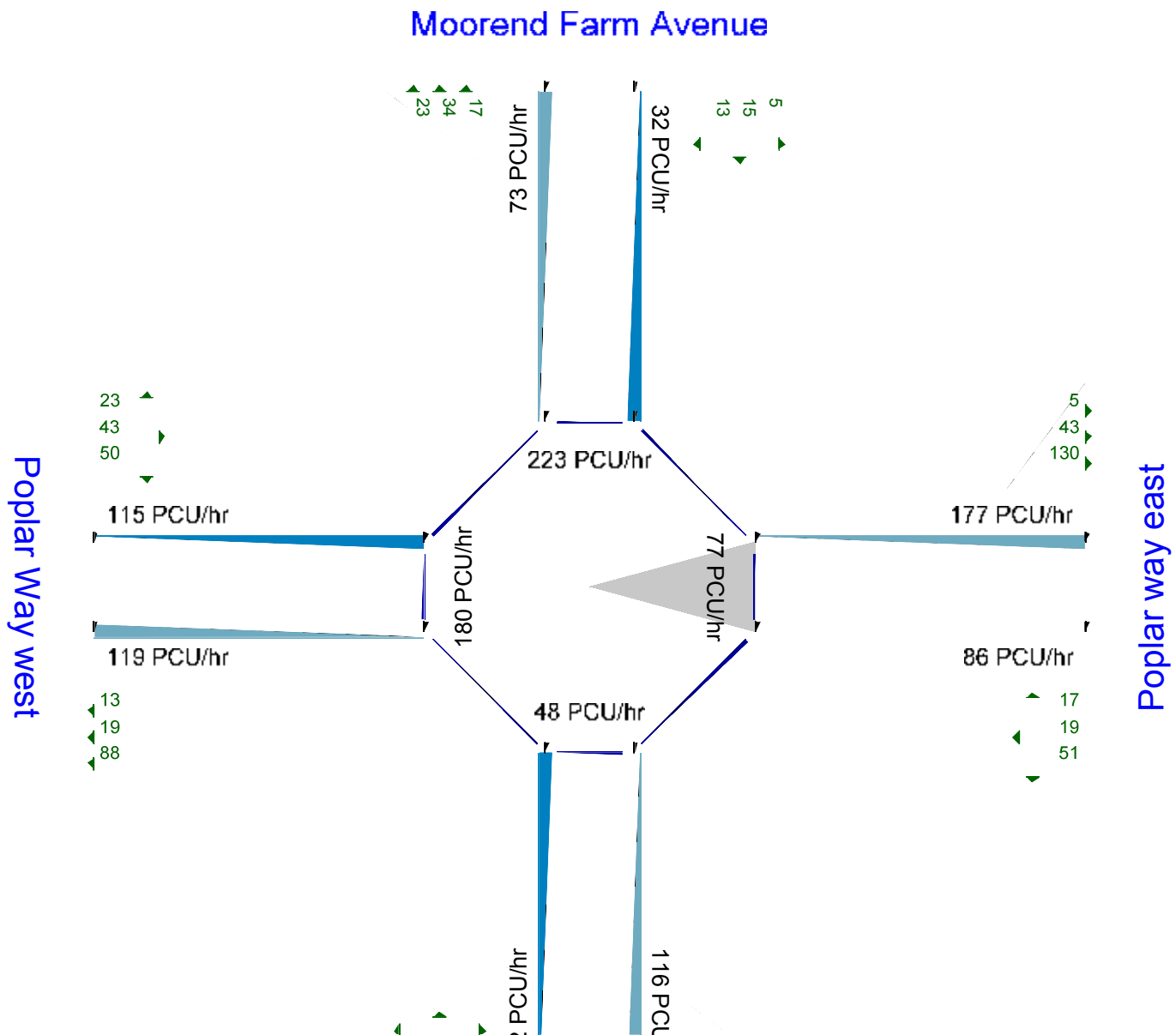
Title	(untitled)
Location	
Site Number	
Date	02/12/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2013 Obs, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2013 Obs, AM	2013 Obs	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			2.79	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Poplar way east	Poplar way east	
Merebank Road	Merebank Road	
Poplar Way west	Poplar Way west	
Moorend Farm Avenue	Moorend Farm Avenue	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Poplar way east	2.90	7.50	16.00	22.00	68.00	19.00	
Merebank Road	3.00	8.00	22.00	28.00	68.00	18.00	
Poplar Way west	3.30	8.25	22.00	20.00	68.00	18.00	
Moorend Farm Avenue	3.30	7.80	17.00	17.00	68.00	18.00	

Pedestrian Crossings

Name	Crossing Type
Poplar way east	None
Merebank Road	None
Poplar Way west	None
Moorend Farm Avenue	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Poplar way east		(calculated)	(calculated)	0.521	1673.020
Merebank Road		(calculated)	(calculated)	0.558	1885.433
Poplar Way west		(calculated)	(calculated)	0.565	1949.852
Moorend Farm Avenue		(calculated)	(calculated)	0.538	1795.476

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Poplar way east	ONE HOUR	✓	81.00	100.000
Merebank Road	ONE HOUR	✓	309.00	100.000
Poplar Way west	ONE HOUR	✓	133.00	100.000
Moorend Farm Avenue	ONE HOUR	✓	32.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To			
From	1	2	3	4
1	0.000	50.000	19.000	12.000

	2	159.000	0.000	108.000	42.000
	3	50.000	56.000	0.000	27.000
	4	4.000	15.000	13.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.00	0.62	0.23	0.15
	2	0.51	0.00	0.35	0.14
	3	0.38	0.42	0.00	0.20
	4	0.13	0.47	0.41	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	1.000	1.360	1.316	1.833
	2	1.090	1.000	1.083	1.071

	3	1.140	1.179	1.000	1.111
	4	1.500	1.333	1.308	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		1	2	3	4
From	1	0.000	36.000	31.600	83.300
	2	9.000	0.000	8.300	7.100
	3	14.000	17.900	0.000	11.100
	4	50.000	33.300	30.800	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Poplar way east	0.08	3.44	0.12	A
Merebank Road	0.20	2.64	0.27	A
Poplar Way west	0.09	2.54	0.12	A
Moorend Farm Avenue	0.03	3.07	0.04	A

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	86.58	86.26	77.34	0.00	1632.75	0.053	0.08	3.304	A
Merebank Road	252.40	251.72	48.01	0.00	1858.65	0.136	0.17	2.429	A
Poplar Way west	115.20	114.90	180.40	0.00	1847.96	0.062	0.08	2.389	A
Moorend Farm Avenue	32.37	32.27	222.50	0.00	1675.77	0.019	0.03	2.942	A

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	103.38	103.32	92.57	0.00	1624.82	0.064	0.10	3.358	A
Merebank Road	301.39	301.23	57.50	0.00	1853.35	0.163	0.21	2.516	A
Poplar Way west	137.56	137.49	215.90	0.00	1827.91	0.075	0.09	2.449	A
Moorend Farm Avenue	38.66	38.63	266.26	0.00	1652.22	0.023	0.03	2.997	A

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	126.62	126.52	113.36	0.00	1613.99	0.078	0.12	3.435	A
Merebank Road	369.12	368.88	70.42	0.00	1846.15	0.200	0.27	2.643	A
Poplar Way west	168.48	168.38	264.39	0.00	1800.52	0.094	0.12	2.537	A
Moorend Farm Avenue	47.34	47.31	326.06	0.00	1620.05	0.029	0.04	3.075	A

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	126.62	126.62	113.43	0.00	1613.95	0.078	0.12	3.435	A
Merebank Road	369.12	369.12	70.47	0.00	1846.12	0.200	0.27	2.643	A
Poplar Way west	168.48	168.48	264.56	0.00	1800.42	0.094	0.12	2.537	A
Moorend Farm Avenue	47.34	47.34	326.27	0.00	1619.94	0.029	0.04	3.075	A

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	103.38	103.48	92.69	0.00	1624.75	0.064	0.10	3.359	A
Merebank Road	301.39	301.63	57.59	0.00	1853.30	0.163	0.21	2.519	A

Poplar Way west	137.56	137.66	216.19	0.00	1827.74	0.075	0.09	2.450	A
Moorend Farm Avenue	38.66	38.69	266.60	0.00	1652.04	0.023	0.03	2.997	A

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	86.58	86.65	77.61	0.00	1632.60	0.053	0.08	3.305	A
Merebank Road	252.40	252.56	48.22	0.00	1858.53	0.136	0.17	2.433	A
Poplar Way west	115.20	115.27	181.02	0.00	1847.61	0.062	0.08	2.392	A
Moorend Farm Avenue	32.37	32.39	223.23	0.00	1675.37	0.019	0.03	2.943	A

(Default Analysis Set) - 2013 Obs, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2013 Obs, PM	2013 Obs	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			2.73	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Poplar way east	Poplar way east	
Merebank Road	Merebank Road	

Poplar Way west	Poplar Way west	
Moorend Farm Avenue	Moorend Farm Avenue	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Poplar way east	2.90	7.50	16.00	22.00	68.00	19.00	
Merebank Road	3.00	8.00	22.00	28.00	68.00	18.00	
Poplar Way west	3.30	8.25	22.00	20.00	68.00	18.00	
Moorend Farm Avenue	3.30	7.80	17.00	17.00	68.00	18.00	

Pedestrian Crossings

Name	Crossing Type
Poplar way east	None
Merebank Road	None
Poplar Way west	None
Moorend Farm Avenue	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Poplar way east		(calculated)	(calculated)	0.521	1673.020
Merebank Road		(calculated)	(calculated)	0.558	1885.433
Poplar Way west		(calculated)	(calculated)	0.565	1949.852
Moorend Farm Avenue		(calculated)	(calculated)	0.538	1795.476

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Poplar way east	ONE HOUR	✓	217.00	100.000

Merebank Road	ONE HOUR	✓	135.00	100.000
Poplar Way west	ONE HOUR	✓	152.00	100.000
Moorend Farm Avenue	ONE HOUR	✓	103.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.000	156.000	58.000	3.000
	2	57.000	0.000	59.000	19.000
	3	18.000	125.000	0.000	9.000
	4	1.000	77.000	25.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.00	0.72	0.27	0.01
	2	0.42	0.00	0.44	0.14

	3	0.12	0.82	0.00	0.06
	4	0.01	0.75	0.24	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.068	1.138	1.667
	2	1.246	1.000	1.136	1.474
	3	1.500	1.048	1.000	1.444
	4	2.000	1.065	1.080	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		1	2	3	4
From	1	0.000	6.800	13.800	66.700
	2	24.600	0.000	13.600	47.400
	3	50.000	4.800	0.000	44.400

	4	100.000	6.500	8.000	0.000
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Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Poplar way east	0.17	3.09	0.22	A
Merebank Road	0.10	2.70	0.14	A
Poplar Way west	0.10	2.39	0.12	A
Moorend Farm Avenue	0.07	2.52	0.09	A

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	178.89	178.33	180.22	0.00	1579.17	0.113	0.14	2.812	A
Merebank Road	125.01	124.66	73.56	0.00	1844.39	0.068	0.09	2.574	A

Poplar Way west	128.73	128.41	78.09	0.00	1905.74	0.068	0.08	2.278	A
Moorend Farm Avenue	83.57	83.35	171.97	0.00	1702.95	0.049	0.06	2.395	A

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	213.61	213.47	215.66	0.00	1560.72	0.137	0.17	2.925	A
Merebank Road	149.28	149.20	88.05	0.00	1836.31	0.081	0.11	2.624	A
Poplar Way west	153.72	153.65	93.47	0.00	1897.06	0.081	0.10	2.322	A
Moorend Farm Avenue	99.79	99.74	205.79	0.00	1684.76	0.059	0.07	2.447	A

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	261.62	261.41	264.10	0.00	1535.49	0.170	0.22	3.093	A
Merebank Road	182.83	182.71	107.83	0.00	1825.28	0.100	0.14	2.695	A
Poplar Way west	188.27	188.17	114.47	0.00	1885.20	0.100	0.12	2.386	A
Moorend Farm Avenue	122.22	122.15	252.02	0.00	1659.89	0.074	0.09	2.522	A

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	261.62	261.61	264.25	0.00	1535.41	0.170	0.22	3.093	A
Merebank Road	182.83	182.83	107.90	0.00	1825.23	0.100	0.14	2.695	A
Poplar Way west	188.27	188.27	114.54	0.00	1885.16	0.100	0.12	2.386	A
Moorend Farm Avenue	122.22	122.22	252.16	0.00	1659.81	0.074	0.09	2.522	A

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	213.61	213.81	215.91	0.00	1560.59	0.137	0.17	2.929	A
Merebank Road	149.28	149.39	88.18	0.00	1836.24	0.081	0.11	2.624	A
Poplar Way west	153.72	153.82	93.59	0.00	1896.99	0.081	0.10	2.323	A
Moorend Farm Avenue	99.79	99.86	206.03	0.00	1684.63	0.059	0.07	2.449	A

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	178.89	179.02	180.79	0.00	1578.87	0.113	0.14	2.815	A
Merebank Road	125.01	125.09	73.84	0.00	1844.24	0.068	0.09	2.575	A

Poplar Way west	128.73	128.81	78.37	0.00	1905.59	0.068	0.08	2.279	A
Moorend Farm Avenue	83.57	83.62	172.52	0.00	1702.66	0.049	0.06	2.395	A

(Default Analysis Set) - 2017 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Base, AM	2017 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
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(untitled)	Roundabout	1,2,3,4			2.80	A
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Poplar way east	Poplar way east	
Merebank Road	Merebank Road	
Poplar Way west	Poplar Way west	
Moorend Farm Avenue	Moorend Farm Avenue	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Poplar way east	2.90	7.50	16.00	22.00	68.00	19.00	
Merebank Road	3.00	8.00	22.00	28.00	68.00	18.00	

Poplar Way west	3.30	8.25	22.00	20.00	68.00	18.00	
Moorend Farm Avenue	3.30	7.80	17.00	17.00	68.00	18.00	

Pedestrian Crossings

Name	Crossing Type
Poplar way east	None
Merebank Road	None
Poplar Way west	None
Moorend Farm Avenue	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Poplar way east		(calculated)	(calculated)	0.521	1673.020
Merebank Road		(calculated)	(calculated)	0.558	1885.433
Poplar Way west		(calculated)	(calculated)	0.565	1949.852
Moorend Farm Avenue		(calculated)	(calculated)	0.538	1795.476

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Poplar way east	ONE HOUR	✓	84.00	100.000
Merebank Road	ONE HOUR	✓	342.00	100.000
Poplar Way west	ONE HOUR	✓	146.00	100.000
Moorend Farm Avenue	ONE HOUR	✓	34.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To
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From		1	2	3	4
	1	0.000	52.000	20.000	12.000
	2	169.000	0.000	128.000	45.000
	3	53.000	64.000	0.000	29.000
	4	4.000	16.000	14.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

From	To				
		1	2	3	4
	1	0.00	0.62	0.24	0.14
	2	0.49	0.00	0.37	0.13
	3	0.36	0.44	0.00	0.20
	4	0.12	0.47	0.41	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

From	To				
		1	2	3	4

	1	1.000	1.350	1.310	1.830
	2	1.080	1.000	1.070	1.070
	3	1.130	1.160	1.000	1.110
	4	1.490	1.320	1.300	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.000	35.000	31.000	83.000
	2	8.000	0.000	7.000	7.000
	3	13.000	16.000	0.000	11.000
	4	49.000	32.000	30.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Poplar way east	0.08	3.43	0.12	A
Merebank Road	0.22	2.69	0.30	A

Poplar Way west	0.10	2.55	0.13	A
Moorend Farm Avenue	0.03	3.08	0.04	A

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	89.11	88.78	85.25	0.00	1628.63	0.055	0.08	3.294	A
Merebank Road	276.77	276.02	49.78	0.00	1857.66	0.149	0.19	2.445	A
Poplar Way west	125.21	124.88	189.66	0.00	1842.73	0.068	0.08	2.387	A
Moorend Farm Avenue	34.09	33.98	237.75	0.00	1667.56	0.020	0.03	2.934	A

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	106.40	106.33	102.03	0.00	1619.89	0.066	0.10	3.350	A
Merebank Road	330.49	330.31	59.62	0.00	1852.17	0.178	0.23	2.542	A

Poplar Way west	149.52	149.44	226.98	0.00	1821.65	0.082	0.10	2.452	A
Moorend Farm Avenue	40.71	40.68	284.51	0.00	1642.40	0.025	0.03	2.992	A

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	130.32	130.22	124.95	0.00	1607.95	0.081	0.12	3.432	A
Merebank Road	404.77	404.49	73.01	0.00	1844.70	0.219	0.30	2.686	A
Poplar Way west	183.12	183.01	277.96	0.00	1792.85	0.102	0.13	2.547	A
Moorend Farm Avenue	49.85	49.82	348.41	0.00	1608.02	0.031	0.04	3.076	A

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	130.32	130.32	125.03	0.00	1607.91	0.081	0.12	3.432	A
Merebank Road	404.77	404.77	73.06	0.00	1844.67	0.219	0.30	2.686	A
Poplar Way west	183.12	183.12	278.15	0.00	1792.74	0.102	0.13	2.547	A
Moorend Farm Avenue	49.85	49.85	348.64	0.00	1607.90	0.031	0.04	3.076	A

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	106.40	106.50	102.17	0.00	1619.82	0.066	0.10	3.351	A
Merebank Road	330.49	330.76	59.71	0.00	1852.12	0.178	0.23	2.543	A
Poplar Way west	149.52	149.63	227.30	0.00	1821.47	0.082	0.10	2.452	A
Moorend Farm Avenue	40.71	40.74	284.88	0.00	1642.20	0.025	0.03	2.995	A

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	89.11	89.18	85.55	0.00	1628.47	0.055	0.08	3.294	A
Merebank Road	276.77	276.95	50.00	0.00	1857.54	0.149	0.19	2.448	A
Poplar Way west	125.21	125.29	190.32	0.00	1842.35	0.068	0.08	2.389	A
Moorend Farm Avenue	34.09	34.11	238.54	0.00	1667.14	0.020	0.03	2.935	A

(Default Analysis Set) - 2017 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Base, PM	2017 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			2.74	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Poplar way east	Poplar way east	
Merebank Road	Merebank Road	
Poplar Way west	Poplar Way west	
Moorend Farm Avenue	Moorend Farm Avenue	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Poplar way east	2.90	7.50	16.00	22.00	68.00	19.00	
Merebank Road	3.00	8.00	22.00	28.00	68.00	18.00	
Poplar Way west	3.30	8.25	22.00	20.00	68.00	18.00	
Moorend Farm Avenue	3.30	7.80	17.00	17.00	68.00	18.00	

Pedestrian Crossings

Name	Crossing Type
Poplar way east	None
Merebank Road	None
Poplar Way west	None

Moorend Farm Avenue	None
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Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Poplar way east		(calculated)	(calculated)	0.521	1673.020
Merebank Road		(calculated)	(calculated)	0.558	1885.433
Poplar Way west		(calculated)	(calculated)	0.565	1949.852
Moorend Farm Avenue		(calculated)	(calculated)	0.538	1795.476

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Poplar way east	ONE HOUR	✓	229.00	100.000
Merebank Road	ONE HOUR	✓	145.00	100.000
Poplar Way west	ONE HOUR	✓	171.00	100.000
Moorend Farm Avenue	ONE HOUR	✓	109.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.000	165.000	61.000	3.000
	2	60.000	0.000	65.000	20.000
	3	19.000	143.000	0.000	9.000
	4	1.000	82.000	26.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To
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From		1	2	3	4
	1	0.00	0.72	0.27	0.01
	2	0.41	0.00	0.45	0.14
	3	0.11	0.84	0.00	0.05
	4	0.01	0.75	0.24	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	1.000	1.060	1.130	1.660
	2	1.240	1.000	1.120	1.460
	3	1.490	1.040	1.000	1.430
	4	2.000	1.060	1.080	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	From	To			
		1	2	3	4

	1	0.000	6.000	13.000	66.000
	2	24.000	0.000	12.000	46.000
	3	49.000	4.000	0.000	43.000
	4	100.000	6.000	8.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Poplar way east	0.18	3.13	0.24	A
Merebank Road	0.11	2.69	0.14	A
Poplar Way west	0.11	2.39	0.14	A
Moorend Farm Avenue	0.08	2.55	0.09	A

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	187.32	186.73	198.03	0.00	1569.90	0.119	0.15	2.826	A
Merebank Road	132.80	132.43	76.55	0.00	1842.72	0.072	0.09	2.560	A
Poplar Way west	142.97	142.61	81.51	0.00	1903.81	0.075	0.09	2.270	A
Moorend Farm Avenue	88.08	87.85	188.80	0.00	1693.90	0.052	0.06	2.405	A

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	223.68	223.53	236.97	0.00	1549.62	0.144	0.18	2.949	A
Merebank Road	158.58	158.50	91.63	0.00	1834.31	0.086	0.11	2.613	A
Poplar Way west	170.72	170.64	97.56	0.00	1894.75	0.090	0.11	2.318	A
Moorend Farm Avenue	105.18	105.13	225.92	0.00	1673.93	0.063	0.07	2.462	A

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	273.94	273.73	290.20	0.00	1521.90	0.180	0.24	3.133	A
Merebank Road	194.22	194.10	112.21	0.00	1822.83	0.107	0.14	2.688	A

Poplar Way west	209.08	208.97	119.47	0.00	1882.37	0.111	0.14	2.388	A
Moorend Farm Avenue	128.82	128.74	276.67	0.00	1646.62	0.078	0.09	2.545	A

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	273.94	273.94	290.36	0.00	1521.82	0.180	0.24	3.133	A
Merebank Road	194.22	194.22	112.29	0.00	1822.79	0.107	0.14	2.688	A
Poplar Way west	209.08	209.08	119.55	0.00	1882.33	0.111	0.14	2.388	A
Moorend Farm Avenue	128.82	128.82	276.83	0.00	1646.54	0.078	0.09	2.545	A

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	223.68	223.89	237.24	0.00	1549.48	0.144	0.18	2.950	A
Merebank Road	158.58	158.70	91.77	0.00	1834.24	0.086	0.12	2.613	A
Poplar Way west	170.72	170.83	97.68	0.00	1894.68	0.090	0.11	2.318	A
Moorend Farm Avenue	105.18	105.26	226.19	0.00	1673.78	0.063	0.07	2.465	A

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	187.32	187.46	198.66	0.00	1569.57	0.119	0.15	2.831	A
Merebank Road	132.80	132.89	76.84	0.00	1842.56	0.072	0.09	2.561	A
Poplar Way west	142.97	143.05	81.80	0.00	1903.65	0.075	0.09	2.270	A
Moorend Farm Avenue	88.08	88.14	189.40	0.00	1693.58	0.052	0.06	2.408	A

(Default Analysis Set) - 2017 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Dev, AM	2017 Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			2.81	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Poplar way east	Poplar way east	
Merebank Road	Merebank Road	
Poplar Way west	Poplar Way west	
Moorend Farm Avenue	Moorend Farm Avenue	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Poplar way east	2.90	7.50	16.00	22.00	68.00	19.00	
Merebank Road	3.00	8.00	22.00	28.00	68.00	18.00	
Poplar Way west	3.30	8.25	22.00	20.00	68.00	18.00	
Moorend Farm Avenue	3.30	7.80	17.00	17.00	68.00	18.00	

Pedestrian Crossings

Name	Crossing Type
Poplar way east	None
Merebank Road	None
Poplar Way west	None
Moorend Farm Avenue	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Poplar way east		(calculated)	(calculated)	0.521	1673.020
Merebank Road		(calculated)	(calculated)	0.558	1885.433

Poplar Way west		(calculated)	(calculated)	0.565	1949.852
Moorend Farm Avenue		(calculated)	(calculated)	0.538	1795.476

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Poplar way east	ONE HOUR	✓	86.00	100.000
Merebank Road	ONE HOUR	✓	341.00	100.000
Poplar Way west	ONE HOUR	✓	189.00	100.000
Moorend Farm Avenue	ONE HOUR	✓	34.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.000	52.000	22.000	12.000
	2	169.000	0.000	127.000	45.000
	3	96.000	64.000	0.000	29.000
	4	4.000	16.000	14.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.00	0.60	0.26	0.14
	2	0.50	0.00	0.37	0.13
	3	0.51	0.34	0.00	0.15
	4	0.12	0.47	0.41	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	1.000	1.350	1.350	1.830
	2	1.080	1.000	1.070	1.071
	3	1.080	1.160	1.000	1.110
	4	1.490	1.320	1.300	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.000	35.000	35.000	83.000
	2	8.000	0.000	7.000	7.100
	3	8.000	16.000	0.000	11.000
	4	49.000	32.000	30.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
------	---------	---------------	-----------------	---------

Poplar way east	0.08	3.46	0.13	A
Merebank Road	0.22	2.69	0.30	A
Poplar Way west	0.13	2.56	0.16	A
Moorend Farm Avenue	0.03	3.13	0.04	A

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	91.74	91.41	85.25	0.00	1628.63	0.056	0.08	3.318	A
Merebank Road	276.00	275.25	52.41	0.00	1856.20	0.149	0.19	2.446	A
Poplar Way west	158.18	157.77	189.70	0.00	1842.71	0.086	0.10	2.375	A
Moorend Farm Avenue	34.09	33.98	270.63	0.00	1649.87	0.021	0.03	2.966	A

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
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Poplar way east	109.55	109.48	102.03	0.00	1619.89	0.068	0.10	3.376	A
Merebank Road	329.57	329.39	62.76	0.00	1850.42	0.178	0.23	2.544	A
Poplar Way west	188.88	188.79	227.02	0.00	1821.62	0.104	0.13	2.450	A
Moorend Farm Avenue	40.71	40.68	323.86	0.00	1621.23	0.025	0.03	3.032	A

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	134.17	134.07	124.95	0.00	1607.95	0.083	0.13	3.460	A
Merebank Road	403.64	403.37	76.86	0.00	1842.55	0.219	0.30	2.689	A
Poplar Way west	231.34	231.19	278.01	0.00	1792.82	0.129	0.16	2.562	A
Moorend Farm Avenue	49.85	49.82	396.59	0.00	1582.10	0.032	0.04	3.128	A

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	134.17	134.17	125.03	0.00	1607.91	0.083	0.13	3.460	A
Merebank Road	403.64	403.64	76.92	0.00	1842.52	0.219	0.30	2.689	A
Poplar Way west	231.34	231.33	278.20	0.00	1792.72	0.129	0.16	2.562	A

Moorend Farm Avenue	49.85	49.85	396.85	0.00	1581.96	0.032	0.04	3.128	A
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Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	109.55	109.65	102.17	0.00	1619.82	0.068	0.10	3.377	A
Merebank Road	329.57	329.84	62.86	0.00	1850.36	0.178	0.23	2.545	A
Poplar Way west	188.88	189.03	227.34	0.00	1821.45	0.104	0.13	2.451	A
Moorend Farm Avenue	40.71	40.74	324.28	0.00	1621.01	0.025	0.03	3.035	A

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	91.74	91.82	85.55	0.00	1628.47	0.056	0.08	3.318	A
Merebank Road	276.00	276.18	52.64	0.00	1856.07	0.149	0.19	2.451	A
Poplar Way west	158.18	158.28	190.35	0.00	1842.33	0.086	0.10	2.378	A
Moorend Farm Avenue	34.09	34.11	271.53	0.00	1649.39	0.021	0.03	2.967	A

(Default Analysis Set) - 2017 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2017 Dev, PM	2017 Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			2.83	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Name	Description
Poplar way east	Poplar way east	
Merebank Road	Merebank Road	
Poplar Way west	Poplar Way west	
Moorend Farm Avenue	Moorend Farm Avenue	

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Poplar way east	2.90	7.50	16.00	22.00	68.00	19.00	
Merebank Road	3.00	8.00	22.00	28.00	68.00	18.00	
Poplar Way west	3.30	8.25	22.00	20.00	68.00	18.00	
Moorend Farm Avenue	3.30	7.80	17.00	17.00	68.00	18.00	

Pedestrian Crossings

Name	Crossing Type
Poplar way east	None

Merebank Road	None
Poplar Way west	None
Moorend Farm Avenue	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Poplar way east		(calculated)	(calculated)	0.521	1673.020
Merebank Road		(calculated)	(calculated)	0.558	1885.433
Poplar Way west		(calculated)	(calculated)	0.565	1949.852
Moorend Farm Avenue		(calculated)	(calculated)	0.538	1795.476

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Poplar way east	ONE HOUR	✓	278.00	100.000
Merebank Road	ONE HOUR	✓	145.00	100.000
Poplar Way west	ONE HOUR	✓	173.00	100.000
Moorend Farm Avenue	ONE HOUR	✓	109.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

		To			
From		1	2	3	4
	1	0.000	165.000	110.000	3.000
	2	60.000	0.000	65.000	20.000
	3	21.000	143.000	0.000	9.000
	4	1.000	82.000	26.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	0.00	0.59	0.40	0.01
	2	0.41	0.00	0.45	0.14
	3	0.12	0.83	0.00	0.05
	4	0.01	0.75	0.24	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To				
From		1	2	3	4
	1	1.000	1.060	1.090	1.660
	2	1.240	1.000	1.120	1.460
	3	1.520	1.040	1.000	1.430
	4	2.000	1.060	1.080	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To
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From		1	2	3	4
	1	0.000	6.000	9.000	66.000
	2	24.000	0.000	12.000	46.000
	3	52.000	4.000	0.000	43.000
	4	100.000	6.000	8.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Poplar way east	0.22	3.26	0.30	A
Merebank Road	0.11	2.74	0.15	A
Poplar Way west	0.11	2.41	0.14	A
Moorend Farm Avenue	0.08	2.55	0.09	A

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	225.69	224.97	198.03	0.00	1569.90	0.144	0.18	2.885	A
Merebank Road	132.80	132.42	114.80	0.00	1821.39	0.073	0.10	2.593	A
Poplar Way west	145.68	145.31	81.51	0.00	1903.81	0.077	0.09	2.289	A
Moorend Farm Avenue	88.08	87.85	191.50	0.00	1692.44	0.052	0.06	2.408	A

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	269.50	269.31	236.96	0.00	1549.62	0.174	0.23	3.031	A
Merebank Road	158.58	158.50	137.42	0.00	1808.77	0.088	0.12	2.653	A
Poplar Way west	173.96	173.88	97.56	0.00	1894.75	0.092	0.11	2.339	A
Moorend Farm Avenue	105.18	105.13	229.16	0.00	1672.18	0.063	0.07	2.465	A

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	330.06	329.78	290.20	0.00	1521.90	0.217	0.30	3.256	A
Merebank Road	194.22	194.10	168.28	0.00	1791.55	0.108	0.15	2.741	A

Poplar Way west	213.06	212.94	119.47	0.00	1882.37	0.113	0.14	2.411	A
Moorend Farm Avenue	128.82	128.74	280.64	0.00	1644.49	0.078	0.09	2.549	A

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	330.06	330.06	290.36	0.00	1521.82	0.217	0.30	3.256	A
Merebank Road	194.22	194.22	168.41	0.00	1791.48	0.108	0.15	2.741	A
Poplar Way west	213.06	213.06	119.55	0.00	1882.33	0.113	0.14	2.411	A
Moorend Farm Avenue	128.82	128.82	280.80	0.00	1644.40	0.078	0.09	2.549	A

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	269.50	269.78	237.24	0.00	1549.48	0.174	0.23	3.035	A
Merebank Road	158.58	158.70	137.64	0.00	1808.64	0.088	0.12	2.656	A
Poplar Way west	173.96	174.08	97.69	0.00	1894.68	0.092	0.11	2.340	A
Moorend Farm Avenue	105.18	105.26	229.44	0.00	1672.04	0.063	0.07	2.466	A

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Poplar way east	225.69	225.87	198.66	0.00	1569.57	0.144	0.18	2.891	A
Merebank Road	132.80	132.89	115.25	0.00	1821.14	0.073	0.10	2.595	A
Poplar Way west	145.68	145.77	81.80	0.00	1903.65	0.077	0.09	2.290	A
Moorend Farm Avenue	88.08	88.14	192.12	0.00	1692.11	0.052	0.06	2.408	A

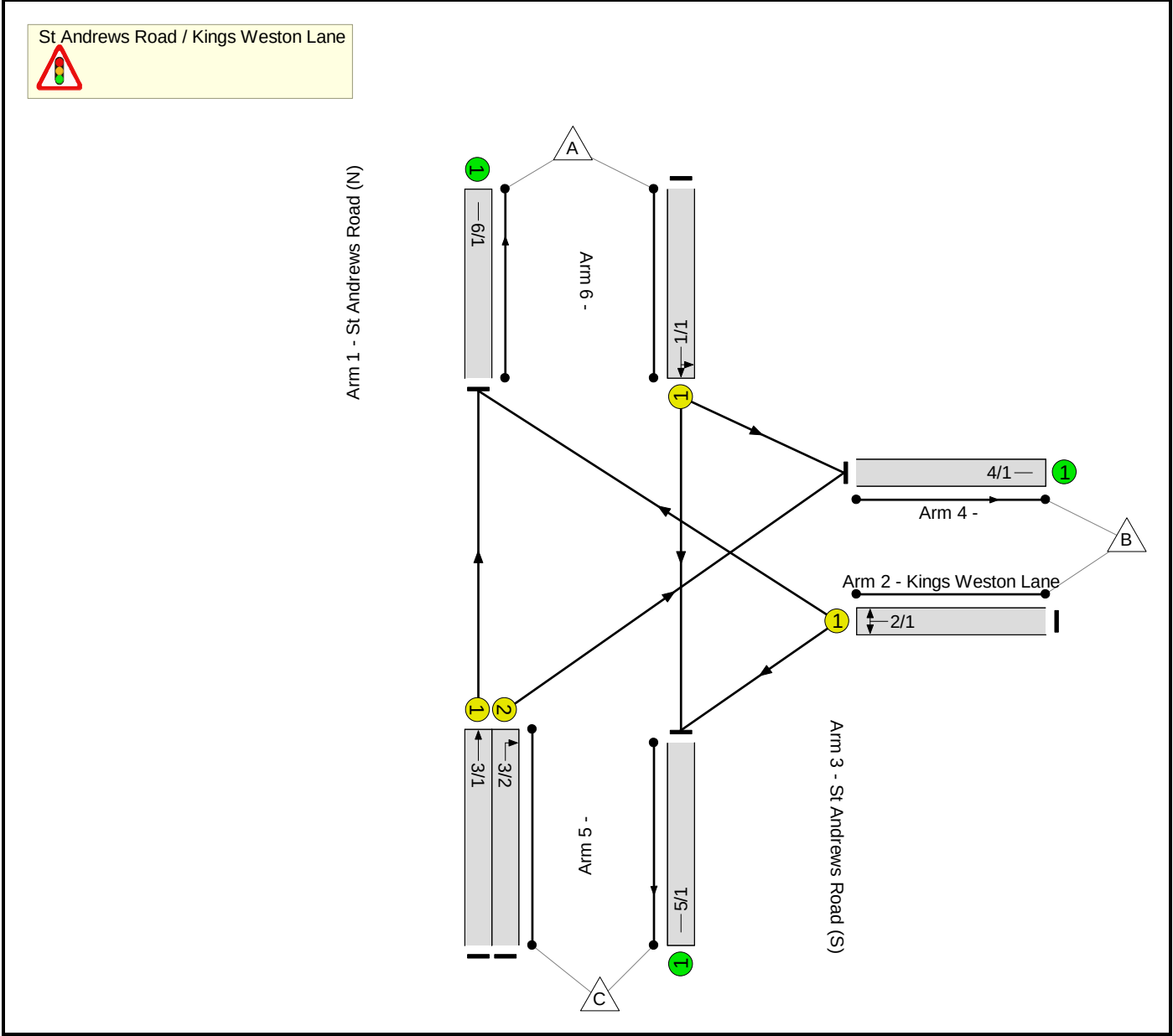
Basic Results Summary

Basic Results Summary

User and Project Details

Project:	TPLO1028 Hinkley
Title:	A403 St Andrew's Road / Kings Weston Lane
Location:	
File name:	St Andrews Road_Kings Weston Lane (No Ped).lsg3x
Author:	T Nichol
Company:	
Address:	10 Oxford Court, Bishopsgate, Manchester M2 3WQ.
Notes:	'As built' layout and signal timings obtained from Bristol City Council

Network Layout Diagram



Scenario 1: 'AM OBS 2014' (FG1: 'AM OBS 2014', Plan 1: 'Every Cycle')

Basic Results Summary

Scenario 2: 'PM OBS 2014' (FG2: 'PM OBS 2014', Plan 1: 'Every Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St Andrew's Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	71.0%	0	0	0	13.1	-	-
St Andrews Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	71.0%	0	0	0	13.1	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		1	35	-	562	1978	791	71.0%	-	-	-	4.7	30.4	12.9
2/1	Kings Weston Lane Left Right	U	D		1	27	-	373	1741	542	68.9%	-	-	-	3.9	37.7	9.2
3/1	St Andrews Road (S) Ahead	U	B	A	1	49	37	417	1985	1103	37.8%	-	-	-	1.6	13.9	6.1
3/2	St Andrews Road (S) Right	U	B		1	12	-	186	1952	282	66.0%	-	-	-	2.8	54.8	5.3
C1 PRC for Signalled Lanes (%): 26.7 Total Delay for Signalled Lanes (pcuHr): 13.09 Cycle Time (s): 90 PRC Over All Lanes (%): 26.7 Total Delay Over All Lanes(pcuHr): 13.09																	

Basic Results Summary

Scenario 3: 'AM BASE 2017' (FG3: 'AM BASE 2017', Plan 1: 'Every Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St Andrew's Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	93.3%	0	0	0	29.3	-	-
St Andrews Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	93.3%	0	0	0	29.3	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		1	31	-	644	1971	701	91.9%	-	-	-	9.8	54.8	20.2
2/1	Kings Weston Lane Left Right	U	D		1	19	-	345	1748	388	88.8%	-	-	-	6.7	69.7	11.8
3/1	St Andrews Road (S) Ahead	U	B	A	1	57	33	809	1985	1279	63.2%	-	-	-	3.0	13.4	13.0
3/2	St Andrews Road (S) Right	U	B		1	24	-	506	1952	542	93.3%	-	-	-	9.8	70.0	17.6
C1 PRC for Signalled Lanes (%): -3.7 PRC Over All Lanes (%): -3.7 Total Delay for Signalled Lanes (pcuHr): 29.34 Total Delay Over All Lanes(pcuHr): 29.34 Cycle Time (s): 90																	

Basic Results Summary

Scenario 4: 'PM BASE 2017' (FG4: 'PM BASE 2017', Plan 1: 'Every Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St Andrew's Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	94.6%	0	0	0	31.7	-	-
St Andrews Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	94.6%	0	0	0	31.7	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		1	30	-	644	1977	681	94.6%	-	-	-	11.6	64.8	22.0
2/1	Kings Weston Lane Left Right	U	D		1	33	-	622	1744	659	94.4%	-	-	-	11.0	63.5	21.3
3/1	St Andrews Road (S) Ahead	U	B	A	1	43	32	460	1985	970	47.4%	-	-	-	2.4	18.8	8.0
3/2	St Andrews Road (S) Right	U	B		1	11	-	240	1952	260	92.2%	-	-	-	6.8	101.4	10.1
C1 PRC for Signalised Lanes (%): -5.1 Total Delay for Signalised Lanes (pcuHr): 31.72 Cycle Time (s): 90 PRC Over All Lanes (%): -5.1 Total Delay Over All Lanes(pcuHr): 31.72																	

Basic Results Summary

Scenario 5: 'AM BASE 2017+DEV' (FG5: 'AM BASE 2017+DEV', Plan 1: 'Every Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St Andrew's Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	93.3%	0	0	0	30.8	-	-
St Andrews Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	93.3%	0	0	0	30.8	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		1	31	-	652	1971	701	93.0%	-	-	-	10.5	58.1	21.0
2/1	Kings Weston Lane Left Right	U	D		1	19	-	345	1748	388	88.8%	-	-	-	6.7	69.7	11.8
3/1	St Andrews Road (S) Ahead	U	B	A	1	57	33	899	1985	1279	70.3%	-	-	-	3.8	15.1	15.7
3/2	St Andrews Road (S) Right	U	B		1	24	-	506	1952	542	93.3%	-	-	-	9.8	70.0	17.6
C1 PRC for Signalled Lanes (%): -3.7 Total Delay for Signalled Lanes (pcuHr): 30.81 Cycle Time (s): 90 PRC Over All Lanes (%): -3.7 Total Delay Over All Lanes(pcuHr): 30.81																	

Basic Results Summary

Scenario 6: 'PM BASE 2017+DEV' (FG6: 'PM BASE 2017+DEV', Plan 1: 'Every Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St Andrew's Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	100.3%	0	0	0	43.5	-	-
St Andrews Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	100.3%	0	0	0	43.5	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		1	32	-	714	1978	725	98.4%	-	-	-	16.4	82.9	28.5
2/1	Kings Weston Lane Left Right	U	D		1	31	-	622	1744	620	100.3%	-	-	-	18.1	104.6	28.6
3/1	St Andrews Road (S) Ahead	U	B	A	1	45	34	465	1985	1015	45.8%	-	-	-	2.2	17.3	7.8
3/2	St Andrews Road (S) Right	U	B		1	11	-	240	1952	260	92.2%	-	-	-	6.8	101.4	10.1
C1																	
PRC for Signalled Lanes (%):							-11.5	Total Delay for Signalled Lanes (pcuHr):				43.51	Cycle Time (s): 90				
PRC Over All Lanes (%):							-11.5	Total Delay Over All Lanes(pcuHr):				43.51					

Basic Results Summary

Scenario 7: 'AM BASE 2017+DEV (NO COMM)' (FG7: 'AM BASE 2017+DEV (NO COMM)', Plan 1: 'Every Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St Andrew's Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	71.0%	0	0	0	14.9	-	-
St Andrews Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	71.0%	0	0	0	14.9	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		1	36	-	577	1978	813	71.0%	-	-	-	4.7	29.6	13.1
2/1	Kings Weston Lane Left Right	U	D		1	17	-	241	1748	350	68.9%	-	-	-	3.3	49.7	6.6
3/1	St Andrews Road (S) Ahead	U	B	A	1	59	38	835	1985	1323	63.1%	-	-	-	2.9	12.3	12.7
3/2	St Andrews Road (S) Right	U	B		1	21	-	334	1952	477	70.0%	-	-	-	4.0	43.4	8.8
C1					PRC for Signalled Lanes (%):		26.8	Total Delay for Signalled Lanes (pcuHr):				14.94	Cycle Time (s): 90				
					PRC Over All Lanes (%):		26.8	Total Delay Over All Lanes(pcuHr):				14.94					

Basic Results Summary

Scenario 8: 'PM BASE 2017+DEV (NO COMM)' (FG8: 'PM BASE 2017+DEV (NO COMM)', Plan 1: 'Every Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St Andrew's Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	78.1%	0	0	0	15.6	-	-
St Andrews Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	78.1%	0	0	0	15.6	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		1	38	-	662	1979	858	77.2%	-	-	-	5.7	30.8	15.6
2/1	Kings Weston Lane Left Right	U	D		1	25	-	393	1741	503	78.1%	-	-	-	4.9	45.3	10.7
3/1	St Andrews Road (S) Ahead	U	B	A	1	51	40	441	1985	1147	38.5%	-	-	-	1.6	12.9	6.2
3/2	St Andrews Road (S) Right	U	B		1	11	-	194	1952	260	74.5%	-	-	-	3.4	63.6	6.0
C1					PRC for Signalled Lanes (%):		15.2	Total Delay for Signalled Lanes (pcuHr):				15.60	Cycle Time (s): 90				
					PRC Over All Lanes (%):		15.2	Total Delay Over All Lanes(pcuHr):				15.60					

Basic Results Summary

Scenario 9: 'AM BASE 2017+DEV (Q DEV)' (FG9: 'AM BASE 2017+DEV (Q DEV)', Plan 1: 'Every Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St Andrew's Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	93.5%	0	0	0	33.8	-	-
St Andrews Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	93.5%	0	0	0	33.8	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		1	32	-	674	1972	723	93.2%	-	-	-	10.7	57.3	21.7
2/1	Kings Weston Lane Left Right	U	D		1	18	-	345	1748	369	93.5%	-	-	-	8.4	87.6	13.5
3/1	St Andrews Road (S) Ahead	U	B	A	1	58	34	1012	1985	1301	77.8%	-	-	-	4.8	17.0	19.4
3/2	St Andrews Road (S) Right	U	B		1	24	-	506	1952	542	93.3%	-	-	-	9.8	70.0	17.6
C1 PRC for Signalled Lanes (%): -3.9 Total Delay for Signalled Lanes (pcuHr): 33.75 Cycle Time (s): 90 PRC Over All Lanes (%): -3.9 Total Delay Over All Lanes(pcuHr): 33.75																	

Basic Results Summary

Scenario 10: 'PM BASE 2017+DEV (Q DEV)' (FG10: 'PM BASE 2017+DEV (Q DEV)', Plan 1: 'Every Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St Andrew's Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	107.0%	0	0	0	79.9	-	-
St Andrews Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	107.0%	0	0	0	79.9	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		1	35	-	827	1980	792	104.4%	-	-	-	33.3	144.9	47.1
2/1	Kings Weston Lane Left Right	U	D		1	29	-	622	1744	581	107.0%	-	-	-	33.6	194.5	43.3
3/1	St Andrews Road (S) Ahead	U	B	A	1	47	37	488	1985	1059	46.1%	-	-	-	2.2	16.1	7.9
3/2	St Andrews Road (S) Right	U	B		1	10	-	240	1952	239	100.6%	-	-	-	10.8	161.9	14.1
C1																	

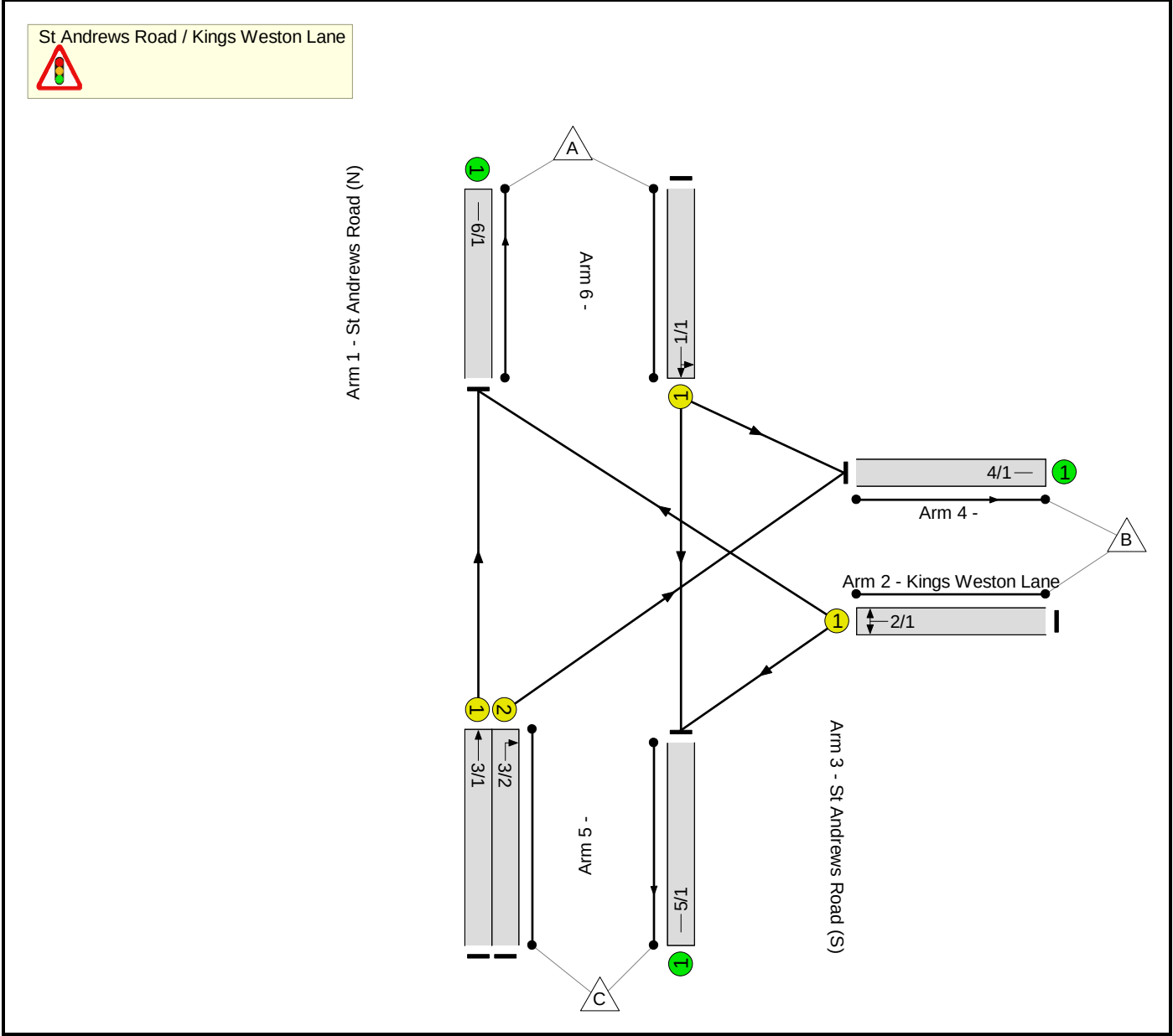
Basic Results Summary

Basic Results Summary

User and Project Details

Project:	TPLO1028 Hinkley
Title:	A403 St Andrew's Road / Kings Weston Lane
Location:	
File name:	St Andrews Road_Kings Weston Lane (No Ped).lsg3x
Author:	T Nichol
Company:	
Address:	10 Oxford Court, Bishopsgate, Manchester M2 3WQ.
Notes:	'As built' layout and signal timings obtained from Bristol City Council

Network Layout Diagram



Network Results

[illegible]

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St Andrew's Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	67.3%	0	0	0	13.2	-	-
St Andrews Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	67.3%	0	0	0	13.2	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		1	36	-	547	1978	813	67.3%	-	-	-	4.3	28.3	12.1
2/1	Kings Weston Lane Left Right	U	D		1	17	-	231	1748	350	66.1%	-	-	-	3.1	48.1	6.2
3/1	St Andrews Road (S) Ahead	U	B	A	1	59	38	711	1985	1323	53.7%	-	-	-	2.1	10.7	9.7
3/2	St Andrews Road (S) Right	U	B		1	21	-	317	1952	477	66.4%	-	-	-	3.7	41.8	8.1
C1				PRC for Signalled Lanes (%):			33.8	Total Delay for Signalled Lanes (pcuHr):				13.18	Cycle Time (s):		90		
				PRC Over All Lanes (%):			33.8	Total Delay Over All Lanes(pcuHr):				13.18					

Scenario 2: 'PM OBS 2014' (FG2: 'PM OBS 2014', Plan 1: 'Every Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St Andrew's Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	71.0%	0	0	0	13.1	-	-
St Andrews Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	71.0%	0	0	0	13.1	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		1	35	-	562	1978	791	71.0%	-	-	-	4.7	30.4	12.9
2/1	Kings Weston Lane Left Right	U	D		1	27	-	373	1741	542	68.9%	-	-	-	3.9	37.7	9.2
3/1	St Andrews Road (S) Ahead	U	B	A	1	49	37	417	1985	1103	37.8%	-	-	-	1.6	13.9	6.1
3/2	St Andrews Road (S) Right	U	B		1	12	-	186	1952	282	66.0%	-	-	-	2.8	54.8	5.3
C1 PRC for Signalled Lanes (%): 26.7 Total Delay for Signalled Lanes (pcuHr): 13.09 Cycle Time (s): 90 PRC Over All Lanes (%): 26.7 Total Delay Over All Lanes(pcuHr): 13.09																	

Basic Results Summary

Scenario 3: 'AM BASE 2017' (FG3: 'AM BASE 2017', Plan 1: 'Every Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St Andrew's Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	93.3%	0	0	0	29.3	-	-
St Andrews Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	93.3%	0	0	0	29.3	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		1	31	-	644	1971	701	91.9%	-	-	-	9.8	54.8	20.2
2/1	Kings Weston Lane Left Right	U	D		1	19	-	345	1748	388	88.8%	-	-	-	6.7	69.7	11.8
3/1	St Andrews Road (S) Ahead	U	B	A	1	57	33	809	1985	1279	63.2%	-	-	-	3.0	13.4	13.0
3/2	St Andrews Road (S) Right	U	B		1	24	-	506	1952	542	93.3%	-	-	-	9.8	70.0	17.6
C1 PRC for Signalled Lanes (%): -3.7 Total Delay for Signalled Lanes (pcuHr): 29.34 Cycle Time (s): 90 PRC Over All Lanes (%): -3.7 Total Delay Over All Lanes(pcuHr): 29.34																	

Basic Results Summary

Scenario 4: 'PM BASE 2017' (FG4: 'PM BASE 2017', Plan 1: 'Every Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St Andrew's Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	94.6%	0	0	0	31.7	-	-
St Andrews Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	94.6%	0	0	0	31.7	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		1	30	-	644	1977	681	94.6%	-	-	-	11.6	64.8	22.0
2/1	Kings Weston Lane Left Right	U	D		1	33	-	622	1744	659	94.4%	-	-	-	11.0	63.5	21.3
3/1	St Andrews Road (S) Ahead	U	B	A	1	43	32	460	1985	970	47.4%	-	-	-	2.4	18.8	8.0
3/2	St Andrews Road (S) Right	U	B		1	11	-	240	1952	260	92.2%	-	-	-	6.8	101.4	10.1
C1 PRC for Signalled Lanes (%): -5.1 Total Delay for Signalled Lanes (pcuHr): 31.72 Cycle Time (s): 90 PRC Over All Lanes (%): -5.1 Total Delay Over All Lanes(pcuHr): 31.72																	

Basic Results Summary

Scenario 5: 'AM BASE 2017+DEV' (FG5: 'AM BASE 2017+DEV', Plan 1: 'Every Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St Andrew's Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	93.3%	0	0	0	30.8	-	-
St Andrews Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	93.3%	0	0	0	30.8	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		1	31	-	652	1971	701	93.0%	-	-	-	10.5	58.1	21.0
2/1	Kings Weston Lane Left Right	U	D		1	19	-	345	1748	388	88.8%	-	-	-	6.7	69.7	11.8
3/1	St Andrews Road (S) Ahead	U	B	A	1	57	33	899	1985	1279	70.3%	-	-	-	3.8	15.1	15.7
3/2	St Andrews Road (S) Right	U	B		1	24	-	506	1952	542	93.3%	-	-	-	9.8	70.0	17.6
C1 PRC for Signalled Lanes (%): -3.7 Total Delay for Signalled Lanes (pcuHr): 30.81 Cycle Time (s): 90 PRC Over All Lanes (%): -3.7 Total Delay Over All Lanes(pcuHr): 30.81																	

Basic Results Summary

Scenario 6: 'PM BASE 2017+DEV' (FG6: 'PM BASE 2017+DEV', Plan 1: 'Every Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St Andrew's Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	100.3%	0	0	0	43.5	-	-
St Andrews Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	100.3%	0	0	0	43.5	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		1	32	-	714	1978	725	98.4%	-	-	-	16.4	82.9	28.5
2/1	Kings Weston Lane Left Right	U	D		1	31	-	622	1744	620	100.3%	-	-	-	18.1	104.6	28.6
3/1	St Andrews Road (S) Ahead	U	B	A	1	45	34	465	1985	1015	45.8%	-	-	-	2.2	17.3	7.8
3/2	St Andrews Road (S) Right	U	B		1	11	-	240	1952	260	92.2%	-	-	-	6.8	101.4	10.1
C1 PRC for Signalled Lanes (%): -11.5 Total Delay for Signalled Lanes (pcuHr): 43.51 Cycle Time (s): 90 PRC Over All Lanes (%): -11.5 Total Delay Over All Lanes(pcuHr): 43.51																	

Basic Results Summary

Scenario 7: 'AM BASE 2017+DEV (NO COMM)' (FG7: 'AM BASE 2017+DEV (NO COMM)', Plan 1: 'Every Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St Andrew's Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	71.0%	0	0	0	14.9	-	-
St Andrews Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	71.0%	0	0	0	14.9	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		1	36	-	577	1978	813	71.0%	-	-	-	4.7	29.6	13.1
2/1	Kings Weston Lane Left Right	U	D		1	17	-	241	1748	350	68.9%	-	-	-	3.3	49.7	6.6
3/1	St Andrews Road (S) Ahead	U	B	A	1	59	38	835	1985	1323	63.1%	-	-	-	2.9	12.3	12.7
3/2	St Andrews Road (S) Right	U	B		1	21	-	334	1952	477	70.0%	-	-	-	4.0	43.4	8.8
C1					PRC for Signalled Lanes (%):		26.8	Total Delay for Signalled Lanes (pcuHr):				14.94	Cycle Time (s): 90				
					PRC Over All Lanes (%):		26.8	Total Delay Over All Lanes(pcuHr):				14.94					

Basic Results Summary

Scenario 8: 'PM BASE 2017+DEV (NO COMM)' (FG8: 'PM BASE 2017+DEV (NO COMM)', Plan 1: 'Every Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St Andrew's Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	78.1%	0	0	0	15.6	-	-
St Andrews Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	78.1%	0	0	0	15.6	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		1	38	-	662	1979	858	77.2%	-	-	-	5.7	30.8	15.6
2/1	Kings Weston Lane Left Right	U	D		1	25	-	393	1741	503	78.1%	-	-	-	4.9	45.3	10.7
3/1	St Andrews Road (S) Ahead	U	B	A	1	51	40	441	1985	1147	38.5%	-	-	-	1.6	12.9	6.2
3/2	St Andrews Road (S) Right	U	B		1	11	-	194	1952	260	74.5%	-	-	-	3.4	63.6	6.0
C1 PRC for Signalled Lanes (%): 15.2 Total Delay for Signalled Lanes (pcuHr): 15.60 Cycle Time (s): 90 PRC Over All Lanes (%): 15.2 Total Delay Over All Lanes(pcuHr): 15.60																	

Basic Results Summary

Scenario 9: 'AM BASE 2017+DEV (Q DEV)' (FG9: 'AM BASE 2017+DEV (Q DEV)', Plan 1: 'Every Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St Andrew's Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	93.5%	0	0	0	33.8	-	-
St Andrews Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	93.5%	0	0	0	33.8	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		1	32	-	674	1972	723	93.2%	-	-	-	10.7	57.3	21.7
2/1	Kings Weston Lane Left Right	U	D		1	18	-	345	1748	369	93.5%	-	-	-	8.4	87.6	13.5
3/1	St Andrews Road (S) Ahead	U	B	A	1	58	34	1012	1985	1301	77.8%	-	-	-	4.8	17.0	19.4
3/2	St Andrews Road (S) Right	U	B		1	24	-	506	1952	542	93.3%	-	-	-	9.8	70.0	17.6
C1 PRC for Signalled Lanes (%): -3.9 Total Delay for Signalled Lanes (pcuHr): 33.75 Cycle Time (s): 90 PRC Over All Lanes (%): -3.9 Total Delay Over All Lanes(pcuHr): 33.75																	

Basic Results Summary

Scenario 10: 'PM BASE 2017+DEV (Q DEV)' (FG10: 'PM BASE 2017+DEV (Q DEV)', Plan 1: 'Every Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St Andrew's Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	107.0%	0	0	0	79.9	-	-
St Andrews Road / Kings Weston Lane	-	-	-		-	-	-	-	-	-	107.0%	0	0	0	79.9	-	-
1/1	St Andrews Road (N) Left Ahead	U	C		1	35	-	827	1980	792	104.4%	-	-	-	33.3	144.9	47.1
2/1	Kings Weston Lane Left Right	U	D		1	29	-	622	1744	581	107.0%	-	-	-	33.6	194.5	43.3
3/1	St Andrews Road (S) Ahead	U	B	A	1	47	37	488	1985	1059	46.1%	-	-	-	2.2	16.1	7.9
3/2	St Andrews Road (S) Right	U	B		1	10	-	240	1952	239	100.6%	-	-	-	10.8	161.9	14.1
C1																	

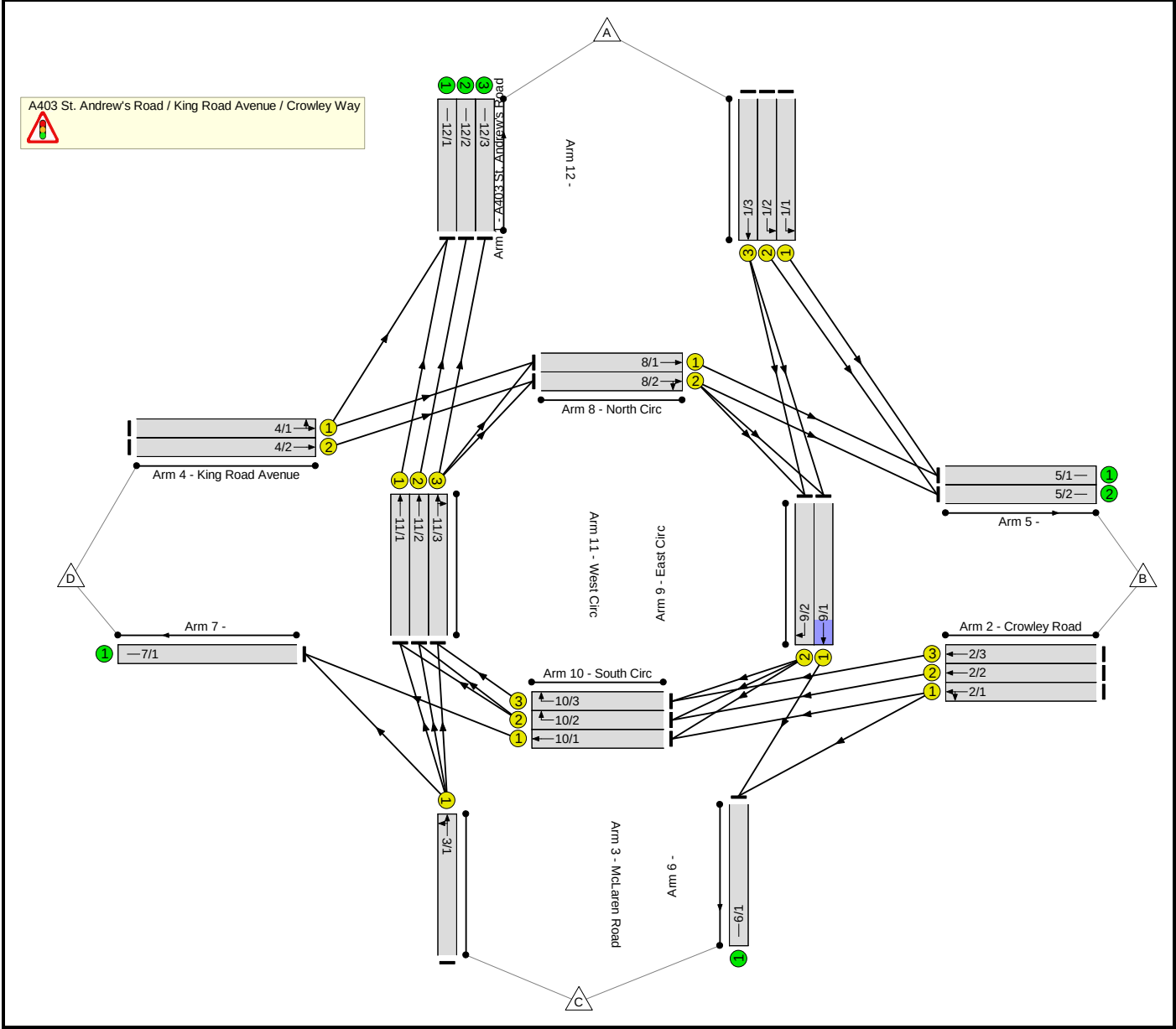
Basic Results Summary

Basic Results Summary

User and Project Details

Project:	TPLO1028 Hinkley
Title:	A403 St. Andrew's Road / King Road Avenue / Crowley Way
Location:	
File name:	A403 St. Andrew's Road_King Road Avenue_Crowley Way.lsg3x
Author:	T Nichol
Company:	Curtins
Address:	10 Oxford Court, Bishopsgate, Manchester M2 3WQ.
Notes:	

Network Layout Diagram



Basic Results Summary

Network Results**Scenario 1: 'AM OBS 2014'** (FG1: 'AM OBS 2014', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	47.9%	0	0	0	16.9	-	-
A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	47.9%	0	0	0	16.9	-	-
1/1	A403 St. Andrew's Road Left	U	B		1	48	-	302	1881	1024	29.5%	-	-	-	1.1	13.6	4.2
1/2	A403 St. Andrew's Road Left	U	B		1	48	-	350	2049	1116	31.4%	-	-	-	1.3	13.6	5.0
1/3	A403 St. Andrew's Road Ahead	U	B		1	48	-	122	2155	1173	10.4%	-	-	-	0.4	11.6	1.5
2/1	Crowley Road Left Ahead	U	D		1	48	-	186	1904	1037	17.9%	-	-	-	0.6	12.5	2.4
2/2	Crowley Road Ahead	U	D		1	48	-	557	2135	1162	47.9%	-	-	-	2.4	15.6	9.0
2/3	Crowley Road Ahead	U	D		1	48	-	533	2120	1154	46.2%	-	-	-	2.3	15.4	8.4
3/1	McLaren Road Left Ahead	U	F		1	15	-	167	2000	356	47.0%	-	-	-	2.0	42.7	4.2
4/1	King Road Avenue Ahead Left	U	H		1	7	-	81	1992	177	45.7%	-	-	-	1.3	57.5	2.3
4/2	King Road Avenue Ahead	U	H		1	7	-	86	2150	191	45.0%	-	-	-	1.3	55.9	2.4
8/1	North Circ Ahead	U	A		1	32	-	175	2115	776	22.6%	-	-	-	0.8	16.0	2.1

Basic Results Summary

[illegible]

Basic Results Summary

Scenario 2: 'PM OBS 2014' (FG2: 'PM OBS 2014', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	45.9%	0	0	0	12.9	-	-
A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	45.9%	0	0	0	12.9	-	-
1/1	A403 St. Andrew's Road Left	U	B		1	51	-	477	1881	1087	43.9%	-	-	-	1.8	13.7	7.0
1/2	A403 St. Andrew's Road Left	U	B		1	51	-	541	2049	1184	45.7%	-	-	-	2.1	13.7	8.1
1/3	A403 St. Andrew's Road Ahead	U	B		1	51	-	77	2155	1245	6.2%	-	-	-	0.2	9.9	0.9
2/1	Crowley Road Left Ahead	U	D		1	51	-	69	1876	1084	6.4%	-	-	-	0.2	10.1	0.8
2/2	Crowley Road Ahead	U	D		1	51	-	300	2135	1234	24.3%	-	-	-	0.9	11.3	3.8
2/3	Crowley Road Ahead	U	D		1	51	-	282	2120	1225	23.0%	-	-	-	0.9	11.2	3.5
3/1	McLaren Road Left Ahead	U	F		1	9	-	102	2000	222	45.9%	-	-	-	1.5	52.4	2.8
4/1	King Road Avenue Ahead Left	U	H		1	10	-	104	1996	244	42.6%	-	-	-	1.4	49.4	2.8
4/2	King Road Avenue Ahead	U	H		1	10	-	107	2150	263	40.7%	-	-	-	1.4	48.0	2.8
8/1	North Circ Ahead	U	A		1	29	-	167	2115	705	23.7%	-	-	-	0.7	14.9	1.5

Basic Results Summary

[illegible]

Basic Results Summary

Scenario 3: 'AM BASE 2017' (FG3: 'AM BASE 2017', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	61.2%	0	0	0	20.8	-	-
A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	61.2%	0	0	0	20.8	-	-
1/1	A403 St. Andrew's Road Left	U	B		1	50	-	393	1881	1066	36.9%	-	-	-	1.5	13.4	5.6
1/2	A403 St. Andrew's Road Left	U	B		1	50	-	451	2049	1161	38.8%	-	-	-	1.7	13.4	6.6
1/3	A403 St. Andrew's Road Ahead	U	B		1	50	-	129	2155	1221	10.6%	-	-	-	0.4	10.7	1.5
2/1	Crowley Road Left Ahead	U	D		1	50	-	196	1904	1079	18.2%	-	-	-	0.6	11.5	2.5
2/2	Crowley Road Ahead	U	D		1	50	-	740	2135	1210	61.2%	-	-	-	3.4	16.8	12.9
2/3	Crowley Road Ahead	U	D		1	50	-	711	2120	1201	59.2%	-	-	-	3.2	16.4	12.2
3/1	McLaren Road Left Ahead	U	F		1	13	-	179	2000	311	57.5%	-	-	-	2.4	48.7	4.8
4/1	King Road Avenue Ahead Left	U	H		1	7	-	83	1992	177	46.9%	-	-	-	1.3	58.0	2.4
4/2	King Road Avenue Ahead	U	H		1	7	-	89	2150	191	46.6%	-	-	-	1.4	56.5	2.5
8/1	North Circ Ahead	U	A		1	30	-	183	2115	728	25.1%	-	-	-	0.8	16.3	2.2

Basic Results Summary

8/2	North Circ Ahead Right	U	A		1	30	-	92	2254	776	11.8%	-	-	-	0.1	3.5	0.1
9/1	East Circ Ahead	U	C		1	30	-	72	1935	667	10.8%	-	-	-	0.8	40.2	1.8
9/2	East Circ Right	U	C		1	30	-	58	1962	676	8.6%	-	-	-	0.6	40.3	1.5
10/1	South Circ Ahead	U	E		1	67	-	199	2080	1572	12.7%	-	-	-	0.4	6.5	1.7
10/2	South Circ Right	U	E		1	67	-	740	2148	1623	45.6%	-	-	-	0.7	3.2	1.4
10/3	South Circ Right	U	E		1	67	-	711	2122	1603	44.3%	-	-	-	0.6	3.1	1.4
11/1	West Circ Ahead	U	G		1	73	-	363	2090	1718	21.1%	-	-	-	0.2	1.7	0.6
11/2	West Circ Ahead	U	G		1	73	-	480	2255	1854	25.9%	-	-	-	0.2	1.8	0.9
11/3	West Circ Right Ahead	U	G		1	73	-	772	2232	1835	42.1%	-	-	-	0.5	2.1	1.5
C1		PRC for Signalled Lanes (%):		47.1		47.1		Total Delay for Signalled Lanes (pcuHr):		20.85		20.85		Cycle Time (s):		90	
		PRC Over All Lanes (%):						Total Delay Over All Lanes(pcuHr):									

Basic Results Summary

Scenario 4: 'PM BASE 2017' (FG4: 'PM BASE 2017', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	56.7%	0	0	0	15.9	-	-
A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	56.7%	0	0	0	15.9	-	-
1/1	A403 St. Andrew's Road Left	U	B		1	54	-	633	1881	1150	55.1%	-	-	-	2.4	13.7	9.8
1/2	A403 St. Andrew's Road Left	U	B		1	54	-	710	2049	1252	56.7%	-	-	-	2.7	13.7	11.1
1/3	A403 St. Andrew's Road Ahead	U	B		1	54	-	83	2155	1317	6.3%	-	-	-	0.2	8.6	0.9
2/1	Crowley Road Left Ahead	U	D		1	54	-	73	1876	1146	6.4%	-	-	-	0.2	8.8	0.8
2/2	Crowley Road Ahead	U	D		1	54	-	363	2135	1305	27.8%	-	-	-	1.0	10.1	4.4
2/3	Crowley Road Ahead	U	D		1	54	-	332	2120	1296	25.6%	-	-	-	0.9	9.9	4.0
3/1	McLaren Road Left Ahead	U	F		1	8	-	109	2000	200	54.5%	-	-	-	1.8	58.1	3.2
4/1	King Road Avenue Ahead Left	U	H		1	8	-	107	1995	200	53.6%	-	-	-	1.7	57.8	3.1
4/2	King Road Avenue Ahead	U	H		1	8	-	116	2150	215	54.0%	-	-	-	1.8	56.5	3.3
8/1	North Circ Ahead	U	A		1	26	-	171	2115	635	27.0%	-	-	-	1.0	21.0	2.0

Basic Results Summary

[illegible]

Basic Results Summary

Scenario 5: 'AM BASE 2017+DEV' (FG5: 'AM BASE 2017+DEV', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	63.7%	0	0	0	21.5	-	-
A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	63.7%	0	0	0	21.5	-	-
1/1	A403 St. Andrew's Road Left	U	B		1	51	-	397	1881	1087	36.5%	-	-	-	1.4	12.8	5.6
1/2	A403 St. Andrew's Road Left	U	B		1	51	-	455	2049	1184	38.4%	-	-	-	1.6	12.8	6.4
1/3	A403 St. Andrew's Road Ahead	U	B		1	51	-	129	2155	1245	10.4%	-	-	-	0.4	10.2	1.5
2/1	Crowley Road Left Ahead	U	D		1	51	-	196	1904	1100	17.8%	-	-	-	0.6	10.9	2.4
2/2	Crowley Road Ahead	U	D		1	51	-	786	2135	1234	63.7%	-	-	-	3.6	16.7	14.0
2/3	Crowley Road Ahead	U	D		1	51	-	755	2120	1225	61.6%	-	-	-	3.4	16.3	13.2
3/1	McLaren Road Left Ahead	U	F		1	12	-	179	2000	289	62.0%	-	-	-	2.6	52.3	5.0
4/1	King Road Avenue Ahead Left	U	H		1	7	-	83	1992	177	46.9%	-	-	-	1.3	58.0	2.4
4/2	King Road Avenue Ahead	U	H		1	7	-	89	2150	191	46.6%	-	-	-	1.4	56.5	2.5
8/1	North Circ Ahead	U	A		1	29	-	180	2115	705	25.5%	-	-	-	0.9	17.6	2.2

Basic Results Summary

8/2	North Circ Ahead Right	U	A		1	29	-	95	2254	751	12.6%	-	-	-	0.1	4.4	0.2
9/1	East Circ Ahead	U	C		1	29	-	72	1935	645	11.2%	-	-	-	0.8	40.8	1.8
9/2	East Circ Right	U	C		1	29	-	58	1962	654	8.9%	-	-	-	0.7	40.8	1.5
10/1	South Circ Ahead	U	E		1	68	-	199	2080	1595	12.5%	-	-	-	0.3	6.2	1.7
10/2	South Circ Right	U	E		1	68	-	786	2148	1647	47.7%	-	-	-	0.7	3.2	1.5
10/3	South Circ Right	U	E		1	68	-	755	2122	1627	46.4%	-	-	-	0.7	3.1	1.5
11/1	West Circ Ahead	U	G		1	73	-	388	2090	1718	22.6%	-	-	-	0.2	1.8	0.7
11/2	West Circ Ahead	U	G		1	73	-	501	2255	1854	27.0%	-	-	-	0.3	2.0	1.0
11/3	West Circ Right Ahead	U	G		1	73	-	816	2233	1836	44.4%	-	-	-	0.5	2.3	1.6
C1		PRC for Signalled Lanes (%):		41.2		41.2		Total Delay for Signalled Lanes (pcuHr):		21.53		21.53		Cycle Time (s):		90	
		PRC Over All Lanes (%):						Total Delay Over All Lanes(pcuHr):									

Basic Results Summary

Scenario 6: 'PM BASE 2017+DEV' (FG6: 'PM BASE 2017+DEV', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	59.7%	0	0	0	16.4	-	-
A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	59.7%	0	0	0	16.4	-	-
1/1	A403 St. Andrew's Road Left	U	B		1	54	-	666	1881	1150	57.9%	-	-	-	2.6	14.2	10.7
1/2	A403 St. Andrew's Road Left	U	B		1	54	-	747	2049	1252	59.7%	-	-	-	3.0	14.3	12.1
1/3	A403 St. Andrew's Road Ahead	U	B		1	54	-	83	2155	1317	6.3%	-	-	-	0.2	8.6	0.9
2/1	Crowley Road Left Ahead	U	D		1	54	-	73	1876	1146	6.4%	-	-	-	0.2	8.8	0.8
2/2	Crowley Road Ahead	U	D		1	54	-	365	2135	1305	28.0%	-	-	-	1.0	10.1	4.5
2/3	Crowley Road Ahead	U	D		1	54	-	335	2120	1296	25.9%	-	-	-	0.9	10.0	4.0
3/1	McLaren Road Left Ahead	U	F		1	8	-	109	2000	200	54.5%	-	-	-	1.8	58.1	3.2
4/1	King Road Avenue Ahead Left	U	H		1	8	-	107	1995	200	53.6%	-	-	-	1.7	57.8	3.1
4/2	King Road Avenue Ahead	U	H		1	8	-	116	2150	215	54.0%	-	-	-	1.8	56.5	3.3
8/1	North Circ Ahead	U	A		1	26	-	171	2115	635	27.0%	-	-	-	1.0	21.1	2.0

Basic Results Summary

[illegible]

Basic Results Summary

Scenario 7: 'AM BASE 2017+DEV (Q DEV)' (FG7: 'AM BASE 2017+DEV (Q DEV)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	67.1%	0	0	0	22.7	-	-
A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	67.1%	0	0	0	22.7	-	-
1/1	A403 St. Andrew's Road Left	U	B		1	52	-	407	1881	1108	36.7%	-	-	-	1.4	12.3	5.6
1/2	A403 St. Andrew's Road Left	U	B		1	52	-	467	2049	1207	38.7%	-	-	-	1.6	12.3	6.4
1/3	A403 St. Andrew's Road Ahead	U	B		1	52	-	129	2155	1269	10.2%	-	-	-	0.3	9.7	1.5
2/1	Crowley Road Left Ahead	U	D		1	52	-	196	1904	1121	17.5%	-	-	-	0.6	10.4	2.3
2/2	Crowley Road Ahead	U	D		1	52	-	843	2135	1257	67.0%	-	-	-	4.0	16.9	15.3
2/3	Crowley Road Ahead	U	D		1	52	-	811	2120	1248	65.0%	-	-	-	3.7	16.4	14.2
3/1	McLaren Road Left Ahead	U	F		1	11	-	179	2000	267	67.1%	-	-	-	2.8	57.2	5.2
4/1	King Road Avenue Ahead Left	U	H		1	7	-	83	1992	177	46.9%	-	-	-	1.3	58.0	2.4
4/2	King Road Avenue Ahead	U	H		1	7	-	89	2150	191	46.6%	-	-	-	1.4	56.5	2.5
8/1	North Circ Ahead	U	A		1	28	-	168	2115	682	24.7%	-	-	-	0.9	19.6	2.1

Basic Results Summary

8/2	North Circ Ahead Right	U	A		1	28	-	107	2254	726	14.7%	-	-	-	0.2	7.3	0.5
9/1	East Circ Ahead	U	C		1	28	-	72	1935	623	11.5%	-	-	-	0.8	41.3	1.8
9/2	East Circ Right	U	C		1	28	-	58	1962	632	9.2%	-	-	-	0.7	41.4	1.5
10/1	South Circ Ahead	U	E		1	69	-	199	2080	1618	12.3%	-	-	-	0.3	5.8	1.7
10/2	South Circ Right	U	E		1	69	-	843	2148	1671	50.5%	-	-	-	0.7	3.2	1.7
10/3	South Circ Right	U	E		1	69	-	811	2122	1650	49.1%	-	-	-	0.7	3.2	1.6
11/1	West Circ Ahead	U	G		1	73	-	413	2090	1718	24.0%	-	-	-	0.2	2.1	0.9
11/2	West Circ Ahead	U	G		1	73	-	533	2255	1854	28.7%	-	-	-	0.3	2.2	1.3
11/3	West Circ Right Ahead	U	G		1	73	-	872	2235	1838	47.5%	-	-	-	0.6	2.5	2.0
		C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):				34.1 34.1	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			22.71 22.71	Cycle Time (s):		90			

Basic Results Summary

Scenario 8: 'PM BASE 2017+DEV (Q DEV)' (FG8: 'PM BASE 2017+DEV (Q DEV)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	62.0%	0	0	0	17.3	-	-
A403 St. Andrew's Road / King Road Avenue / Crowley Way	-	-	-		-	-	-	-	-	-	62.0%	0	0	0	17.3	-	-
1/1	A403 St. Andrew's Road Left	U	B		1	56	-	720	1881	1191	60.4%	-	-	-	2.7	13.6	11.4
1/2	A403 St. Andrew's Road Left	U	B		1	56	-	805	2049	1298	62.0%	-	-	-	3.0	13.6	12.9
1/3	A403 St. Andrew's Road Ahead	U	B		1	56	-	83	2155	1365	6.1%	-	-	-	0.2	7.7	0.8
2/1	Crowley Road Left Ahead	U	D		1	56	-	73	1876	1188	6.1%	-	-	-	0.2	7.9	0.7
2/2	Crowley Road Ahead	U	D		1	56	-	378	2135	1352	28.0%	-	-	-	1.0	9.2	4.4
2/3	Crowley Road Ahead	U	D		1	56	-	344	2120	1343	25.6%	-	-	-	0.9	9.0	3.9
3/1	McLaren Road Left Ahead	U	F		1	7	-	109	2000	178	61.3%	-	-	-	2.0	65.1	3.4
4/1	King Road Avenue Ahead Left	U	H		1	7	-	107	1995	177	60.3%	-	-	-	1.9	64.6	3.3
4/2	King Road Avenue Ahead	U	H		1	7	-	116	2150	191	60.7%	-	-	-	2.0	63.0	3.5
8/1	North Circ Ahead	U	A		1	24	-	157	2115	587	26.7%	-	-	-	1.1	25.0	1.9

Basic Results Summary

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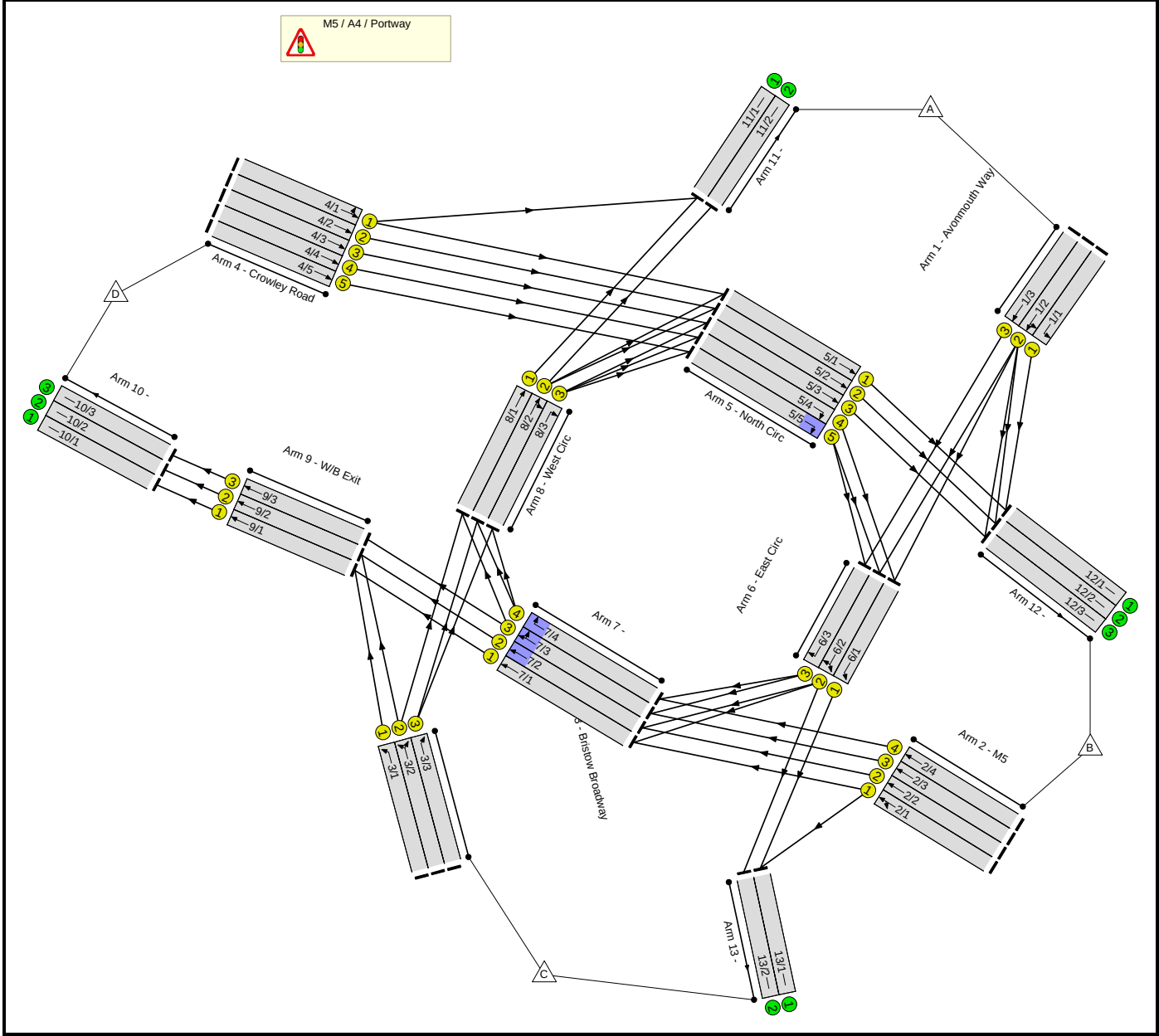
Basic Results Summary

Basic Results Summary

User and Project Details

Project:	TPLO1028
Title:	M5 / A4 / Avonmouth Way
Location:	
File name:	M5_A4_Avonmouth Way.lsg3x
Author:	T Nichol
Company:	Curtins
Address:	10 Oxford Court, Bishopsgate, Manchester M2 3WQ.
Notes:	

Network Layout Diagram



Basic Results Summary

Network Results

Scenario 1: 'AM OBS 2014' (FG1: 'AM OBS 2014', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M5 / A4 / Avonmouth Way	-	-	-		-	-	-	-	-	-	65.3%	0	0	0	35.5	-	-
M5 / A4 / Portway	-	-	-		-	-	-	-	-	-	65.3%	0	0	0	35.5	-	-
1/1	Avonmouth Way Left	U	D		1	8	-	116	2005	212	54.6%	-	-	-	1.8	54.5	3.2
1/2	Avonmouth Way Ahead Left	U	D		1	8	-	134	2165	229	58.5%	-	-	-	2.0	54.8	3.7
1/3	Avonmouth Way Ahead	U	D		1	8	-	89	2150	228	39.1%	-	-	-	1.2	48.4	2.3
2/1	M5 Ahead Left	U	F		1	29	-	453	2035	718	63.1%	-	-	-	3.7	29.6	9.7
2/2	M5 Ahead	U	F		1	29	-	478	2165	764	62.6%	-	-	-	3.9	29.1	10.1
2/3	M5 Ahead	U	F		1	29	-	499	2165	764	65.3%	-	-	-	4.1	29.9	10.8
2/4	M5 Ahead	U	F		1	29	-	159	2155	761	20.9%	-	-	-	1.0	22.2	2.7
3/1	Bristow Broadway Left	U	H		1	22	-	104	2035	551	18.9%	-	-	-	0.8	27.9	2.0
3/2	Bristow Broadway Ahead Left	U	H		1	22	-	124	2150	582	21.3%	-	-	-	1.0	27.9	2.4
3/3	Bristow Broadway Ahead	U	H		1	22	-	376	2140	579	64.9%	-	-	-	3.8	36.2	8.8
4/1	Crowley Road Ahead Left	U	B		1	29	-	168	1950	688	24.4%	-	-	-	1.1	22.9	3.0
4/2	Crowley Road Ahead	U	B		1	29	-	208	2155	761	27.3%	-	-	-	1.3	23.0	3.7
4/3	Crowley Road Ahead	U	B		1	29	-	197	2115	746	26.4%	-	-	-	1.3	22.9	3.5
4/4	Crowley Road Ahead	U	B		1	29	-	117	2155	761	15.4%	-	-	-	0.7	21.6	2.0

Basic Results Summary

4/5	Crowley Road Ahead	U	B		1	29	-	130	2195	775	16.8%	-	-	-	0.8	21.7	2.2	
5/1	North Circ Ahead	U	C		1	67	-	127	2015	1612	7.9%	-	-	-	0.0	1.2	0.0	
5/2	North Circ Ahead	U	C		1	67	-	208	2165	1732	12.0%	-	-	-	0.1	1.2	0.1	
5/3	North Circ Ahead	U	C		1	67	-	287	2165	1732	16.6%	-	-	-	0.3	3.2	1.1	
5/4	North Circ Right	U	C		1	67	-	117	2165	1732	6.8%	-	-	-	0.0	1.1	0.0	
5/5	North Circ Right	U	C		1	67	-	130	2185	1748	7.4%	-	-	-	0.0	1.1	0.0	
6/1	East Circ Ahead	U	E		1	46	-	120	2025	1120	10.7%	-	-	-	0.6	17.7	2.6	
6/2	East Circ Right Ahead	U	E		1	46	-	167	2165	1197	14.0%	-	-	-	0.7	14.4	2.9	
6/3	East Circ Right	U	E		1	46	-	89	2175	1203	7.4%	-	-	-	0.0	1.6	0.0	
7/1	Ahead	U	G		1	53	-	420	1985	1261	33.3%	-	-	-	0.5	4.2	0.9	
7/2	Ahead	U	G		1	53	-	478	2015	1280	37.3%	-	-	-	0.6	4.8	8.7	
7/3	Right Ahead	U	G		1	53	-	588	2010	1277	46.0%	-	-	-	0.8	4.8	9.4	
7/4	Right	U	G		1	53	-	159	2015	1280	12.4%	-	-	-	0.2	3.7	1.3	
8/1	West Circ Ahead	U	B		1	29	-	430	2000	706	60.9%	-	-	-	1.4	11.9	2.3	
8/2	West Circ Right Ahead	U	A		1	46	-	445	2025	1120	39.7%	-	-	-	1.1	9.2	3.8	
8/3	West Circ Right	U	A		1	46	-	90	2025	1120	8.0%	-	-	-	0.0	1.7	0.0	
9/1	W/B Exit Ahead	U	J		1	66	-	524	2050	1616	32.4%	-	-	-	0.3	2.0	0.7	
9/2	W/B Exit Ahead	U	J		1	66	-	602	2205	1738	34.6%	-	-	-	0.3	2.0	0.8	
9/3	W/B Exit Ahead	U	J		1	66	-	158	2105	1659	9.5%	-	-	-	0.1	1.2	0.1	
		C1	Stream: 1	PRC for Signalled Lanes (%):				37.8	Total Delay for Signalled Lanes (pcuHr):				34.82	Cycle Time (s):		85		
		C1	Stream: 2	PRC for Signalled Lanes (%):				159.8	Total Delay for Signalled Lanes (pcuHr):				0.68	Cycle Time (s):		85		
				PRC Over All Lanes (%):				37.8	Total Delay Over All Lanes(pcuHr):				35.50					

Basic Results Summary

Scenario 2: 'PM OBS 2014' (FG2: 'PM OBS 2014', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M5 / A4 / Avonmouth Way	-	-	-		-	-	-	-	-	-	66.0%	0	0	0	36.8	-	-
M5 / A4 / Portway	-	-	-		-	-	-	-	-	-	66.0%	0	0	0	36.8	-	-
1/1	Avonmouth Way Left	U	D		1	24	-	376	2005	590	63.8%	-	-	-	3.6	34.4	8.5
1/2	Avonmouth Way Ahead Left	U	D		1	24	-	418	2165	637	65.6%	-	-	-	4.0	34.4	9.5
1/3	Avonmouth Way Ahead	U	D		1	24	-	56	2150	632	8.9%	-	-	-	0.4	24.9	1.0
2/1	M5 Ahead Left	U	F		1	20	-	152	2035	503	30.2%	-	-	-	1.3	31.2	3.1
2/2	M5 Ahead	U	F		1	20	-	161	2165	535	30.1%	-	-	-	1.4	30.8	3.3
2/3	M5 Ahead	U	F		1	20	-	182	2165	535	34.0%	-	-	-	1.6	31.4	3.7
2/4	M5 Ahead	U	F		1	20	-	130	2155	532	24.4%	-	-	-	1.1	30.1	2.6
3/1	Bristow Broadway Left	U	H		1	15	-	68	2035	383	17.8%	-	-	-	0.7	34.7	1.4
3/2	Bristow Broadway Ahead Left	U	H		1	15	-	84	2150	405	20.8%	-	-	-	0.8	34.8	1.8
3/3	Bristow Broadway Ahead	U	H		1	15	-	266	2140	403	66.0%	-	-	-	3.3	45.0	6.7
4/1	Crowley Road Ahead Left	U	B		1	20	-	302	1950	482	62.7%	-	-	-	3.2	38.4	7.1
4/2	Crowley Road Ahead	U	B		1	20	-	349	2155	532	65.6%	-	-	-	3.7	38.5	8.3
4/3	Crowley Road Ahead	U	B		1	20	-	340	2115	523	65.1%	-	-	-	3.6	38.5	8.1
4/4	Crowley Road Ahead	U	B		1	20	-	169	2155	532	31.7%	-	-	-	1.5	31.1	3.5

Basic Results Summary

4/5	Crowley Road Ahead	U	B		1	20	-	180	2195	542	33.2%	-	-	-	1.6	31.2	3.7
5/1	North Circ Ahead	U	C		1	51	-	333	2015	1233	27.0%	-	-	-	0.5	5.8	1.2
5/2	North Circ Ahead	U	C		1	51	-	405	2165	1324	30.6%	-	-	-	0.6	5.6	1.4
5/3	North Circ Ahead	U	C		1	51	-	422	2165	1324	31.9%	-	-	-	0.8	7.2	2.0
5/4	North Circ Right	U	C		1	51	-	169	2165	1324	12.8%	-	-	-	0.1	1.6	0.1
5/5	North Circ Right	U	C		1	51	-	180	2185	1337	13.5%	-	-	-	0.1	1.6	0.1
6/1	East Circ Ahead	U	E		1	55	-	245	2025	1334	18.4%	-	-	-	0.6	8.5	3.9
6/2	East Circ Right Ahead	U	E		1	55	-	344	2165	1426	24.1%	-	-	-	0.7	6.8	4.2
6/3	East Circ Right	U	E		1	55	-	56	2175	1433	3.9%	-	-	-	0.0	1.3	0.0
7/1	Ahead	U	G		1	60	-	144	1985	1425	10.1%	-	-	-	0.1	2.9	0.3
7/2	Ahead	U	G		1	60	-	161	2015	1446	11.1%	-	-	-	0.1	3.1	2.0
7/3	Right Ahead	U	G		1	60	-	238	2010	1442	16.5%	-	-	-	0.2	2.8	2.5
7/4	Right	U	G		1	60	-	130	2015	1446	9.0%	-	-	-	0.1	3.0	1.3
8/1	West Circ Ahead	U	B		1	20	-	85	2000	494	17.2%	-	-	-	0.3	11.1	0.4
8/2	West Circ Right Ahead	U	A		1	55	-	314	2025	1334	23.5%	-	-	-	0.6	6.5	3.0
8/3	West Circ Right	U	A		1	55	-	82	2025	1334	6.1%	-	-	-	0.0	1.4	0.0
9/1	W/B Exit Ahead	U	J		1	66	-	212	2050	1616	13.1%	-	-	-	0.1	1.3	0.1
9/2	W/B Exit Ahead	U	J		1	66	-	245	2205	1738	14.1%	-	-	-	0.1	1.2	0.1
9/3	W/B Exit Ahead	U	J		1	66	-	153	2105	1659	9.2%	-	-	-	0.1	1.9	0.3
C1 C1 Stream: 1 PRC for Signalled Lanes (%): 36.3 Stream: 2 PRC for Signalled Lanes (%): 538.5 PRC Over All Lanes (%): 36.3 Total Delay for Signalled Lanes (pcuHr): 36.57 Total Delay for Signalled Lanes (pcuHr): 0.24 Total Delay Over All Lanes(pcuHr): 36.81 Cycle Time (s): 85 Cycle Time (s): 85																	

Basic Results Summary

Scenario 3: 'AM BASE 2017' (FG3: 'AM BASE 2017', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M5 / A4 / Avonmouth Way	-	-	-		-	-	-	-	-	-	66.4%	0	0	0	40.9	-	-
M5 / A4 / Portway	-	-	-		-	-	-	-	-	-	66.4%	0	0	0	40.9	-	-
1/1	Avonmouth Way Left	U	D		1	10	-	164	2005	259	63.2%	-	-	-	2.4	53.6	4.5
1/2	Avonmouth Way Ahead Left	U	D		1	10	-	186	2165	280	66.4%	-	-	-	2.8	54.0	5.1
1/3	Avonmouth Way Ahead	U	D		1	10	-	60	2150	278	21.6%	-	-	-	0.7	41.4	1.4
2/1	M5 Ahead Left	U	F		1	28	-	386	2035	694	55.6%	-	-	-	3.1	28.6	8.0
2/2	M5 Ahead	U	F		1	28	-	410	2165	739	55.5%	-	-	-	3.2	28.2	8.5
2/3	M5 Ahead	U	F		1	28	-	475	2165	739	64.3%	-	-	-	4.0	30.4	10.3
2/4	M5 Ahead	U	F		1	28	-	204	2155	735	27.7%	-	-	-	1.3	23.8	3.6
3/1	Bristow Broadway Left	U	H		1	21	-	255	2035	527	48.4%	-	-	-	2.4	33.3	5.6
3/2	Bristow Broadway Ahead Left	U	H		1	21	-	280	2150	556	50.3%	-	-	-	2.6	33.3	6.1
3/3	Bristow Broadway Ahead	U	H		1	21	-	362	2140	554	65.4%	-	-	-	3.8	37.4	8.5
4/1	Crowley Road Ahead Left	U	B		1	28	-	149	1950	665	22.4%	-	-	-	1.0	23.5	2.6
4/2	Crowley Road Ahead	U	B		1	28	-	187	2155	735	25.4%	-	-	-	1.2	23.5	3.3
4/3	Crowley Road Ahead	U	B		1	28	-	176	2115	722	24.4%	-	-	-	1.1	23.4	3.1
4/4	Crowley Road Ahead	U	B		1	28	-	215	2155	735	29.2%	-	-	-	1.4	24.0	3.9

Basic Results Summary

4/5	Crowley Road Ahead	U	B		1	28	-	230	2195	749	30.7%	-	-	-	1.5	24.1	4.2
5/1	North Circ Ahead	U	C		1	65	-	111	2015	1565	7.1%	-	-	-	0.0	1.2	0.0
5/2	North Circ Ahead	U	C		1	65	-	187	2165	1681	11.1%	-	-	-	0.1	1.2	0.1
5/3	North Circ Ahead	U	C		1	65	-	274	2165	1681	16.3%	-	-	-	0.3	4.1	1.3
5/4	North Circ Right	U	C		1	65	-	215	2165	1681	12.8%	-	-	-	0.1	1.2	0.1
5/5	North Circ Right	U	C		1	65	-	230	2185	1697	13.6%	-	-	-	0.1	1.2	0.1
6/1	East Circ Ahead	U	E		1	47	-	228	2025	1144	19.9%	-	-	-	1.1	17.5	5.1
6/2	East Circ Right Ahead	U	E		1	47	-	311	2165	1223	25.4%	-	-	-	1.2	14.1	5.5
6/3	East Circ Right	U	E		1	47	-	60	2175	1228	4.9%	-	-	-	0.0	1.5	0.0
7/1	Ahead	U	G		1	54	-	356	1985	1284	27.7%	-	-	-	0.4	3.9	0.8
7/2	Ahead	U	G		1	54	-	410	2015	1304	31.4%	-	-	-	0.5	4.4	7.1
7/3	Right Ahead	U	G		1	54	-	535	2010	1301	41.1%	-	-	-	0.7	4.6	8.9
7/4	Right	U	G		1	54	-	204	2015	1304	15.6%	-	-	-	0.2	3.7	2.5
8/1	West Circ Ahead	U	B		1	28	-	400	2000	682	58.6%	-	-	-	1.4	12.3	2.2
8/2	West Circ Right Ahead	U	A		1	47	-	468	2025	1144	40.9%	-	-	-	1.4	10.5	4.8
8/3	West Circ Right	U	A		1	47	-	98	2025	1144	8.6%	-	-	-	0.0	1.7	0.0
9/1	W/B Exit Ahead	U	J		1	66	-	611	2050	1616	37.8%	-	-	-	0.3	1.8	0.3
9/2	W/B Exit Ahead	U	J		1	66	-	690	2205	1738	39.7%	-	-	-	0.3	1.7	0.3
9/3	W/B Exit Ahead	U	J		1	66	-	135	2105	1659	8.1%	-	-	-	0.2	4.5	1.4
C1 Stream: 1 PRC for Signalled Lanes (%): 35.6 C1 Stream: 2 PRC for Signalled Lanes (%): 126.7 PRC Over All Lanes (%): 35.6 Total Delay for Signalled Lanes (pcuHr): 40.06 Total Delay for Signalled Lanes (pcuHr): 0.80 Total Delay Over All Lanes(pcuHr): 40.86 Cycle Time (s): 85 Cycle Time (s): 85																	

Basic Results Summary

Scenario 4: 'PM BASE 2017' (FG4: 'PM BASE 2017', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M5 / A4 / Avonmouth Way	-	-	-		-	-	-	-	-	-	68.5%	0	0	0	43.3	-	-
M5 / A4 / Portway	-	-	-		-	-	-	-	-	-	68.5%	0	0	0	43.3	-	-
1/1	Avonmouth Way Left	U	D		1	26	-	426	2005	637	66.9%	-	-	-	4.0	33.6	9.6
1/2	Avonmouth Way Ahead Left	U	D		1	26	-	471	2165	688	68.5%	-	-	-	4.4	33.5	10.8
1/3	Avonmouth Way Ahead	U	D		1	26	-	48	2150	683	7.0%	-	-	-	0.3	23.1	0.8
2/1	M5 Ahead Left	U	F		1	19	-	153	2035	479	32.0%	-	-	-	1.4	32.4	3.2
2/2	M5 Ahead	U	F		1	19	-	170	2165	509	33.4%	-	-	-	1.5	32.3	3.6
2/3	M5 Ahead	U	F		1	19	-	179	2165	509	35.1%	-	-	-	1.6	32.5	3.8
2/4	M5 Ahead	U	F		1	19	-	153	2155	507	30.2%	-	-	-	1.4	31.8	3.1
3/1	Bristow Broadway Left	U	H		1	14	-	120	2035	359	33.4%	-	-	-	1.3	38.2	2.7
3/2	Bristow Broadway Ahead Left	U	H		1	14	-	137	2150	379	36.1%	-	-	-	1.5	38.2	3.1
3/3	Bristow Broadway Ahead	U	H		1	14	-	250	2140	378	66.2%	-	-	-	3.2	46.5	6.5
4/1	Crowley Road Ahead Left	U	B		1	19	-	286	1950	459	62.3%	-	-	-	3.1	39.4	6.9
4/2	Crowley Road Ahead	U	B		1	19	-	332	2155	507	65.5%	-	-	-	3.6	39.6	7.9
4/3	Crowley Road Ahead	U	B		1	19	-	322	2115	498	64.7%	-	-	-	3.5	39.5	7.7
4/4	Crowley Road Ahead	U	B		1	19	-	289	2155	507	57.0%	-	-	-	3.0	36.9	6.7

Basic Results Summary

4/5	Crowley Road Ahead	U	B		1	19	-	302	2195	516	58.5%	-	-	-	3.1	37.2	7.0
5/1	North Circ Ahead	U	C		1	49	-	311	2015	1185	26.2%	-	-	-	0.6	7.2	1.4
5/2	North Circ Ahead	U	C		1	49	-	389	2165	1274	30.5%	-	-	-	0.7	6.6	1.6
5/3	North Circ Ahead	U	C		1	49	-	402	2165	1274	31.6%	-	-	-	0.9	8.3	2.1
5/4	North Circ Right	U	C		1	49	-	289	2165	1274	22.7%	-	-	-	0.1	1.8	0.1
5/5	North Circ Right	U	C		1	49	-	302	2185	1285	23.5%	-	-	-	0.2	1.9	0.2
6/1	East Circ Ahead	U	E		1	56	-	396	2025	1358	29.2%	-	-	-	1.0	9.1	7.0
6/2	East Circ Right Ahead	U	E		1	56	-	490	2165	1452	33.8%	-	-	-	1.1	7.8	7.4
6/3	East Circ Right	U	E		1	56	-	48	2175	1459	3.3%	-	-	-	0.0	1.3	0.0
7/1	Ahead	U	G		1	61	-	141	1985	1448	9.7%	-	-	-	0.1	2.8	0.3
7/2	Ahead	U	G		1	61	-	170	2015	1470	11.6%	-	-	-	0.1	3.0	2.0
7/3	Right Ahead	U	G		1	61	-	227	2010	1466	15.5%	-	-	-	0.2	2.8	2.5
7/4	Right	U	G		1	61	-	153	2015	1470	10.4%	-	-	-	0.1	3.0	1.9
8/1	West Circ Ahead	U	B		1	19	-	85	2000	471	18.1%	-	-	-	0.3	11.6	0.4
8/2	West Circ Right Ahead	U	A		1	56	-	323	2025	1358	23.8%	-	-	-	0.6	6.8	3.5
8/3	West Circ Right	U	A		1	56	-	80	2025	1358	5.9%	-	-	-	0.0	1.4	0.0
9/1	W/B Exit Ahead	U	J		1	66	-	261	2050	1616	16.2%	-	-	-	0.1	1.3	0.1
9/2	W/B Exit Ahead	U	J		1	66	-	307	2205	1738	17.7%	-	-	-	0.1	1.3	0.1
9/3	W/B Exit Ahead	U	J		1	66	-	142	2105	1659	8.6%	-	-	-	0.1	1.9	0.3
		C1 C1	Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%):		31.4 409.5 31.4		Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		43.00 0.28 43.28		Cycle Time (s): Cycle Time (s):		85 85				

Basic Results Summary

Scenario 5: 'AM BASE 2017+DEV' (FG5: 'AM BASE 2017+DEV', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M5 / A4 / Avonmouth Way	-	-	-		-	-	-	-	-	-	64.6%	0	0	0	45.1	-	-
M5 / A4 / Portway	-	-	-		-	-	-	-	-	-	64.6%	0	0	0	45.1	-	-
1/1	Avonmouth Way Left	U	D		1	11	-	174	2005	283	61.5%	-	-	-	2.4	50.6	4.6
1/2	Avonmouth Way Ahead Left	U	D		1	11	-	196	2165	306	64.1%	-	-	-	2.8	50.6	5.2
1/3	Avonmouth Way Ahead	U	D		1	11	-	60	2150	304	19.8%	-	-	-	0.7	39.6	1.4
2/1	M5 Ahead Left	U	F		1	26	-	409	2035	646	63.3%	-	-	-	3.7	32.3	9.0
2/2	M5 Ahead	U	F		1	26	-	430	2165	688	62.5%	-	-	-	3.8	31.6	9.4
2/3	M5 Ahead	U	F		1	26	-	444	2165	688	64.6%	-	-	-	4.0	32.2	9.8
2/4	M5 Ahead	U	F		1	26	-	304	2155	685	44.4%	-	-	-	2.3	27.8	6.1
3/1	Bristow Broadway Left	U	H		1	22	-	298	2035	551	54.1%	-	-	-	2.8	33.6	6.5
3/2	Bristow Broadway Ahead Left	U	H		1	22	-	325	2150	582	55.9%	-	-	-	3.0	33.6	7.2
3/3	Bristow Broadway Ahead	U	H		1	22	-	374	2140	579	64.6%	-	-	-	3.8	36.1	8.7
4/1	Crowley Road Ahead Left	U	B		1	26	-	151	1950	619	24.4%	-	-	-	1.1	25.3	2.8
4/2	Crowley Road Ahead	U	B		1	26	-	189	2155	685	27.6%	-	-	-	1.3	25.3	3.5
4/3	Crowley Road Ahead	U	B		1	26	-	178	2115	672	26.5%	-	-	-	1.2	25.3	3.3
4/4	Crowley Road Ahead	U	B		1	26	-	218	2155	685	31.8%	-	-	-	1.6	25.9	4.1

Basic Results Summary

4/5	Crowley Road Ahead	U	B		1	26	-	233	2195	697	33.4%	-	-	-	1.7	26.0	4.4
5/1	North Circ Ahead	U	C		1	64	-	113	2015	1541	7.3%	-	-	-	0.0	1.3	0.0
5/2	North Circ Ahead	U	C		1	64	-	189	2165	1656	11.4%	-	-	-	0.1	1.2	0.1
5/3	North Circ Ahead	U	C		1	64	-	278	2165	1656	16.8%	-	-	-	0.3	4.0	1.2
5/4	North Circ Right	U	C		1	64	-	218	2165	1656	13.2%	-	-	-	0.1	1.3	0.1
5/5	North Circ Right	U	C		1	64	-	233	2185	1671	13.9%	-	-	-	0.1	1.3	0.1
6/1	East Circ Ahead	U	E		1	49	-	235	2025	1191	19.7%	-	-	-	1.0	15.8	5.2
6/2	East Circ Right Ahead	U	E		1	49	-	320	2165	1274	25.1%	-	-	-	1.1	12.8	5.6
6/3	East Circ Right	U	E		1	49	-	60	2175	1279	4.7%	-	-	-	0.0	1.5	0.0
7/1	Ahead	U	G		1	53	-	364	1985	1261	28.9%	-	-	-	0.4	4.0	0.8
7/2	Ahead	U	G		1	53	-	430	2015	1280	33.6%	-	-	-	0.6	4.6	7.9
7/3	Right Ahead	U	G		1	53	-	504	2010	1277	39.5%	-	-	-	0.6	4.6	8.3
7/4	Right	U	G		1	53	-	304	2015	1280	23.7%	-	-	-	0.3	4.1	4.8
8/1	West Circ Ahead	U	B		1	26	-	310	2000	635	48.8%	-	-	-	1.3	14.5	1.9
8/2	West Circ Right Ahead	U	A		1	49	-	578	2025	1191	48.5%	-	-	-	2.1	12.9	12.9
8/3	West Circ Right	U	A		1	49	-	100	2025	1191	8.4%	-	-	-	0.0	1.6	0.0
9/1	W/B Exit Ahead	U	J		1	66	-	662	2050	1616	41.0%	-	-	-	0.3	1.9	0.3
9/2	W/B Exit Ahead	U	J		1	66	-	755	2205	1738	43.4%	-	-	-	0.4	1.8	0.4
9/3	W/B Exit Ahead	U	J		1	66	-	194	2105	1659	11.7%	-	-	-	0.2	3.5	1.4
		C1 C1	Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%):		39.3 107.2 39.3		Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		44.17 0.92 45.09		Cycle Time (s): Cycle Time (s):		85 85				

Basic Results Summary

Scenario 6: 'PM BASE 2017+DEV' (FG6: 'PM BASE 2017+DEV', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M5 / A4 / Avonmouth Way	-	-	-		-	-	-	-	-	-	75.1%	0	0	0	49.4	-	-
M5 / A4 / Portway	-	-	-		-	-	-	-	-	-	75.1%	0	0	0	49.4	-	-
1/1	Avonmouth Way Left	U	D		1	23	-	409	2005	566	72.2%	-	-	-	4.4	38.8	9.9
1/2	Avonmouth Way Ahead Left	U	D		1	23	-	453	2165	611	74.1%	-	-	-	4.9	38.9	11.1
1/3	Avonmouth Way Ahead	U	D		1	23	-	58	2150	607	9.6%	-	-	-	0.4	25.8	1.1
2/1	M5 Ahead Left	U	F		1	20	-	164	2035	503	32.6%	-	-	-	1.4	31.5	3.4
2/2	M5 Ahead	U	F		1	20	-	182	2165	535	34.0%	-	-	-	1.6	31.4	3.7
2/3	M5 Ahead	U	F		1	20	-	196	2165	535	36.6%	-	-	-	1.7	31.8	4.1
2/4	M5 Ahead	U	F		1	20	-	136	2155	532	25.5%	-	-	-	1.1	30.3	2.7
3/1	Bristow Broadway Left	U	H		1	16	-	111	2035	407	27.3%	-	-	-	1.1	34.8	2.4
3/2	Bristow Broadway Ahead Left	U	H		1	16	-	129	2150	430	30.0%	-	-	-	1.3	34.9	2.8
3/3	Bristow Broadway Ahead	U	H		1	16	-	306	2140	428	71.5%	-	-	-	3.9	46.2	7.9
4/1	Crowley Road Ahead Left	U	B		1	20	-	350	1950	482	72.6%	-	-	-	4.2	42.8	8.8
4/2	Crowley Road Ahead	U	B		1	20	-	400	2155	532	75.1%	-	-	-	4.8	42.9	10.1
4/3	Crowley Road Ahead	U	B		1	20	-	389	2115	523	74.4%	-	-	-	4.6	42.7	9.9
4/4	Crowley Road Ahead	U	B		1	20	-	334	2155	532	62.7%	-	-	-	3.5	37.5	7.8

Basic Results Summary

4/5	Crowley Road Ahead	U	B		1	20	-	347	2195	542	64.0%	-	-	-	3.6	37.8	8.2
5/1	North Circ Ahead	U	C		1	52	-	388	2015	1256	30.9%	-	-	-	0.6	5.4	1.3
5/2	North Circ Ahead	U	C		1	52	-	464	2165	1350	34.4%	-	-	-	0.7	5.2	1.5
5/3	North Circ Ahead	U	C		1	52	-	482	2165	1350	35.7%	-	-	-	0.9	6.6	2.1
5/4	North Circ Right	U	C		1	52	-	334	2165	1350	24.7%	-	-	-	0.2	1.8	0.2
5/5	North Circ Right	U	C		1	52	-	347	2185	1362	25.5%	-	-	-	0.2	1.8	0.2
6/1	East Circ Ahead	U	E		1	55	-	429	2025	1334	32.2%	-	-	-	1.3	10.5	8.1
6/2	East Circ Right Ahead	U	E		1	55	-	517	2165	1426	36.2%	-	-	-	1.3	9.1	8.5
6/3	East Circ Right	U	E		1	55	-	58	2175	1433	4.0%	-	-	-	0.0	1.3	0.0
7/1	Ahead	U	G		1	59	-	154	1985	1401	11.0%	-	-	-	0.1	3.0	0.3
7/2	Ahead	U	G		1	59	-	182	2015	1422	12.8%	-	-	-	0.2	3.2	2.5
7/3	Right Ahead	U	G		1	59	-	254	2010	1419	17.9%	-	-	-	0.2	2.9	2.6
7/4	Right	U	G		1	59	-	136	2015	1422	9.6%	-	-	-	0.1	3.1	1.3
8/1	West Circ Ahead	U	B		1	20	-	97	2000	494	19.6%	-	-	-	0.3	11.2	0.4
8/2	West Circ Right Ahead	U	A		1	55	-	349	2025	1334	26.2%	-	-	-	0.6	6.3	3.2
8/3	West Circ Right	U	A		1	55	-	93	2025	1334	7.0%	-	-	-	0.0	1.5	0.0
9/1	W/B Exit Ahead	U	J		1	66	-	265	2050	1616	16.4%	-	-	-	0.1	1.3	0.1
9/2	W/B Exit Ahead	U	J		1	66	-	311	2205	1738	17.9%	-	-	-	0.1	1.3	0.1
9/3	W/B Exit Ahead	U	J		1	66	-	157	2105	1659	9.5%	-	-	-	0.1	1.9	0.3
		C1 C1	Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%):		19.8 403.0 19.8		Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes (pcuHr):		49.16 0.29 49.45		Cycle Time (s): Cycle Time (s):		85 85				

Basic Results Summary

Scenario 7: 'AM BASE 2017+DEV (Q DEV)' (FG7: 'AM BASE 2017+DEV (Q DEV)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M5 / A4 / Avonmouth Way	-	-	-		-	-	-	-	-	-	74.2%	0	0	0	49.5	-	-
M5 / A4 / Portway	-	-	-		-	-	-	-	-	-	74.2%	0	0	0	49.5	-	-
1/1	Avonmouth Way Left	U	D		1	7	-	133	2005	189	70.5%	-	-	-	2.5	68.4	4.2
1/2	Avonmouth Way Ahead Left	U	D		1	7	-	148	2165	204	72.6%	-	-	-	2.8	68.3	4.6
1/3	Avonmouth Way Ahead	U	D		1	7	-	93	2150	202	46.0%	-	-	-	1.4	52.8	2.5
2/1	M5 Ahead Left	U	F		1	31	-	544	2035	766	71.0%	-	-	-	4.6	30.6	12.1
2/2	M5 Ahead	U	F		1	31	-	573	2165	815	70.3%	-	-	-	4.7	29.8	12.6
2/3	M5 Ahead	U	F		1	31	-	589	2165	815	72.3%	-	-	-	5.0	30.6	13.1
2/4	M5 Ahead	U	F		1	31	-	234	2155	811	28.8%	-	-	-	1.4	21.7	4.0
3/1	Bristow Broadway Left	U	H		1	21	-	285	2035	527	54.1%	-	-	-	2.7	34.6	6.4
3/2	Bristow Broadway Ahead Left	U	H		1	21	-	312	2150	556	56.1%	-	-	-	3.0	34.6	7.0
3/3	Bristow Broadway Ahead	U	H		1	21	-	411	2140	554	74.2%	-	-	-	4.7	41.3	10.2
4/1	Crowley Road Ahead Left	U	B		1	31	-	190	1950	734	25.9%	-	-	-	1.1	21.6	3.2
4/2	Crowley Road Ahead	U	B		1	31	-	233	2155	811	28.7%	-	-	-	1.4	21.6	4.0
4/3	Crowley Road Ahead	U	B		1	31	-	221	2115	796	27.8%	-	-	-	1.3	21.6	3.8
4/4	Crowley Road Ahead	U	B		1	31	-	198	2155	811	24.4%	-	-	-	1.2	21.1	3.4

Basic Results Summary

4/5	Crowley Road Ahead	U	B		1	31	-	214	2195	826	25.9%	-	-	-	1.3	21.3	3.6
5/1	North Circ Ahead	U	C		1	68	-	147	2015	1636	9.0%	-	-	-	0.0	1.2	0.0
5/2	North Circ Ahead	U	C		1	68	-	233	2165	1757	13.3%	-	-	-	0.1	1.2	0.1
5/3	North Circ Ahead	U	C		1	68	-	318	2165	1757	18.1%	-	-	-	0.3	3.3	1.4
5/4	North Circ Right	U	C		1	68	-	198	2165	1757	11.3%	-	-	-	0.1	1.2	0.1
5/5	North Circ Right	U	C		1	68	-	214	2185	1774	12.1%	-	-	-	0.1	1.2	0.1
6/1	East Circ Ahead	U	E		1	44	-	203	2025	1072	18.9%	-	-	-	1.1	20.1	4.7
6/2	East Circ Right Ahead	U	E		1	44	-	261	2165	1146	22.8%	-	-	-	1.2	17.1	5.1
6/3	East Circ Right	U	E		1	44	-	93	2175	1151	8.1%	-	-	-	0.0	1.7	0.0
7/1	Ahead	U	G		1	54	-	494	1985	1284	38.5%	-	-	-	0.6	4.2	1.1
7/2	Ahead	U	G		1	54	-	573	2015	1304	43.9%	-	-	-	0.8	5.0	11.1
7/3	Right Ahead	U	G		1	54	-	682	2010	1301	52.4%	-	-	-	1.0	5.2	11.5
7/4	Right	U	G		1	54	-	234	2015	1304	17.9%	-	-	-	0.2	3.8	2.6
8/1	West Circ Ahead	U	B		1	31	-	401	2000	753	53.3%	-	-	-	1.4	13.0	2.4
8/2	West Circ Right Ahead	U	A		1	44	-	548	2025	1072	51.1%	-	-	-	1.9	12.3	7.9
8/3	West Circ Right	U	A		1	44	-	97	2025	1072	9.0%	-	-	-	0.0	1.8	0.0
9/1	W/B Exit Ahead	U	J		1	66	-	779	2050	1616	48.2%	-	-	-	0.5	2.1	0.5
9/2	W/B Exit Ahead	U	J		1	66	-	885	2205	1738	50.9%	-	-	-	0.5	2.1	0.5
9/3	W/B Exit Ahead	U	J		1	66	-	281	2105	1659	16.9%	-	-	-	0.3	3.9	2.3
		C1	Stream: 1	PRC for Signalled Lanes (%):				21.3	Total Delay for Signalled Lanes (pcuHr):				48.17	Cycle Time (s):		85	
		C1	Stream: 2	PRC for Signalled Lanes (%):				76.8	Total Delay for Signalled Lanes (pcuHr):				1.29	Cycle Time (s):		85	
				PRC Over All Lanes (%):				21.3	Total Delay Over All Lanes(pcuHr):				49.46				

Basic Results Summary

Scenario 8: 'PM BASE 2017+DEV (Q DEV)' (FG8: 'PM BASE 2017+DEV (Q DEV)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: M5 / A4 / Avonmouth Way	-	-	-		-	-	-	-	-	-	77.3%	0	0	0	51.0	-	-
M5 / A4 / Portway	-	-	-		-	-	-	-	-	-	77.3%	0	0	0	51.0	-	-
1/1	Avonmouth Way Left	U	D		1	22	-	410	2005	543	75.6%	-	-	-	4.7	41.7	10.3
1/2	Avonmouth Way Ahead Left	U	D		1	22	-	453	2165	586	77.3%	-	-	-	5.3	41.8	11.5
1/3	Avonmouth Way Ahead	U	D		1	22	-	59	2150	582	10.1%	-	-	-	0.4	26.7	1.1
2/1	M5 Ahead Left	U	F		1	22	-	187	2035	551	34.0%	-	-	-	1.6	29.9	3.8
2/2	M5 Ahead	U	F		1	22	-	202	2165	586	34.5%	-	-	-	1.7	29.6	4.1
2/3	M5 Ahead	U	F		1	22	-	225	2165	586	38.4%	-	-	-	1.9	30.2	4.6
2/4	M5 Ahead	U	F		1	22	-	87	2155	583	14.9%	-	-	-	0.7	27.2	1.6
3/1	Bristow Broadway Left	U	H		1	15	-	111	2035	383	29.0%	-	-	-	1.1	36.2	2.4
3/2	Bristow Broadway Ahead Left	U	H		1	15	-	129	2150	405	31.9%	-	-	-	1.3	36.3	2.8
3/3	Bristow Broadway Ahead	U	H		1	15	-	306	2140	403	76.0%	-	-	-	4.3	50.7	8.3
4/1	Crowley Road Ahead Left	U	B		1	22	-	385	1950	528	73.0%	-	-	-	4.3	40.6	9.6
4/2	Crowley Road Ahead	U	B		1	22	-	440	2155	583	75.5%	-	-	-	5.0	40.7	10.9
4/3	Crowley Road Ahead	U	B		1	22	-	428	2115	572	74.8%	-	-	-	4.8	40.6	10.6
4/4	Crowley Road Ahead	U	B		1	22	-	333	2155	583	57.1%	-	-	-	3.1	33.9	7.4

Basic Results Summary

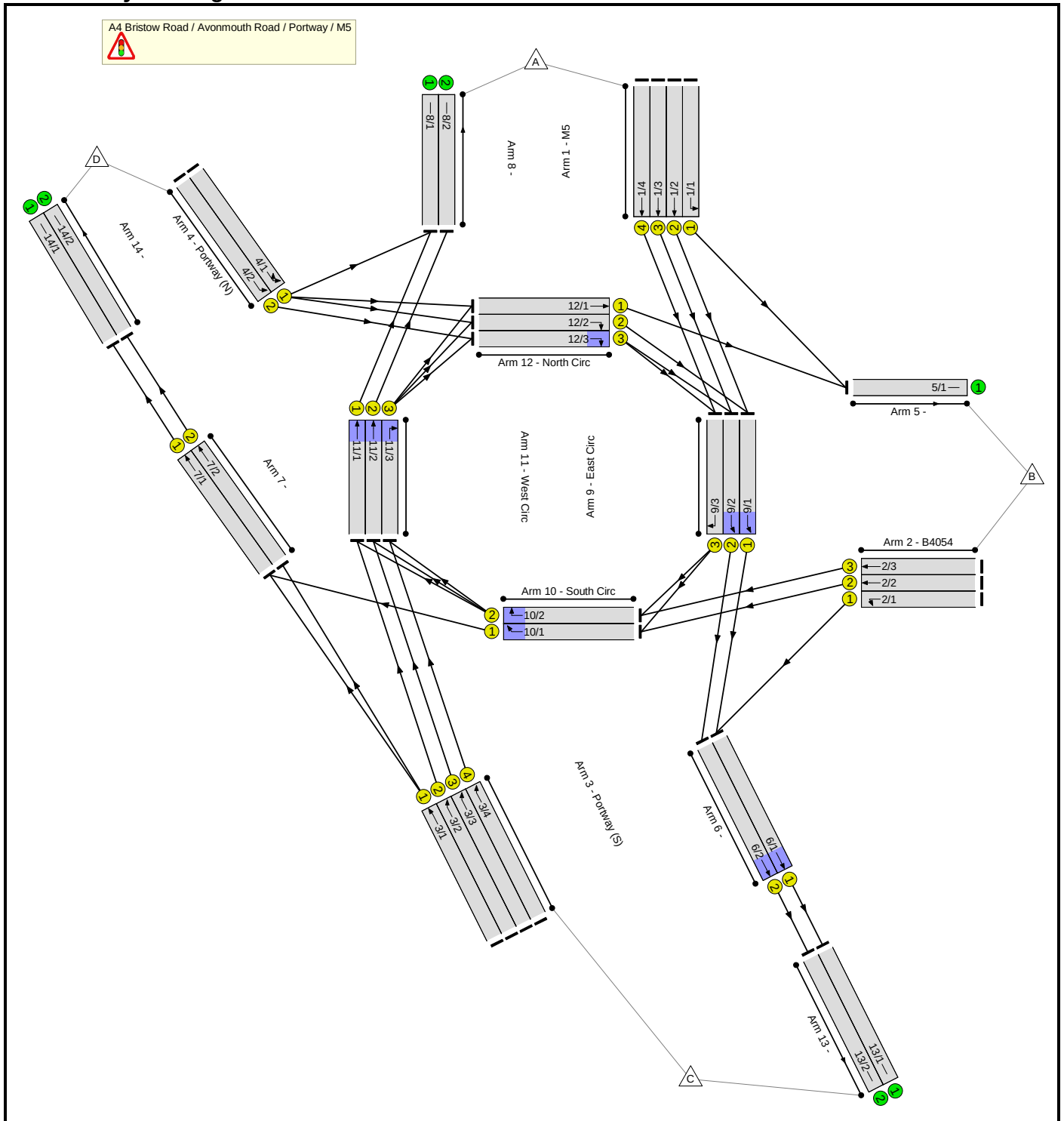
4/5	Crowley Road Ahead	U	B		1	22	-	348	2195	594	58.6%	-	-	-	3.3	34.2	7.8	
5/1	North Circ Ahead	U	C		1	53	-	425	2015	1280	33.2%	-	-	-	0.6	5.4	1.5	
5/2	North Circ Ahead	U	C		1	53	-	506	2165	1375	36.8%	-	-	-	0.7	5.2	1.7	
5/3	North Circ Ahead	U	C		1	53	-	516	2165	1375	37.5%	-	-	-	0.9	6.3	2.2	
5/4	North Circ Right	U	C		1	53	-	333	2165	1375	24.2%	-	-	-	0.2	1.7	0.2	
5/5	North Circ Right	U	C		1	53	-	348	2185	1388	25.1%	-	-	-	0.2	1.8	0.2	
6/1	East Circ Ahead	U	E		1	53	-	431	2025	1286	33.5%	-	-	-	1.4	11.9	8.1	
6/2	East Circ Right Ahead	U	E		1	53	-	515	2165	1375	37.4%	-	-	-	1.5	10.5	8.5	
6/3	East Circ Right	U	E		1	53	-	59	2175	1382	4.3%	-	-	-	0.0	1.4	0.0	
7/1	Ahead	U	G		1	60	-	177	1985	1425	12.4%	-	-	-	0.1	3.0	0.4	
7/2	Ahead	U	G		1	60	-	202	2015	1446	14.0%	-	-	-	0.2	3.1	2.6	
7/3	Right Ahead	U	G		1	60	-	284	2010	1442	19.7%	-	-	-	0.2	2.9	3.2	
7/4	Right	U	G		1	60	-	87	2015	1446	6.0%	-	-	-	0.1	2.9	0.2	
8/1	West Circ Ahead	U	B		1	22	-	146	2000	541	27.0%	-	-	-	0.4	11.0	0.7	
8/2	West Circ Right Ahead	U	A		1	53	-	305	2025	1286	23.7%	-	-	-	0.5	5.5	2.1	
8/3	West Circ Right	U	A		1	53	-	88	2025	1286	6.8%	-	-	-	0.0	1.5	0.0	
9/1	W/B Exit Ahead	U	J		1	66	-	288	2050	1616	17.8%	-	-	-	0.1	1.4	0.1	
9/2	W/B Exit Ahead	U	J		1	66	-	331	2205	1738	19.0%	-	-	-	0.1	1.3	0.1	
9/3	W/B Exit Ahead	U	J		1	66	-	138	2105	1659	8.3%	-	-	-	0.1	2.0	0.3	
		C1	Stream: 1	PRC for Signalled Lanes (%):				16.4	Total Delay for Signalled Lanes (pcuHr):				50.66	Cycle Time (s):		85		
		C1	Stream: 2	PRC for Signalled Lanes (%):				372.6	Total Delay for Signalled Lanes (pcuHr):				0.30	Cycle Time (s):		85		
				PRC Over All Lanes (%):				16.4	Total Delay Over All Lanes(pcuHr):				50.96					

Basic Results Summary

User and Project Details

Project:	TPLO1028 Hinkley
Title:	A4 Bristow Broadway / Avonmouth Road / Portway / M5
Location:	
File name:	A4 Bristow Broadway_Avonmouth Road_Portway_M5.lsg3x
Author:	T Nichol
Company:	Curtins
Address:	10 Oxford Court, Bishopsgate, Manchester M2 3WQ.
Notes:	

Network Layout Diagram



Basic Results Summary

Network Results

Scenario 1: 'AM BASE 2014' (FG1: 'AM BASE 2014', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A4 Bristow Broadway / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	72.1%	0	0	0	31.4	-	-
A4 Bristow Road / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	72.1%	0	0	0	31.4	-	-
1/1	M5 Left	U	A		1	17	-	452	1940	698	64.7%	-	-	-	2.6	20.6	6.1
1/2	M5 Ahead	U	A		1	17	-	387	1500	540	71.7%	-	-	-	2.7	25.4	5.9
1/3	M5 Ahead	U	A		1	17	-	540	2080	749	72.1%	-	-	-	3.4	22.4	7.7
1/4	M5 Ahead	U	A		1	17	-	108	1500	540	20.0%	-	-	-	0.5	15.2	1.1
2/1	B4054 Left	U	C		1	13	-	53	1940	543	9.8%	-	-	-	0.3	17.0	0.6
2/2	B4054 Ahead	U	C		1	13	-	158	2080	582	27.1%	-	-	-	0.8	18.3	1.9
2/3	B4054 Ahead	U	C		1	13	-	362	2080	582	62.2%	-	-	-	2.4	23.8	5.1
3/1	Portway (S) Ahead	U	E		1	24	-	430	1940	970	44.3%	-	-	-	1.4	11.4	4.2
3/2	Portway (S) Ahead	U	E		1	24	-	352	2080	1040	33.8%	-	-	-	1.0	10.1	3.2
3/3	Portway (S) Ahead	U	E		1	24	-	353	2080	1040	33.9%	-	-	-	1.0	10.2	3.2
3/4	Portway (S) Ahead	U	E		1	24	-	199	2105	1052	18.9%	-	-	-	0.5	9.0	1.6
4/1	Portway (N) U-Turn Left	U	G		1	14	-	223	2015	605	36.9%	-	-	-	1.1	18.5	2.7
4/2	Portway (N) Left	U	G		1	14	-	98	2155	646	15.2%	-	-	-	0.4	16.2	1.1
6/1	Ahead	U	I		1	31	-	584	1940	1242	47.0%	-	-	-	0.6	3.7	1.2
6/2	Ahead	U	I		1	31	-	638	2080	1331	47.9%	-	-	-	0.5	2.6	0.5
7/1	Ahead	U	J		1	32	-	325	1940	1280	25.4%	-	-	-	0.6	7.1	3.9
7/2	Ahead	U	J		1	32	-	371	2080	1373	27.0%	-	-	-	0.5	4.4	1.2

Basic Results Summary

[illegible]

Basic Results Summary

Scenario 2: 'PM BASE 2014' (FG2: 'PM BASE 2014', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A4 Bristow Broadway / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	69.6%	0	0	0	31.7	-	-
A4 Bristow Road / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	69.6%	0	0	0	31.7	-	-
1/1	M5 Left	U	A		1	16	-	403	1940	660	61.1%	-	-	-	2.3	20.7	5.4
1/2	M5 Ahead	U	A		1	16	-	279	1500	510	54.7%	-	-	-	1.6	21.1	3.7
1/3	M5 Ahead	U	A		1	16	-	357	2080	707	50.5%	-	-	-	1.8	18.3	4.4
1/4	M5 Ahead	U	A		1	16	-	121	1500	510	23.7%	-	-	-	0.6	16.5	1.3
2/1	B4054 Left	U	C		1	14	-	33	1940	582	5.7%	-	-	-	0.1	15.9	0.4
2/2	B4054 Ahead	U	C		1	14	-	107	2080	624	17.1%	-	-	-	0.5	16.4	1.2
2/3	B4054 Ahead	U	C		1	14	-	314	2080	624	50.3%	-	-	-	1.8	20.2	4.1
3/1	Portway (S) Ahead	U	E		1	26	-	191	1940	1048	18.2%	-	-	-	0.4	8.0	1.4
3/2	Portway (S) Ahead	U	E		1	26	-	491	2080	1123	43.7%	-	-	-	1.3	9.8	4.5
3/3	Portway (S) Ahead	U	E		1	26	-	491	2080	1123	43.7%	-	-	-	1.3	9.8	4.5
3/4	Portway (S) Ahead	U	E		1	26	-	227	2105	1137	20.0%	-	-	-	0.5	7.9	1.7
4/1	Portway (N) U-Turn Left	U	G		1	12	-	362	2015	524	69.1%	-	-	-	2.8	27.7	5.6
4/2	Portway (N) Left	U	G		1	12	-	272	2155	560	48.5%	-	-	-	1.7	21.9	3.6
6/1	Ahead	U	I		1	31	-	488	1940	1242	39.3%	-	-	-	0.4	3.1	0.8
6/2	Ahead	U	I		1	31	-	629	2080	1331	47.3%	-	-	-	0.4	2.6	0.4
7/1	Ahead	U	J		1	32	-	228	1940	1280	17.8%	-	-	-	0.6	9.4	3.3
7/2	Ahead	U	J		1	32	-	191	2080	1373	13.9%	-	-	-	0.2	3.7	0.5

Basic Results Summary

9/1	East Circ Ahead	U	D		1	22	-	455	1965	904	50.3%	-	-	-	1.3	10.1	3.5
9/2	East Circ Ahead	U	D		1	22	-	629	1965	904	69.6%	-	-	-	2.4	13.9	5.6
9/3	East Circ Right	U	D		1	22	-	121	1990	915	13.2%	-	-	-	0.2	5.6	0.3
10/1	South Circ Right	U	F		1	12	-	228	1940	504	45.2%	-	-	-	1.0	15.5	2.2
10/2	South Circ Right	U	F		1	12	-	314	1940	504	62.3%	-	-	-	1.1	13.1	1.3
11/1	West Circ Ahead	U	H		1	25	-	648	1965	1022	63.4%	-	-	-	1.9	10.4	4.3
11/2	West Circ Ahead	U	H		1	25	-	648	1965	1022	63.4%	-	-	-	1.9	10.4	4.3
11/3	West Circ Right	U	H		1	25	-	227	1965	1022	22.2%	-	-	-	0.4	5.9	0.7
12/1	North Circ Ahead	U	B		1	14	-	389	1965	590	66.0%	-	-	-	2.1	19.6	4.4
12/2	North Circ Right	U	B		1	14	-	176	1955	587	30.0%	-	-	-	0.4	8.0	0.5
12/3	North Circ Right	U	B		1	14	-	272	1985	596	45.7%	-	-	-	0.7	9.0	0.8
		C1 Stream: 1 C1 Stream: 2 C1 Stream: 3	Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): Stream: 3 PRC for Signalled Lanes (%):				29.3 30.3 90.5			Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr):	15.81 14.27 1.66			Cycle Time (s): Cycle Time (s): Cycle Time (s):	50 50 50		
				PRC Over All Lanes (%):						Total Delay Over All Lanes(pcuHr):							

Basic Results Summary

Scenario 3: 'AM BASE 2017' (FG3: 'AM BASE 2017', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A4 Bristow Broadway / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	79.1%	0	0	0	40.6	-	-
A4 Bristow Road / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	79.1%	0	0	0	40.6	-	-
1/1	M5 Left	U	A		1	17	-	481	1940	698	68.9%	-	-	-	2.9	21.8	6.7
1/2	M5 Ahead	U	A		1	17	-	415	1500	540	76.9%	-	-	-	3.3	28.2	6.7
1/3	M5 Ahead	U	A		1	17	-	569	2080	749	76.0%	-	-	-	3.8	23.9	8.5
1/4	M5 Ahead	U	A		1	17	-	115	1500	540	21.3%	-	-	-	0.5	15.4	1.2
2/1	B4054 Left	U	C		1	13	-	56	1940	543	10.3%	-	-	-	0.3	17.1	0.6
2/2	B4054 Ahead	U	C		1	13	-	168	2080	582	28.8%	-	-	-	0.9	18.5	2.0
2/3	B4054 Ahead	U	C		1	13	-	385	2080	582	66.1%	-	-	-	2.7	24.9	5.7
3/1	Portway (S) Ahead	U	E		1	25	-	710	1940	1009	70.4%	-	-	-	3.0	15.1	8.5
3/2	Portway (S) Ahead	U	E		1	25	-	380	2080	1082	35.1%	-	-	-	1.0	9.6	3.3
3/3	Portway (S) Ahead	U	E		1	25	-	381	2080	1082	35.2%	-	-	-	1.0	9.6	3.3
3/4	Portway (S) Ahead	U	E		1	25	-	212	2105	1095	19.4%	-	-	-	0.5	8.5	1.7
4/1	Portway (N) U-Turn Left	U	G		1	13	-	307	2015	564	54.4%	-	-	-	1.9	22.3	4.2
4/2	Portway (N) Left	U	G		1	13	-	177	2155	603	29.3%	-	-	-	0.9	18.4	2.1
6/1	Ahead	U	I		1	31	-	694	1940	1242	55.9%	-	-	-	0.8	4.1	1.4
6/2	Ahead	U	I		1	31	-	746	2080	1331	56.0%	-	-	-	0.6	3.1	0.6
7/1	Ahead	U	J		1	32	-	466	1940	1280	36.4%	-	-	-	1.1	8.2	4.6
7/2	Ahead	U	J		1	32	-	527	2080	1373	38.4%	-	-	-	0.6	4.4	1.5

Basic Results Summary

9/1	East Circ Ahead	U	D		1	23	-	638	1965	943	67.6%	-	-	-	2.4	13.3	5.3
9/2	East Circ Ahead	U	D		1	23	-	746	1965	943	79.1%	-	-	-	3.5	17.1	6.2
9/3	East Circ Right	U	D		1	23	-	115	1990	955	12.0%	-	-	-	0.2	5.4	0.3
10/1	South Circ Right	U	F		1	13	-	283	1940	543	52.1%	-	-	-	1.1	14.1	2.3
10/2	South Circ Right	U	F		1	13	-	385	1940	543	70.9%	-	-	-	1.5	13.6	1.5
11/1	West Circ Ahead	U	H		1	24	-	572	1965	982	58.2%	-	-	-	1.7	10.7	4.3
11/2	West Circ Ahead	U	H		1	24	-	574	1965	982	58.4%	-	-	-	1.7	10.7	4.3
11/3	West Circ Right	U	H		1	24	-	212	1965	982	21.6%	-	-	-	0.4	6.2	0.7
12/1	North Circ Ahead	U	B		1	13	-	281	1965	550	51.1%	-	-	-	1.5	18.9	3.6
12/2	North Circ Right	U	B		1	13	-	223	1955	547	40.7%	-	-	-	0.6	10.2	0.8
12/3	North Circ Right	U	B		1	13	-	177	1985	556	31.8%	-	-	-	0.5	9.5	0.6
		C1	Stream: 1	PRC for Signalled Lanes (%):			13.8	Total Delay for Signalled Lanes (pcuHr):				22.89	Cycle Time (s):		50		
		C1	Stream: 2	PRC for Signalled Lanes (%):			27.0	Total Delay for Signalled Lanes (pcuHr):				14.63	Cycle Time (s):		50		
		C1	Stream: 3	PRC for Signalled Lanes (%):			60.6	Total Delay for Signalled Lanes (pcuHr):				3.13	Cycle Time (s):		50		
			PRC Over All Lanes (%):			13.8	Total Delay Over All Lanes(pcuHr):				40.65						

Basic Results Summary

Scenario 4: 'PM BASE 2017' (FG4: 'PM BASE 2017', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A4 Bristow Broadway / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	79.8%	0	0	0	43.2	-	-
A4 Bristow Road / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	79.8%	0	0	0	43.2	-	-
1/1	M5 Left	U	A		1	17	-	428	1940	698	61.3%	-	-	-	2.3	19.8	5.7
1/2	M5 Ahead	U	A		1	17	-	309	1500	540	57.2%	-	-	-	1.8	20.7	4.1
1/3	M5 Ahead	U	A		1	17	-	367	2080	749	49.0%	-	-	-	1.7	17.1	4.4
1/4	M5 Ahead	U	A		1	17	-	128	1500	540	23.7%	-	-	-	0.6	15.6	1.4
2/1	B4054 Left	U	C		1	13	-	35	1940	543	6.4%	-	-	-	0.2	16.9	0.4
2/2	B4054 Ahead	U	C		1	13	-	114	2080	582	19.6%	-	-	-	0.6	17.6	1.3
2/3	B4054 Ahead	U	C		1	13	-	334	2080	582	57.3%	-	-	-	2.1	22.7	4.6
3/1	Portway (S) Ahead	U	E		1	22	-	273	1940	892	30.6%	-	-	-	0.9	11.4	2.6
3/2	Portway (S) Ahead	U	E		1	22	-	523	2080	957	54.7%	-	-	-	2.0	13.9	5.8
3/3	Portway (S) Ahead	U	E		1	22	-	523	2080	957	54.7%	-	-	-	2.0	13.9	5.8
3/4	Portway (S) Ahead	U	E		1	22	-	242	2105	968	25.0%	-	-	-	0.7	10.7	2.2
4/1	Portway (N) U-Turn Left	U	G		1	16	-	529	2015	685	77.2%	-	-	-	3.8	26.1	8.1
4/2	Portway (N) Left	U	G		1	16	-	386	2155	733	52.7%	-	-	-	2.0	18.4	4.8
6/1	Ahead	U	I		1	31	-	675	1940	1242	54.4%	-	-	-	0.7	3.5	0.8
6/2	Ahead	U	I		1	31	-	753	2080	1331	56.6%	-	-	-	0.6	3.1	0.6
7/1	Ahead	U	J		1	32	-	242	1940	1280	18.9%	-	-	-	0.5	7.0	1.5
7/2	Ahead	U	J		1	32	-	273	2080	1373	19.9%	-	-	-	0.1	1.6	0.1

Basic Results Summary

9/1	East Circ Ahead	U	D		1	23	-	640	1965	943	67.9%	-	-	-	2.6	14.8	6.2
9/2	East Circ Ahead	U	D		1	23	-	753	1965	943	79.8%	-	-	-	4.0	19.3	8.0
9/3	East Circ Right	U	D		1	23	-	128	1990	955	13.4%	-	-	-	0.2	5.4	0.3
10/1	South Circ Right	U	F		1	16	-	242	1940	660	36.7%	-	-	-	0.7	10.8	2.2
10/2	South Circ Right	U	F		1	16	-	334	1940	660	50.6%	-	-	-	0.8	8.8	1.0
11/1	West Circ Ahead	U	H		1	21	-	690	1965	865	79.8%	-	-	-	3.1	16.2	5.6
11/2	West Circ Ahead	U	H		1	21	-	690	1965	865	79.8%	-	-	-	3.1	16.2	5.6
11/3	West Circ Right	U	H		1	21	-	242	1965	865	28.0%	-	-	-	0.5	7.3	0.8
12/1	North Circ Ahead	U	B		1	13	-	414	1965	550	75.2%	-	-	-	2.9	25.3	6.2
12/2	North Circ Right	U	B		1	13	-	331	1955	547	60.5%	-	-	-	1.1	11.7	1.2
12/3	North Circ Right	U	B		1	13	-	386	1985	556	69.4%	-	-	-	1.5	14.1	1.7
		C1	Stream: 1		PRC for Signalled Lanes (%):			12.7	Total Delay for Signalled Lanes (pcuHr):			21.59	Cycle Time (s):		50		
		C1	Stream: 2		PRC for Signalled Lanes (%):			12.8	Total Delay for Signalled Lanes (pcuHr):			19.68	Cycle Time (s):		50		
		C1	Stream: 3		PRC for Signalled Lanes (%):			59.1	Total Delay for Signalled Lanes (pcuHr):			1.90	Cycle Time (s):		50		
					PRC Over All Lanes (%):			12.7	Total Delay Over All Lanes(pcuHr):			43.17					

Basic Results Summary

Scenario 5: 'AM BASE 2017+DEV' (FG5: 'AM BASE 2017+DEV', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A4 Bristow Broadway / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	80.7%	0	0	0	44.0	-	-
A4 Bristow Road / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	80.7%	0	0	0	44.0	-	-
1/1	M5 Left	U	A		1	17	-	481	1940	698	68.9%	-	-	-	2.9	21.8	6.7
1/2	M5 Ahead	U	A		1	17	-	422	1500	540	78.1%	-	-	-	3.4	29.1	6.9
1/3	M5 Ahead	U	A		1	17	-	577	2080	749	77.1%	-	-	-	3.9	24.5	8.7
1/4	M5 Ahead	U	A		1	17	-	215	1500	540	39.8%	-	-	-	1.0	17.5	2.5
2/1	B4054 Left	U	C		1	13	-	56	1940	543	10.3%	-	-	-	0.3	17.1	0.6
2/2	B4054 Ahead	U	C		1	13	-	168	2080	582	28.8%	-	-	-	0.9	18.5	2.0
2/3	B4054 Ahead	U	C		1	13	-	385	2080	582	66.1%	-	-	-	2.7	24.9	5.7
3/1	Portway (S) Ahead	U	E		1	24	-	711	1940	970	73.3%	-	-	-	3.3	16.7	9.1
3/2	Portway (S) Ahead	U	E		1	24	-	381	2080	1040	36.6%	-	-	-	1.1	10.4	3.5
3/3	Portway (S) Ahead	U	E		1	24	-	381	2080	1040	36.6%	-	-	-	1.1	10.4	3.5
3/4	Portway (S) Ahead	U	E		1	24	-	212	2105	1052	20.1%	-	-	-	0.5	9.1	1.7
4/1	Portway (N) U-Turn Left	U	G		1	14	-	331	2015	605	54.8%	-	-	-	2.0	21.2	4.4
4/2	Portway (N) Left	U	G		1	14	-	184	2155	646	28.5%	-	-	-	0.9	17.3	2.1
6/1	Ahead	U	I		1	31	-	708	1940	1242	57.0%	-	-	-	1.2	5.9	5.2
6/2	Ahead	U	I		1	31	-	761	2080	1331	57.2%	-	-	-	1.1	5.2	5.2
7/1	Ahead	U	J		1	32	-	456	1940	1280	35.6%	-	-	-	0.8	6.3	2.0
7/2	Ahead	U	J		1	32	-	638	2080	1373	46.5%	-	-	-	0.4	2.4	0.4

Basic Results Summary

Scenario 6: 'PM BASE 2017+DEV' (FG6: 'PM BASE 2017+DEV', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A4 Bristow Broadway / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	84.6%	0	0	0	46.4	-	-
A4 Bristow Road / Avonmouth Road / Portway / M5	-	-	-		-	-	-	-	-	-	84.6%	0	0	0	46.4	-	-
1/1	M5 Left	U	A		1	17	-	428	1940	698	61.3%	-	-	-	2.3	19.8	5.7
1/2	M5 Ahead	U	A		1	17	-	317	1500	540	58.7%	-	-	-	1.9	21.0	4.2
1/3	M5 Ahead	U	A		1	17	-	360	2080	749	48.1%	-	-	-	1.7	17.0	4.3
1/4	M5 Ahead	U	A		1	17	-	143	1500	540	26.5%	-	-	-	0.6	15.9	1.6
2/1	B4054 Left	U	C		1	13	-	35	1940	543	6.4%	-	-	-	0.2	16.9	0.4
2/2	B4054 Ahead	U	C		1	13	-	114	2080	582	19.6%	-	-	-	0.6	17.6	1.3
2/3	B4054 Ahead	U	C		1	13	-	334	2080	582	57.3%	-	-	-	2.1	22.7	4.6
3/1	Portway (S) Ahead	U	E		1	21	-	288	1940	854	33.7%	-	-	-	1.0	12.4	2.8
3/2	Portway (S) Ahead	U	E		1	21	-	530	2080	915	57.9%	-	-	-	2.2	15.2	6.1
3/3	Portway (S) Ahead	U	E		1	21	-	531	2080	915	58.0%	-	-	-	2.2	15.2	6.1
3/4	Portway (S) Ahead	U	E		1	21	-	242	2105	926	26.1%	-	-	-	0.8	11.5	2.3
4/1	Portway (N) U-Turn Left	U	G		1	17	-	595	2015	725	82.0%	-	-	-	4.6	27.9	9.6
4/2	Portway (N) Left	U	G		1	17	-	401	2155	776	51.7%	-	-	-	1.9	17.4	4.9
6/1	Ahead	U	I		1	31	-	670	1940	1242	54.0%	-	-	-	0.6	3.3	0.7
6/2	Ahead	U	I		1	31	-	761	2080	1331	57.2%	-	-	-	0.7	3.1	0.7
7/1	Ahead	U	J		1	32	-	257	1940	1280	20.1%	-	-	-	0.5	6.3	1.5
7/2	Ahead	U	J		1	32	-	288	2080	1373	21.0%	-	-	-	0.1	1.7	0.1

Basic Results Summary

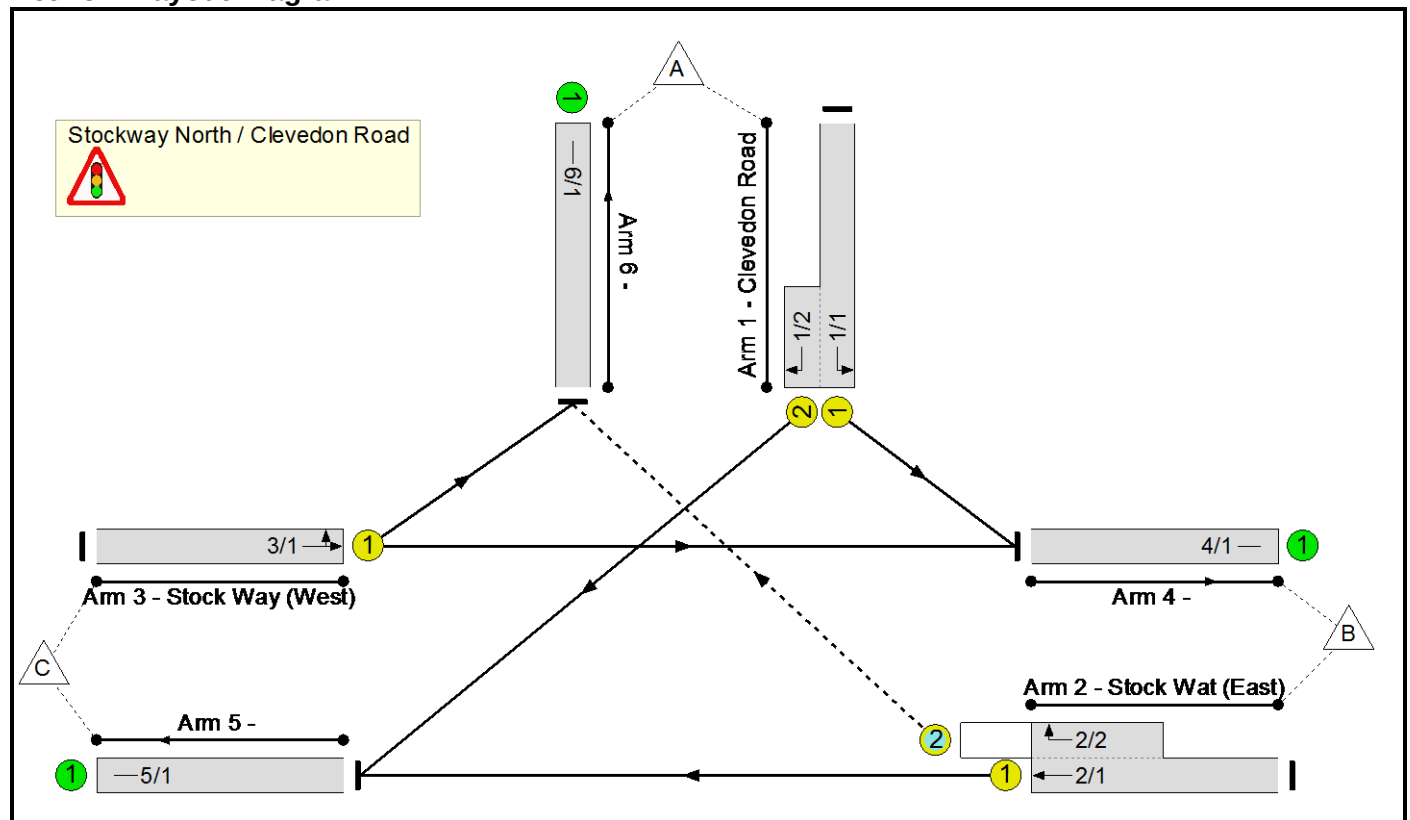
9/1	East Circ Ahead	U	D		1	23	-	635	1965	943	67.3%	-	-	-	2.6	14.9	6.1
9/2	East Circ Ahead	U	D		1	23	-	761	1965	943	80.7%	-	-	-	4.3	20.3	8.3
9/3	East Circ Right	U	D		1	23	-	143	1990	955	15.0%	-	-	-	0.2	5.4	0.4
10/1	South Circ Right	U	F		1	17	-	257	1940	698	36.8%	-	-	-	0.7	9.9	2.4
10/2	South Circ Right	U	F		1	17	-	334	1940	698	47.8%	-	-	-	0.8	8.7	1.0
11/1	West Circ Ahead	U	H		1	20	-	697	1965	825	84.5%	-	-	-	3.8	19.6	6.3
11/2	West Circ Ahead	U	H		1	20	-	698	1965	825	84.6%	-	-	-	3.8	19.7	6.3
11/3	West Circ Right	U	H		1	20	-	242	1965	825	29.3%	-	-	-	0.5	7.7	0.8
12/1	North Circ Ahead	U	B		1	13	-	414	1965	550	75.2%	-	-	-	3.0	26.0	6.5
12/2	North Circ Right	U	B		1	13	-	318	1955	547	58.1%	-	-	-	0.9	10.6	1.3
12/3	North Circ Right	U	B		1	13	-	401	1985	556	72.1%	-	-	-	1.7	15.1	2.1
		C1	Stream: 1	PRC for Signalled Lanes (%):			11.5	Total Delay for Signalled Lanes (pcuHr):			22.09	Cycle Time (s):		50			
		C1	Stream: 2	PRC for Signalled Lanes (%):			6.4	Total Delay for Signalled Lanes (pcuHr):			22.45	Cycle Time (s):		50			
		C1	Stream: 3	PRC for Signalled Lanes (%):			57.4	Total Delay for Signalled Lanes (pcuHr):			1.87	Cycle Time (s):		50			
			PRC Over All Lanes (%):			6.4	Total Delay Over All Lanes(pcuHr):			46.41							

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	TPLO1028 Hinkley
Title:	Stockway North / Clevedon Road - Nailsea
Location:	
File name:	Stockway North_Clevedon Road.lsg3x
Author:	T Nichol
Company:	Curtins
Address:	10 Oxford Court, Bishopsgate, Manchester M2 3WQ.
Notes:	

Network Layout Diagram



Network Results

Scenario 1: 'AM OBS 2014' (FG1: 'AM OBS 2014', Plan 1: 'Network Control Plan 1')

[illegible]

Scenario 2: 'PM OBS 2014' (FG2: 'PM OBS 2014', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Stockway North / Clevedon Road - Nailsea	-	-	-		-	-	-	-	-	-	59.2%	85	277	16	7.4	-	-
Stockway North / Clevedon Road	-	-	-		-	-	-	-	-	-	59.2%	85	277	16	7.4	-	-
1/1+1/2	Clevedon Road Left Right	U	E	D	1	22:10	12	383	1774:1764	430+247	56.6 : 56.6%	-	-	-	2.9	27.6	4.3
2/1+2/2	Stock Wat (East) Ahead Right	U+O	A	C	1	31	22	610	1955:1774	392+638	59.2 : 59.2%	85	277	16	3.0	17.5	5.8
3/1	Stock Way (West) Ahead Left	U	B		1	20	-	228	2016	605	37.7%	-	-	-	1.5	24.1	3.8
C1 PRC for Signalled Lanes (%): 51.9 PRC Over All Lanes (%): 51.9 Total Delay for Signalled Lanes (pcuHr): 7.42 Total Delay Over All Lanes(pcuHr): 7.42 Cycle Time (s): 70																	

Basic Results Summary

Scenario 3: 'AM BASE 2019' (FG3: 'AM BASE 2019', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Stockway North / Clevedon Road - Nailsea	-	-	-		-	-	-	-	-	-	66.9%	46	275	14	9.3	-	-
Stockway North / Clevedon Road	-	-	-		-	-	-	-	-	-	66.9%	46	275	14	9.3	-	-
1/1+1/2	Clevedon Road Left Right	U	E	D	1	24:14	10	510	1774:1764	499+263	66.9 : 66.9%	-	-	-	3.8	27.0	6.5
2/1+2/2	Stock Wat (East) Ahead Right	U+O	A	C	1	27	20	440	1955:1774	198+633	53.0 : 53.0%	46	275	14	2.5	20.2	5.3
3/1	Stock Way (West) Ahead Left	U	B		1	18	-	345	1997	542	63.6%	-	-	-	3.0	31.5	6.7
		C1	PRC for Signalled Lanes (%):		34.5		34.5		Total Delay for Signalled Lanes (pcuHr):		9.33		9.33		Cycle Time (s):		70
			PRC Over All Lanes (%):						Total Delay Over All Lanes(pcuHr):								

Basic Results Summary

Scenario 4: 'PM BASE 2019' (FG4: 'PM BASE 2019', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Stockway North / Clevedon Road - Nailsea	-	-	-		-	-	-	-	-	-	64.9%	83	313	18	8.4	-	-
Stockway North / Clevedon Road	-	-	-		-	-	-	-	-	-	64.9%	83	313	18	8.4	-	-
1/1+1/2	Clevedon Road Left Right	U	E	D	1	22:10	12	418	1774:1764	429+248	61.8 : 61.8%	-	-	-	3.3	28.7	4.9
2/1+2/2	Stock Wat (East) Ahead Right	U+O	A	C	1	31	22	668	1955:1774	392+638	64.9 : 64.9%	83	313	18	3.4	18.5	6.6
3/1	Stock Way (West) Ahead Left	U	B		1	20	-	248	2016	605	41.0%	-	-	-	1.7	24.6	4.1
C1		PRC for Signalled Lanes (%):		38.7		38.7		Total Delay for Signalled Lanes (pcuHr):		8.45		8.45		Cycle Time (s):		70	
		PRC Over All Lanes (%):		38.7				Total Delay Over All Lanes(pcuHr):									

Basic Results Summary

Scenario 5: 'AM BASE 2019+DEV' (FG5: 'AM BASE 2019+DEV', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Stockway North / Clevedon Road - Nailsea	-	-	-		-	-	-	-	-	-	72.0%	30	291	14	10.7	-	-
Stockway North / Clevedon Road	-	-	-		-	-	-	-	-	-	72.0%	30	291	14	10.7	-	-
1/1+1/2	Clevedon Road Left Right	U	E	D	1	25:17	8	559	1774:1764	476+320	70.2 : 70.2%	-	-	-	4.1	26.6	6.7
2/1+2/2	Stock Wat (East) Ahead Right	U+O	A	C	1	24	18	440	1955:1774	180+573	58.4 : 58.4%	30	291	14	2.9	23.4	5.8
3/1	Stock Way (West) Ahead Left	U	B		1	17	-	369	1992	512	72.0%	-	-	-	3.7	36.1	7.7
C1																	

Basic Results Summary

Scenario 6: 'PM BASE 2019+DEV' (FG6: 'PM BASE 2019+DEV', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Stockway North / Clevedon Road - Nailsea	-	-	-		-	-	-	-	-	-	68.0%	80	317	18	9.5	-	-	
Stockway North / Clevedon Road	-	-	-		-	-	-	-	-	-	68.0%	80	317	18	9.5	-	-	
1/1+1/2	Clevedon Road Left Right	U	E	D	1	22:11	11	442	1774:1764	390+260	68.0 : 68.0%	-	-	-	3.7	30.4	5.1	
2/1+2/2	Stock Wat (East) Ahead Right	U+O	A	C	1	30	21	668	1955:1774	382+622	66.6 : 66.6%	80	317	18	3.6	19.6	6.8	
3/1	Stock Way (West) Ahead Left	U	B		1	20	-	296	2001	600	49.3%	-	-	-	2.1	26.0	5.2	
C1																		
PRC for Signalled Lanes (%):							32.3	Total Delay for Signalled Lanes (pcuHr):					9.51	Cycle Time (s): 70				
PRC Over All Lanes (%):							32.3	Total Delay Over All Lanes(pcuHr):					9.51					

Junctions 8			
ARCADY 8 - Roundabout Module			
Version: 8.0.3.332 [14595,13/11/2013] © Copyright TRL Limited, 2014			
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Filename: Stock Way N - Stock Way S.arc8

Path: P:\TP London\TP Projects\Hinkley Point C Connection\Modelling\Junctions 8\J50

Report generation date: 03/02/2014 15:15:19

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2014 Obs							
Stock Way North	0.52	7.32	0.33	A	1.12	9.93	0.53	A

Stock Way South	0.49	7.51	0.32	A	0.44	7.93	0.30	A
Silver Street	0.17	3.26	0.14	A	0.11	2.92	0.10	A
A1 - 2019 Base								
Stock Way North	0.59	7.70	0.36	A	1.38	11.21	0.58	B
Stock Way South	0.56	7.88	0.35	A	0.51	8.45	0.33	A
Silver Street	0.19	3.38	0.16	A	0.12	2.99	0.11	A
A1 - 2019 Dev								
Stock Way North	0.88	10.03	0.45	B	1.52	12.00	0.60	B
Stock Way South	0.68	9.04	0.38	A	0.69	9.66	0.39	A
Silver Street	0.34	3.82	0.25	A	0.13	3.10	0.11	A

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

"D1 - 2014 Obs, AM " model duration: 07:45 - 09:15

"D2 - 2014 Obs, PM" model duration: 16:45 - 18:15

"D3 - 2019 Base, AM" model duration: 07:45 - 09:15

"D4 - 2019 Base, PM" model duration: 16:45 - 18:15

"D5 - 2019 Dev, AM" model duration: 07:45 - 09:15

"D6 - 2019 Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.3.332 at 03/02/2014 15:15:16

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	30/01/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

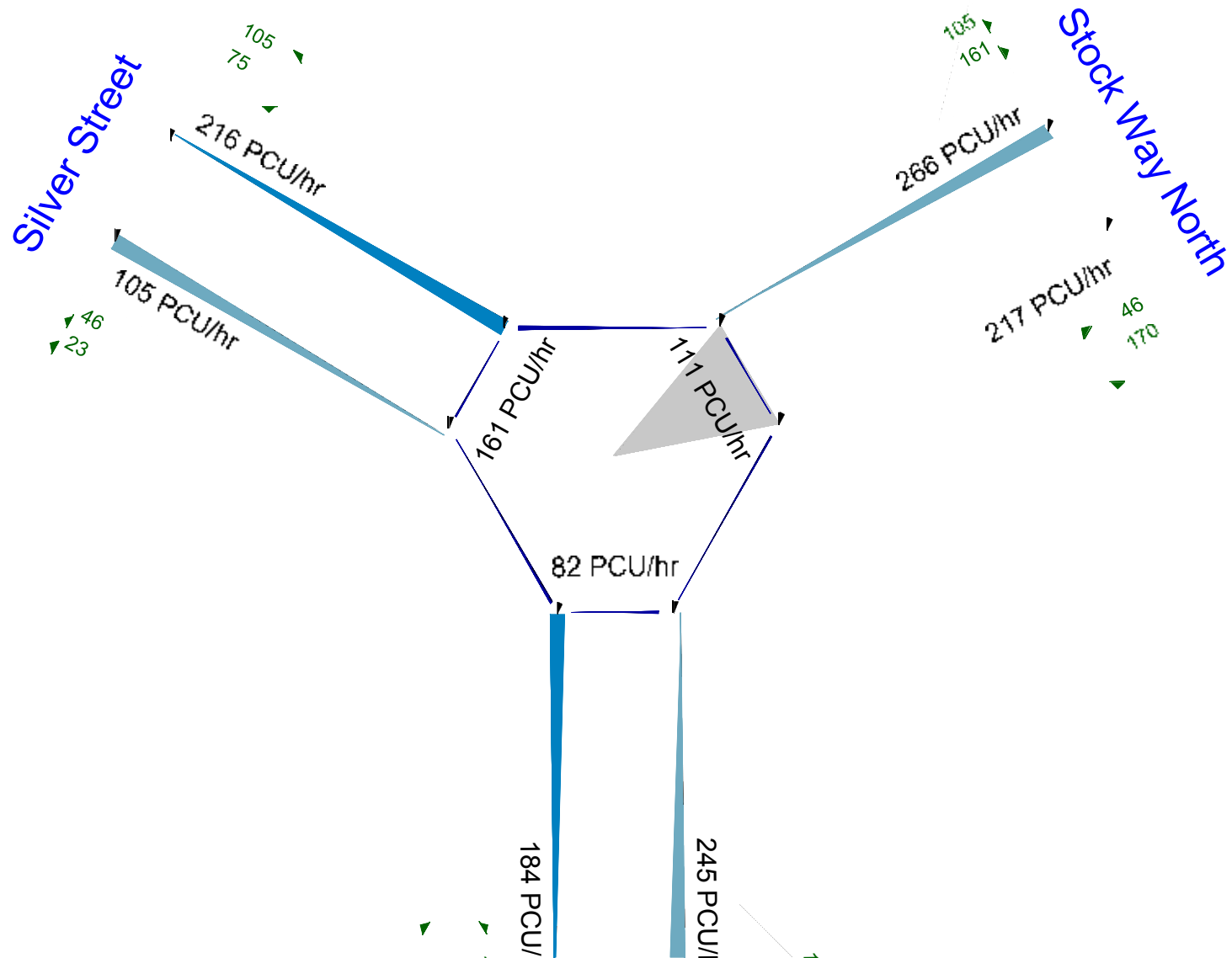
Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
----------------	-------------	---------------------	-----------------------	------------	---------------------	-------------------	---------------------

m	kph	PCU	PCU	perHour	s	-Min	perMin
---	-----	-----	-----	---------	---	------	--------



20.00 m

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2014 Obs, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2014 Obs, AM	2014 Obs	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	6.26	A

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
Stock Way North	Stock Way North	
Stock Way South	Stock Way South	
Silver Street	Silver Street	

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Stock Way North	4.30	4.30	4.30	0.00	13.50	9.00	0.00	
Stock Way South	4.40	4.40	4.40	0.00	15.85	11.50	0.00	
Silver Street	5.00	5.00	5.00	0.00	17.65	20.00	0.00	

Pedestrian Crossings

Name	Crossing Type
------	---------------

Stock Way North	None
Stock Way South	None
Silver Street	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Stock Way North		(calculated)	(calculated)	0.571	800.528
Stock Way South		(calculated)	(calculated)	0.582	781.788
Silver Street		(calculated)	(calculated)	1.181	1556.450

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Stock Way North	ONE HOUR	✓	233.00	100.000
Stock Way South	ONE HOUR	✓	215.00	100.000
Silver Street	ONE HOUR	✓	172.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - (untitled) (for whole period)

	To			
From		1	2	3
	1	0.000	176.000	57.000
	2	186.000	0.000	29.000
	3	128.000	44.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To			
From		1	2	3
	1	0.00	0.76	0.24

	2	0.87	0.00	0.13
	3	0.74	0.26	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To		
From		1	2	3
	1	1.000	1.050	1.050
	2	1.050	1.000	1.140
	3	1.020	1.020	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To		
From		1	2	3
	1	0.000	5.000	5.000
	2	5.000	0.000	14.000
	3	2.000	2.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Stock Way North	0.33	7.32	0.52	A
Stock Way South	0.32	7.51	0.49	A
Silver Street	0.14	3.26	0.17	A

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	175.41	174.21	33.02	0.00	781.66	0.224	0.30	6.210	A
Stock Way South	161.86	160.72	42.62	0.00	756.97	0.214	0.29	6.396	A
Silver Street	129.49	129.07	139.04	0.00	1392.24	0.093	0.10	2.907	A

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	209.46	209.13	39.53	0.00	777.94	0.269	0.38	6.640	A
Stock Way South	193.28	192.97	51.16	0.00	752.00	0.257	0.36	6.832	A
Silver Street	154.62	154.52	166.94	0.00	1359.29	0.114	0.13	3.047	A

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	256.54	256.01	48.40	0.00	772.87	0.332	0.52	7.305	A
Stock Way South	236.72	236.22	62.63	0.00	745.32	0.318	0.49	7.496	A
Silver Street	189.38	189.21	204.36	0.00	1315.10	0.144	0.17	3.261	A

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	256.54	256.53	48.44	0.00	772.85	0.332	0.52	7.320	A
Stock Way South	236.72	236.71	62.76	0.00	745.25	0.318	0.49	7.512	A
Silver Street	189.38	189.37	204.78	0.00	1314.60	0.144	0.17	3.262	A

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	209.46	209.97	39.60	0.00	777.90	0.269	0.39	6.663	A
Stock Way South	193.28	193.76	51.37	0.00	751.88	0.257	0.37	6.853	A
Silver Street	154.62	154.78	167.63	0.00	1358.48	0.114	0.13	3.050	A

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	175.41	175.75	33.15	0.00	781.59	0.224	0.31	6.244	A
Stock Way South	161.86	162.18	43.00	0.00	756.75	0.214	0.29	6.428	A
Silver Street	129.49	129.60	140.31	0.00	1390.75	0.093	0.11	2.913	A

(Default Analysis Set) - 2014 Obs, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2014 Obs, PM	2014 Obs	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	8.12	A

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
Stock Way North	Stock Way North	
Stock Way South	Stock Way South	

Silver Street	Silver Street	
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Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Stock Way North	4.30	4.30	4.30	0.00	13.50	9.00	0.00	
Stock Way South	4.40	4.40	4.40	0.00	15.85	11.50	0.00	
Silver Street	5.00	5.00	5.00	0.00	17.65	20.00	0.00	

Pedestrian Crossings

Name	Crossing Type
Stock Way North	None
Stock Way South	None
Silver Street	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Stock Way North		(calculated)	(calculated)	0.571	800.528
Stock Way South		(calculated)	(calculated)	0.582	781.788

Silver Street		(calculated)	(calculated)	1.181	1556.450
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The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Stock Way North	ONE HOUR	✓	372.00	100.000
Stock Way South	ONE HOUR	✓	182.00	100.000
Silver Street	ONE HOUR	✓	122.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - (untitled) (for whole period)

	To			
From		1	2	3
	1	0.000	204.000	168.000
	2	124.000	0.000	58.000
	3	83.000	39.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To			
From		1	2	3
	1	0.00	0.55	0.45
	2	0.68	0.00	0.32
	3	0.68	0.32	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		1	2	3
	1	1.000	1.020	1.000

	2	1.050	1.000	1.030
	3	1.010	1.050	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
		1	2	3
	1	0.000	2.000	0.000
	2	5.000	0.000	3.000
	3	1.000	5.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Stock Way North	0.53	9.93	1.12	A
Stock Way South	0.30	7.93	0.44	A
Silver Street	0.10	2.92	0.11	A

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	280.06	277.84	29.27	0.00	783.80	0.357	0.56	7.161	A
Stock Way South	137.02	136.03	125.48	0.00	708.73	0.193	0.25	6.549	A
Silver Street	91.85	91.57	92.68	0.00	1447.00	0.063	0.07	2.715	A

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	334.42	333.65	35.04	0.00	780.51	0.428	0.75	8.131	A
Stock Way South	163.61	163.33	150.68	0.00	694.06	0.236	0.32	7.075	A
Silver Street	109.68	109.61	111.28	0.00	1425.03	0.077	0.08	2.797	A

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	409.58	408.14	42.91	0.00	776.01	0.528	1.11	9.853	A

Stock Way South	200.39	199.92	184.32	0.00	674.47	0.297	0.44	7.908	A
Silver Street	134.32	134.23	136.21	0.00	1395.59	0.096	0.11	2.917	A

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	409.58	409.53	42.94	0.00	775.99	0.528	1.12	9.927	A
Stock Way South	200.39	200.37	184.95	0.00	674.10	0.297	0.44	7.930	A
Silver Street	134.32	134.32	136.52	0.00	1395.22	0.096	0.11	2.918	A

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	334.42	335.81	35.09	0.00	780.48	0.428	0.77	8.209	A
Stock Way South	163.61	164.07	151.66	0.00	693.49	0.236	0.33	7.101	A
Silver Street	109.68	109.77	111.78	0.00	1424.44	0.077	0.09	2.801	A

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	280.06	280.86	29.38	0.00	783.74	0.357	0.57	7.250	A

Stock Way South	137.02	137.31	126.84	0.00	707.94	0.194	0.25	6.588	A
Silver Street	91.85	91.91	93.55	0.00	1445.96	0.064	0.07	2.717	A

(Default Analysis Set) - 2019 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 Base, AM	2019 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
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(untitled)	Mini-roundabout	1,2,3	6.56	A
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Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
Stock Way North	Stock Way North	
Stock Way South	Stock Way South	
Silver Street	Silver Street	

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Stock Way North	4.30	4.30	4.30	0.00	13.50	9.00	0.00	
Stock Way South	4.40	4.40	4.40	0.00	15.85	11.50	0.00	
Silver Street	5.00	5.00	5.00	0.00	17.65	20.00	0.00	

Pedestrian Crossings

Name	Crossing Type
Stock Way North	None
Stock Way South	None
Silver Street	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Stock Way North		(calculated)	(calculated)	0.571	800.528
Stock Way South		(calculated)	(calculated)	0.582	781.788
Silver Street		(calculated)	(calculated)	1.181	1556.450

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Stock Way North	ONE HOUR	✓	254.00	100.000
Stock Way South	ONE HOUR	✓	234.00	100.000
Silver Street	ONE HOUR	✓	188.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - (untitled) (for whole period)

	To			
		1	2	3
	1	0.000	192.000	62.000
	2	203.000	0.000	31.000
	3	140.000	48.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

From	To			
	1	2	3	

	1	0.00	0.76	0.24
	2	0.87	0.00	0.13
	3	0.74	0.26	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		1	2	3
	1	1.000	1.050	1.050
	2	1.050	1.000	1.130
	3	1.020	1.020	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		1	2	3
	1	0.000	5.000	5.000
	2	5.000	0.000	13.000
	3	2.000	2.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Stock Way North	0.36	7.70	0.59	A
Stock Way South	0.35	7.88	0.56	A
Silver Street	0.16	3.38	0.19	A

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	191.22	189.87	36.02	0.00	779.95	0.245	0.34	6.392	A
Stock Way South	176.17	174.89	46.35	0.00	754.80	0.233	0.32	6.565	A
Silver Street	141.54	141.07	151.72	0.00	1377.27	0.103	0.12	2.970	A

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	228.34	227.96	43.12	0.00	775.89	0.294	0.43	6.894	A
Stock Way South	210.36	210.00	55.64	0.00	749.39	0.281	0.41	7.069	A
Silver Street	169.01	168.89	182.18	0.00	1341.29	0.126	0.15	3.131	A

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	279.66	279.03	52.80	0.00	770.36	0.363	0.59	7.683	A
Stock Way South	257.64	257.05	68.11	0.00	742.13	0.347	0.56	7.857	A
Silver Street	206.99	206.80	223.00	0.00	1293.09	0.160	0.19	3.380	A

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	279.66	279.64	52.85	0.00	770.33	0.363	0.59	7.703	A
Stock Way South	257.64	257.62	68.26	0.00	742.04	0.347	0.56	7.876	A
Silver Street	206.99	206.99	223.49	0.00	1292.50	0.160	0.19	3.381	A

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	228.34	228.95	43.20	0.00	775.85	0.294	0.44	6.918	A
Stock Way South	210.36	210.93	55.89	0.00	749.25	0.281	0.42	7.095	A
Silver Street	169.01	169.19	182.99	0.00	1340.34	0.126	0.15	3.137	A

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	191.22	191.62	36.17	0.00	779.86	0.245	0.34	6.432	A
Stock Way South	176.17	176.54	46.77	0.00	754.55	0.233	0.33	6.605	A
Silver Street	141.54	141.66	153.15	0.00	1375.58	0.103	0.12	2.975	A

(Default Analysis Set) - 2019 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 Base, PM	2019 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	8.98	A

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
Stock Way North	Stock Way North	
Stock Way South	Stock Way South	

Silver Street	Silver Street	
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Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Stock Way North	4.30	4.30	4.30	0.00	13.50	9.00	0.00	
Stock Way South	4.40	4.40	4.40	0.00	15.85	11.50	0.00	
Silver Street	5.00	5.00	5.00	0.00	17.65	20.00	0.00	

Pedestrian Crossings

Name	Crossing Type
Stock Way North	None
Stock Way South	None
Silver Street	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Stock Way North		(calculated)	(calculated)	0.571	800.528
Stock Way South		(calculated)	(calculated)	0.582	781.788

Silver Street		(calculated)	(calculated)	1.181	1556.450
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The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Stock Way North	ONE HOUR	✓	408.00	100.000
Stock Way South	ONE HOUR	✓	199.00	100.000
Silver Street	ONE HOUR	✓	134.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - (untitled) (for whole period)

	To			
From		1	2	3
	1	0.000	224.000	184.000
	2	136.000	0.000	63.000
	3	91.000	43.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To			
From		1	2	3
	1	0.00	0.55	0.45
	2	0.68	0.00	0.32
	3	0.68	0.32	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		1	2	3
	1	1.000	1.020	1.000

	2	1.050	1.000	1.030
	3	1.010	1.050	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
		1	2	3
	1	0.000	2.000	0.000
	2	5.000	0.000	3.000
	3	1.000	5.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Stock Way North	0.58	11.21	1.38	B
Stock Way South	0.33	8.45	0.51	A
Silver Street	0.11	2.99	0.12	A

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	307.16	304.58	32.27	0.00	782.09	0.393	0.64	7.580	A
Stock Way South	149.82	148.70	137.36	0.00	701.81	0.213	0.28	6.778	A
Silver Street	100.88	100.57	101.62	0.00	1436.44	0.070	0.08	2.755	A

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	366.78	365.82	38.63	0.00	778.46	0.471	0.88	8.798	A
Stock Way South	178.90	178.56	164.98	0.00	685.73	0.261	0.36	7.402	A
Silver Street	120.46	120.39	122.03	0.00	1412.33	0.085	0.10	2.848	A

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	449.22	447.31	47.31	0.00	773.50	0.581	1.36	11.090	B

Stock Way South	219.10	218.53	201.73	0.00	664.34	0.330	0.51	8.416	A
Silver Street	147.54	147.43	149.35	0.00	1380.07	0.107	0.12	2.985	A

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	449.22	449.14	47.34	0.00	773.48	0.581	1.38	11.213	B
Stock Way South	219.10	219.09	202.55	0.00	663.85	0.330	0.51	8.446	A
Silver Street	147.54	147.54	149.73	0.00	1379.62	0.107	0.12	2.986	A

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	366.78	368.64	38.69	0.00	778.42	0.471	0.92	8.920	A
Stock Way South	178.90	179.45	166.25	0.00	684.99	0.261	0.37	7.438	A
Silver Street	120.46	120.57	122.64	0.00	1411.62	0.085	0.10	2.850	A

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	307.16	308.18	32.40	0.00	782.02	0.393	0.66	7.696	A

Stock Way South	149.82	150.16	138.98	0.00	700.87	0.214	0.29	6.825	A
Silver Street	100.88	100.95	102.62	0.00	1435.25	0.070	0.08	2.760	A

(Default Analysis Set) - 2019 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 Dev, AM	2019 Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
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(untitled)	Mini-roundabout	1,2,3	7.56	A
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Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
Stock Way North	Stock Way North	
Stock Way South	Stock Way South	
Silver Street	Silver Street	

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Stock Way North	4.30	4.30	4.30	0.00	13.50	9.00	0.00	
Stock Way South	4.40	4.40	4.40	0.00	15.85	11.50	0.00	
Silver Street	5.00	5.00	5.00	0.00	17.65	20.00	0.00	

Pedestrian Crossings

Name	Crossing Type
Stock Way North	None
Stock Way South	None
Silver Street	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Stock Way North		(calculated)	(calculated)	0.571	800.528
Stock Way South		(calculated)	(calculated)	0.582	781.788
Silver Street		(calculated)	(calculated)	1.181	1556.450

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Stock Way North	ONE HOUR	✓	290.00	100.000
Stock Way South	ONE HOUR	✓	247.00	100.000
Silver Street	ONE HOUR	✓	288.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - (untitled) (for whole period)

	To			
		1	2	3
	1	0.000	228.000	62.000
	2	216.000	0.000	31.000
	3	140.000	100.000	48.000

Turning Proportions (PCU) - (untitled) (for whole period)

From	To		
	1	2	3

	1	0.00	0.79	0.21
	2	0.87	0.00	0.13
	3	0.49	0.35	0.17

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		1	2	3
	1	1.000	1.090	1.050
	2	1.100	1.000	1.130
	3	1.020	1.020	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
From		1	2	3
	1	0.000	9.000	5.000
	2	10.000	0.000	13.000
	3	2.000	2.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Stock Way North	0.45	10.03	0.88	B
Stock Way South	0.38	9.04	0.68	A
Silver Street	0.25	3.82	0.34	A

Main Results for each time segment

Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	218.33	216.53	111.03	0.00	737.09	0.296	0.45	7.452	A
Stock Way South	185.95	184.47	82.30	0.00	733.87	0.253	0.37	7.213	A
Silver Street	216.82	216.06	161.32	0.00	1365.93	0.159	0.19	3.181	A

Main results: (08:00-08:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	260.70	260.11	132.94	0.00	724.57	0.360	0.60	8.369	A
Stock Way South	222.05	221.60	98.72	0.00	724.31	0.307	0.48	7.896	A
Silver Street	258.91	258.69	193.79	0.00	1327.58	0.195	0.25	3.423	A

Main results: (08:15-08:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	319.30	318.20	162.77	0.00	707.53	0.451	0.87	9.968	A
Stock Way South	271.95	271.19	120.82	0.00	711.44	0.382	0.67	9.008	A
Silver Street	317.09	316.74	237.15	0.00	1276.37	0.248	0.33	3.814	A

Main results: (08:30-08:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	319.30	319.26	162.95	0.00	707.43	0.451	0.88	10.025	B
Stock Way South	271.95	271.93	121.10	0.00	711.28	0.382	0.68	9.043	A
Silver Street	317.09	317.09	237.80	0.00	1275.61	0.249	0.34	3.817	A

Main results: (08:45-09:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	260.70	261.76	133.23	0.00	724.41	0.360	0.62	8.432	A
Stock Way South	222.05	222.78	99.17	0.00	724.05	0.307	0.49	7.937	A
Silver Street	258.91	259.26	194.82	0.00	1326.37	0.195	0.25	3.429	A

Main results: (09:00-09:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	218.33	218.95	111.53	0.00	736.80	0.296	0.46	7.527	A
Stock Way South	185.95	186.42	82.98	0.00	733.47	0.254	0.38	7.268	A
Silver Street	216.82	217.04	163.02	0.00	1363.92	0.159	0.19	3.190	A

(Default Analysis Set) - 2019 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2019 Dev, PM	2019 Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	9.79	A

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
Stock Way North	Stock Way North	
Stock Way South	Stock Way South	

Silver Street	Silver Street	
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Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Stock Way North	4.30	4.30	4.30	0.00	13.50	9.00	0.00	
Stock Way South	4.40	4.40	4.40	0.00	15.85	11.50	0.00	
Silver Street	5.00	5.00	5.00	0.00	17.65	20.00	0.00	

Pedestrian Crossings

Name	Crossing Type
Stock Way North	None
Stock Way South	None
Silver Street	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Stock Way North		(calculated)	(calculated)	0.571	800.528
Stock Way South		(calculated)	(calculated)	0.582	781.788

Silver Street		(calculated)	(calculated)	1.181	1556.450
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The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Stock Way North	ONE HOUR	✓	420.00	100.000
Stock Way South	ONE HOUR	✓	235.00	100.000
Silver Street	ONE HOUR	✓	134.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - (untitled) (for whole period)

	To			
From		1	2	3
	1	0.000	236.000	184.000
	2	172.000	0.000	63.000
	3	91.000	43.000	0.000

Turning Proportions (PCU) - (untitled) (for whole period)

	To			
From		1	2	3
	1	0.00	0.56	0.44
	2	0.73	0.00	0.27
	3	0.68	0.32	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

	To			
From		1	2	3
	1	1.000	1.070	1.000

	2	1.110	1.000	1.030
	3	1.010	1.050	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

	To			
		1	2	3
	1	0.000	7.000	0.000
	2	11.000	0.000	3.000
	3	1.000	5.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
Stock Way North	0.60	12.00	1.52	B
Stock Way South	0.39	9.66	0.69	A
Silver Street	0.11	3.10	0.13	A

Main Results for each time segment

Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	316.20	313.42	32.27	0.00	782.09	0.404	0.69	7.929	A
Stock Way South	176.92	175.47	137.31	0.00	701.84	0.252	0.36	7.418	A
Silver Street	100.88	100.57	128.43	0.00	1404.77	0.072	0.08	2.822	A

Main results: (17:00-17:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	377.57	376.51	38.63	0.00	778.46	0.485	0.96	9.273	A
Stock Way South	211.26	210.80	164.95	0.00	685.75	0.308	0.48	8.233	A
Silver Street	120.46	120.39	154.29	0.00	1374.24	0.088	0.10	2.935	A

Main results: (17:15-17:30)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	462.43	460.28	47.31	0.00	773.50	0.598	1.50	11.847	B

Stock Way South	258.74	257.92	201.65	0.00	664.38	0.389	0.68	9.611	A
Silver Street	147.54	147.42	188.78	0.00	1333.50	0.111	0.13	3.103	A

Main results: (17:30-17:45)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	462.43	462.34	47.34	0.00	773.48	0.598	1.52	12.003	B
Stock Way South	258.74	258.71	202.55	0.00	663.86	0.390	0.69	9.660	A
Silver Street	147.54	147.54	189.36	0.00	1332.82	0.111	0.13	3.104	A

Main results: (17:45-18:00)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	377.57	379.66	38.69	0.00	778.42	0.485	1.00	9.421	A
Stock Way South	211.26	212.05	166.33	0.00	684.95	0.308	0.49	8.292	A
Silver Street	120.46	120.58	155.20	0.00	1373.16	0.088	0.10	2.940	A

Main results: (18:00-18:15)

Name	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
Stock Way North	316.20	317.33	32.40	0.00	782.02	0.404	0.71	8.062	A

Stock Way South	176.92	177.40	139.02	0.00	700.85	0.252	0.37	7.487	A
Silver Street	100.88	100.96	129.84	0.00	1403.11	0.072	0.08	2.826	A